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EXECUTIVE SUMMARY

The members of the GWS are concerned about the deteriorating condition of the Gorge Waterway as a place to live, play and work and intend to organize their resources to correct this situation. Members surveyed agreed that priority should be given to the formulation of some overall vision, plans and policies to guide their Directors, local governments, area residents and the public in the wise use and management of this regional heritage resource.

The survey and planning workshop conducted in 1994 to determine members' concerns, fears and dreams for this waterway further revealed that most members valued the simple activities and the natural values. Most for example enjoyed walking along the waterway and sharing its beautiful views, its wildlife, its parks and its tranquil natural settings. Accordingly, many were concerned with environmental and pollution control issues; especially the growing loss of wildlife and the loss of shoreline aesthetics and "wild" areas due to tree cutting, construction of rock sea walls and docks. Similarly, there was strong objection raised to the growing construction of large buildings, asphalt parking lots and other developments which have crowded the waterway at the expense of the shoreline vegetation, public access and water views.

Gorge Kinsmen Park and the Saanich Walkway were the most popularly visited places on the waterway by members and their families. Natural beauty, landscaped gardens, wildlife, safety and especially peace and quiet are the attributes sought by members when selecting "favourite places" to visit. In general, members see the waterway as a "parkway" where one can escape from the sights, sounds and smells of the surrounding city and its traffic.

Although most members were not active in water sports they nevertheless enjoyed seeing canoes, row boats, fishermen and swimmers. The growing motor boating population has many worried, not only because of reckless speeding, resultant wave action and the proliferation of wharves and boat moorage, but also because of the increased threat to wildlife and members' desire for undisturbed surroundings.

The lack of effective development control by area municipalities was seen to be a major problem plaguing the waterway. Respondents gave Victoria and Esquimalt the dubious distinction of lowest marks for development control and gave the municipalities of View Royal and Saanich, the highest. The underlying worry expressed by members was that government would not get a grasp on development control, environmental management and planning so as to take effective charge before more unpleasant and irreversible changes occur.

Most members dreamt of a return to an "unspoiled" waterway, with more parks and open spaces and opportunities to walk along the

waterway afforded the public. The dream expressed was for a waterway which was pollution-free, more vibrant and accessible and one which would build upon its former reputation as a major recreational and historical attraction. Members also dreamed of the day when such a unifying vision for the waterway would be translated into a Plan(s) and an Authority(s) to coordinate, and control development along the entire stretch of it.

Most respondents were appreciative of the work the Society was doing and were highly supportive of the planning initiatives undertaken and proposed. To improve the function of the Society members recommendations included: producing more news letters and encouraging more member involvement (possibly through more meetings), to work more closely with other community and environmental groups, especially before making public statements, to be more active and visible in planning and development control hearings, and to focus on the "fundamentals" of waterway land and water use.

The composite member responding to the Questionnaire (representing over 60% of respondents) was a waterfront owner who has lived in the area for over 11 years - and many for a considerably longer period of time (5% had lived on or near the water for more than 50 years). Only 1% of those surveyed however lived beyond easy walking distance of the water. It is observed that members moving away from the waterway quickly lose interest in the issues and in their membership.

The Society is advised to refine its Mission Statement, then produce a Policies Plan. Only after sufficient resources and a broader base of member support has been established, should a "Comprehensive Plan" be attempted. Much of this planning work is proposed to be undertaken by the four Focus Groups described.

For the interim, a variety of work projects have been proposed for the Society. These include inventorying "special places", establishing an "Arbor Week and landscaping incentives" for waterfront, introducing effective speed control strategies for boats, developing an archaeological visitor attraction adjacent to the Gorge reversing falls, making public washrooms available year-around in the parks, establishing a resource library and photo record of the waterway for the Society and publicizing developments which are an affront to the sensibilities of the Society.

The planning challenges faced by the Society stem largely from the public's lack of knowledge of the many problems and issues affecting the waterway. It also stems from the need to get more members involved to undertake the work required. The Victoria Esquimalt Harbours Environmental Action Program (VEHEAP), Camosun College and the Univ. of Victoria have expressed interest in assisting the Society with some of these tasks. The municipalities, local ratepayers' groups and the Provincial government are additional resources which might be tapped during this planning process.

1. INTRODUCTION

1.1 REPORT PURPOSE & PLAN EMPHASIS

This report strives to identify the concerns, fears and dreams that members of the Gorge Waterway Society (GWS) have for the waterway, as well as to provide insights as to the resources available and steps to be taken by the Society to deal with these concerns and to achieve these dreams. This report is only the first small step towards the publication by the Society of a plan for the waterway. Specifically, this report's purpose is to identify :

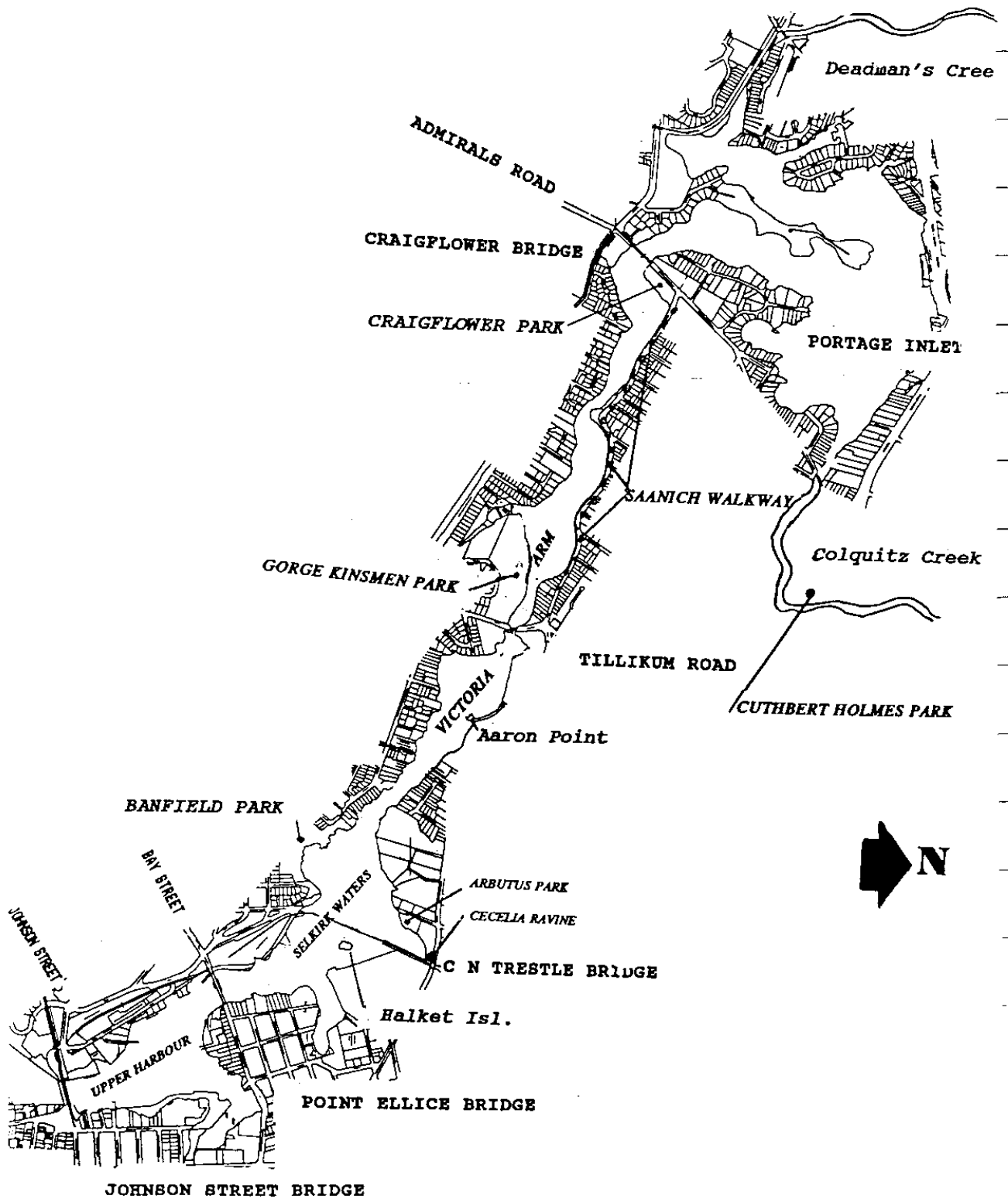
- (1) the issues which members have expressed as being important to them, how members use and value the waterway, and how they think the Society might serve them better,*
- (2) those areas of research which would be of value to the preparation of a plan,*
- (3) those members, other community-minded individuals and government agencies who are in a position to contribute their knowledge and resources to the process,*
- (4) some of the literature and resource material collected by the Society relevant to the better understanding and planning of the waterway, and lastly,*
- (5) the planning hurdles faced and how the Society might organize itself to overcome these hurdles.*

A key tenet of the plan document which the Society intends to prepare is that the process be participatory in nature. This is to ensure that the plan is not only representative of members' values and concerns, but to ensure a sense of ownership, pride, and hence commitment to seeing this plan through to completion. According to the Society's former President, Graham Ross-Smith, *"It is intended that this project will utilize a process which will draw upon the knowledge and creative assistance of its members and selected persons with related expertise in order to identify all matters of relevance to the waterway and especially, to reach consensus on plans regarding these. It is expected that this document, with text, maps, charts, tables and illustrations will clearly set out the Society's visions of the Gorge Waterway at some future point in time, say 5 or 10 years hence."*

1.2 AREA OF CONCERN

The geographical area that the Society in its charter has defined "to improve, protect and preserve" is the portion of the waterway beginning at the Johnson Street Bridge and the Upper Harbour, and ending at the upper reaches of Portage Inlet, a total distance of approximately 10 kilometres. Waters encountered enroute include the Selkirk Waters, Selkirk Narrows and Victoria Arm, (water area between Banfield Park and Portage Inlet). Because the shorelines are an integral part of this waterway system, and cast such an important influence upon it, the Society is also concerned with adjacent land uses: defined as lands which extend from the high water line back to the nearest street paralleling the shoreline.

GORGE WATERWAY



1.3 CLARIFICATION OF TERMS

The terms "Gorge Waterway" or "waterway" used in this report refer to these above-described waters or by context, these waters and their contiguous lands. When "Society" or "members" is used, it is the Gorge Waterway Action Society or its members that is meant.

1.4 THE WATERWAY

The Gorge Waterway or "Gorge" (as it is popularly known), is a picturesque arm of the sea which winds north-westward from Victoria's Inner Harbour to Portage Inlet, where its two main fresh water sources - the Colquitz and Craigflower creeks discharge (see map opposite). In less than a century, the entire shoreline of this tidal inlet has become dramatically transformed from a wilderness of Douglas Fir, Garry Oak and Arbutus forest to a near clear-cut and neatly manicured version of its former self; featuring urban development ranging from heavy industry and material storage yards near its harbour end to quiet residential and public green spaces along its more placid upper reaches. Fortunately, at least one form of pollution, sewage, has been largely eliminated allowing this waterway to continue to play host to a variety of marine life and to become popular again as a residential and recreational retreat for Victorians - and increasingly, for visitors.

Traditionally, the waterway served as an important transportation link for both natives and early settlers. The natives found the waterway to be a safe and convenient way to bypass the rough open seas of Juan de Fuca Strait when travelling from Victoria Harbour to Esquimalt Harbour (a short portage is required at the foot of Four Mile Hill to reach Esquimalt Harbour from Portage Inlet). In the early days of settlement, the waterway was again invaluable for transport. The first settlers relied on the waterway for transporting supplies between Fort Victoria and Craigflower Manor, the first farm on Vancouver Island.

During the early 1900's the waterway became the recreational focus of Victoria, hosting major boating regattas, swimming and diving meets and other activities in conjunction with its major attraction - the Japanese Tea Gardens and B.C. Electric Park (located on the site of the present Gorge Kinsmen Park). The war years stimulated the development of industry below the Trestle Bridge and considerable numbers of tugs and ocean-going vessels kept the bascular bridge at Johnson Street busy lifting for this traffic.

Through the 40's, 50's and 1960's residential growth finally enveloped even beautiful Christie Point, a forested peninsula in Portage Inlet; the last large tract of potential park land remaining on the waterway. Water pollution caused largely by discharge of domestic sewage from the growing number of residences, made waters increasingly unattractive and unhealthy for swimming and other recreational activities. Sewers servicing most homes in the vicinity of the waterway were finally installed by the 1980's. As a consequence, water quality has now improved dramatically and many species of fish and marine life are now on the increase.

Industrial activity, which peaked during the ship-building period of the war years, continues to be in decline, the most recent casualty being Victoria Machinery Depot (VMD). Ship-building and repair, saw-milling and log-booming, and other marine dependant activities along the waterway have either disappeared or been cut back in operation. Only gravel barges

and tug boat operations reliant on cruise ships appear to have stood their ground. By contrast, there has been a dramatic increase in interest in residential development along most parts of the waterway, brought about by the shortage of properties in such prime locations close to the downtown core. This has resulted in a significant upgrading of housing along the waterway, including the development of a number of large scale residential and commercial projects, namely, the Selkirk Waterfront Development (adjacent to the Trestle Bridge and Gorge Road), the Gorge Pointe condominium and pub development (adjacent Tillicum Bridge) and most recently, C.N.'s Bayside development (adjacent Point Ellice Bridge and across from Budget Steel).

This competition for waterfront has fuelled concern by groups such as the Working Harbour Society that marine industrial activities will no longer be possible along much of this waterway, resulting in the long term loss of jobs and economic opportunity. Other groups such as the GWS see some of these changes as inevitable and leading to a waterway that is more healthy and harmonious. In any event, the waterway is being rediscovered by residents and tourists alike for its natural beauty and wealth of recreational opportunities as a valued refuge for wildlife or as a scenic stretch of water where one can still paddle, walk and live in relative peace and tranquillity.

1.3 THE SOCIETY

The Gorge Waterway Action Society, was formed in 1990 by local citizens concerned with the preservation and betterment of the waterway. The Society, which has a current membership of about 175 members, is operated by a ten person Board of Directors who serve on a volunteer basis.

In early 1994, the Directors decided that a plan for this waterway articulating the views and aspirations of its members was essential. The chief value of such a plan is that it would enable the President and Board of Directors to act with more confidence on behalf of Society members when attempting to represent their views in public and government forums on issues affecting the waterway, and to act as a blueprint and catalyst to pursue the objectives of the Society.

1.4 MANY PLANNING JURISDICTIONS

There are over a dozen agencies of government which have jurisdiction in some form or another over the waterway, and so far, no overall organization, apart from the Victoria Esquimalt Environmental Action Program (see page 23 for a discussion of this agency) has been established to coordinate planning, land use, resource management and development control matters.

Four municipalities touch on this waterway, the City of Victoria and Esquimalt on its lower portions and View Royal and Saanich on the upper. Each municipality is responsible for its own planning and development control. The Federal Government is responsible for harbour use, and for the leasing and development of water and foreshore lands up to the Trestle Bridge. With the exception of marine traffic regulation and navigation, fish and wildlife responsibilities are shared along these upper reaches of the waterway (with the Federal Government being

responsible for all migratory birds, sea-going fish and marine life). The Capital Regional District's (CRD) concern is largely with waste disposal (storm sewers) and water quality. But as is evident, all agencies of government are affected to some degree by the environmental actions (or in-actions) of other agencies and the public.

Unfortunately, no overall plan, much less vision for improving the waterway has ever been achieved and none appears to be on the horizon. This lack of overall direction is not conducive to the wise development and long term use of such a complex and fragile resource, especially when faced with such an increasing burden of demands arising from rapid and continued population growth in the region. Accordingly, the present ambition of the Society to develop a plan for the waterway is an attempt not only to highlight this need for planning direction, but to chart a vision and course of action which it is hoped will overcome this planning vacuum and thus contribute a much needed public service.

2. VALUES, CONCERNS & VISIONS

2.1 QUESTIONNAIRE SURVEY

As an initial step in developing a GWS Plan, a questionnaire survey was conducted by the Society in April of 1994 to determine how members use and value the waterway, what they consider are its basic problems, and their greatest fears, dreams and priorities. A detailed description of the results of this survey, including methodology used, responses received and questionnaire used is presented in Appendix A. The following is an overview of questionnaire results. This first step was followed by a members' workshop on June 7, 1994. An analysis of this workshop follows the summary of survey results.

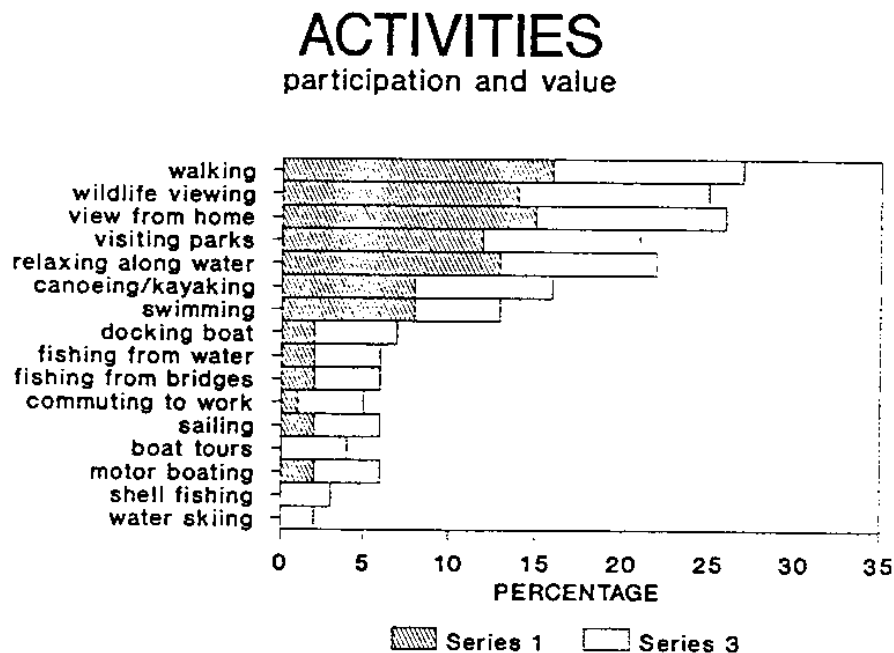
2.2 FAVOURITE ACTIVITIES

Members value a variety of activities involving the waterway. Not surprisingly, members tended to value most those activities they participated in, and those which were close to home. To illustrate, our typical or "composite" member would favour walking along the shores of the waterway, rejoicing at the sight of the myriad creatures that live in, on and along the water: great blue herons, seals, otters, mink, gulls, cormorants, ducks, swans, kingfishers and other birds and animals. He/she would live along the water or within sight of it and would cherish the views and the relaxation this waterfront affords. He/she would also take time to visit parks along the waterway, would love the sight of persons plying the water in small craft such as canoes, kayaks, row boats and rafts or engaging in such past-times him/herself. He/she would also be happy to swim or fish but happier still to see others swimming and fishing.

Although not particularly active in water sports and activities, the composite member would like to see persons sailing, and motor boating, to see boats at anchor, or dockside and to witness the enjoyment on the faces of the passengers of commercial tour boats and ferries. He/she would be annoyed at the sight, sound and especially the wake of a fast moving motor boat and would be particularly angered at the sight of a water skier or jet boater. He/she would

not likely commute to work by water, go on a boat tour or pick shell fish, but would be intrigued by the possibility of some day doing so.

Graph 1 summarizes these results. Note: Series 1 in the legend refers to the level of "participation" by members and Series 3 refers to the values these activities hold for members. For a more detailed analyses, a description of members' responses, and the manner by which values were weighted, please refer to the discussion in Appendix A.



GRAPH 1

2.3 FAVOURITE PLACES

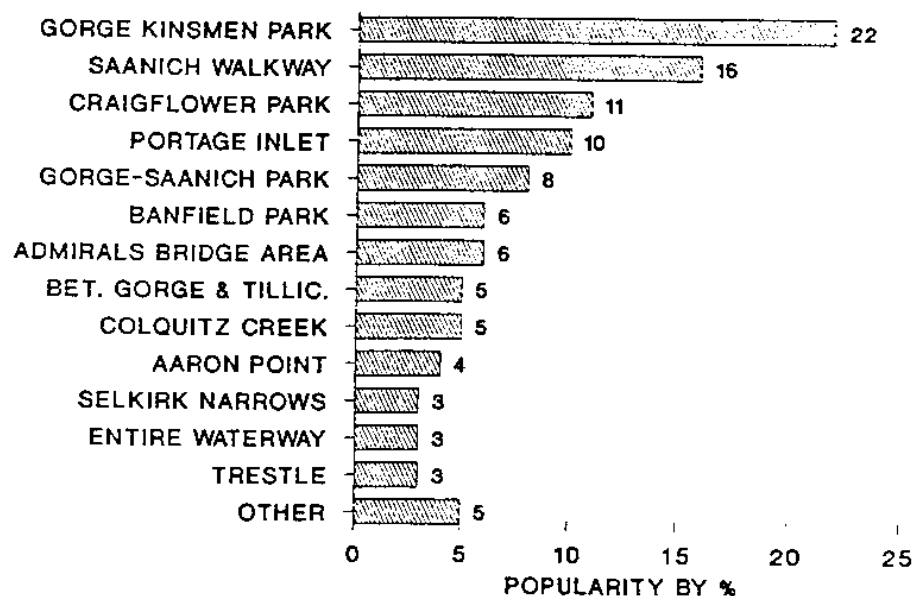
Although our composite member would visit all of the waterway's major parks, he/she would most often visit Gorge Kinsmen Park and the lineal park along Gorge Road stretching from Craigflower Park to the Canoe and Kayak Club near the Tillicum Bridge. Our member would often extend his/her walk to bridges adjacent, enjoying the historic grounds of Craigflower Schoolhouse or taking a side trip to see what the reversing falls are doing. Feeling more adventurous at times, our member would also follow the woody path which connects these falls with Aaron point, a place of peace and meditation. On occasion, he/she would visit the Trestle

Bridge and the Johnson Street Bridge to look at tugs and other boats and to experience some of the industrial activity along this stretch of the harbour. But above all, the member would savour the sight and smell of the many flowers, trees and shrubs in the parks, would look fondly upon persons fishing at bridges and from shore during the herring run, and cherish the sense of serenity derived from the wilderness nature of the few remaining tracts of forested lands along the waterway such as Colquitz Creek and Holmes Cuthbert Park adjacent. Most often however, our member would simply enjoy his home and the nearby waterfront surroundings.

The composite member would exercise regularly by walking the Gorge lineal park, often making the bridge connection with Gorge Kinsmen Park, inspired to this healthful activity by the beauty of the surroundings, the presence of other people and the availability of benches on which to rest and take in the sights. He/she would invariably take out-of-town visitors to this location as a place worth experiencing and as an example of what Victoria has to offer. Beauty, landscaped gardens, wildlife, safety, and especially peace and quiet are the attributes sought by our member when selecting places to visit along the waterway.

A more in-depth analyses of "favourite places" is given on pages A4 of the Appendices. Table 3A on this page gives a detailed account of members responses to this question and explanation for weighting used. The graph below summarizes these results.

FAVOURITE PLACES



GRAPH 2

2.4 CONCERNS

Members had many concerns about the waterway but appeared to have difficulty ranking them in any order of importance or priority. All of them were deemed to be important. A different story emerges when members evaluated the sub-categories. Graphs 3 and 4 on the following page show a wide variation in these priorities, with "refuse", "control over building design/scale" and "public walkways" being considered the most important issues. Shoreline lighting by contrast, was considered the least important. Table 4A in Appendix A will help to explain results and calculations used.

What is most revealing is the emphasis given the various categories of concern. Of the 23 most important categories of concern noted:

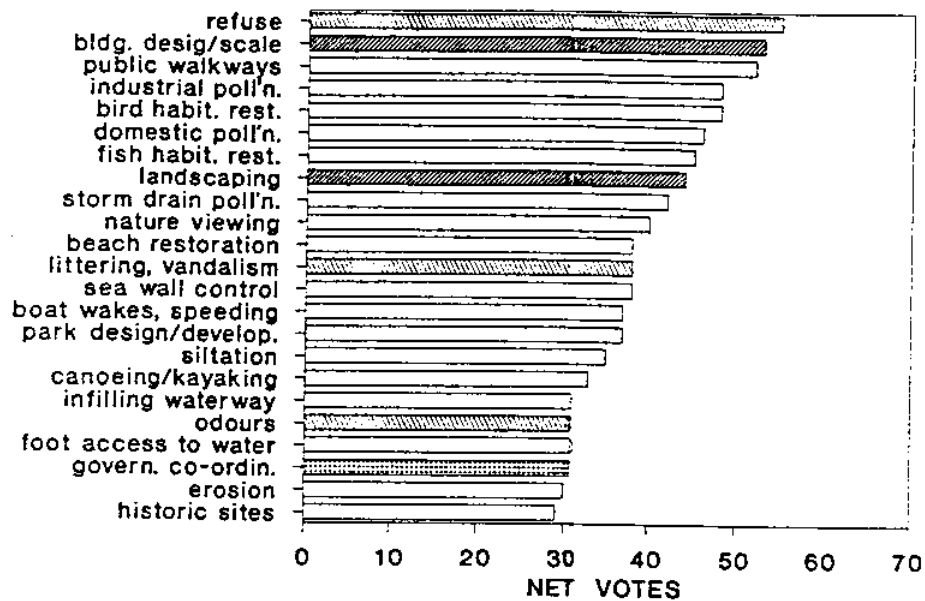
- o 52% of concerns were environmental in nature,
- o 22% were related to parks, recreation and historic sites,
- o 13% were related to waterway aesthetics,
- o 9% were related to building and development controls, and
- o 4% was related to governmental co-operation and need for planning.

This is in marked contrast to the results obtained for the "Least Important Concerns". For example, of the 15 least valued categories of concern evaluated, only 12% of concerns expressed were environmental in nature, 61% were related to parks and recreation, 23% were "aesthetic" concerns and 14% were development related concerns. This again shows that environmental issues underlie most concerns.

These "Least Important Concerns" (15 categories were noted) are illustrated in Graph 4. Results should be interpreted with caution, especially since some of these concerns achieved a low rating on account of opinion being sharply divided among members. For example, while most members didn't wish to take the canal link seriously, considering it a "non-issue" and waste of discussion time, a small number felt it offered some imaginative possibilities. For these reasons, if the canal link were to be resurrected again, it would definitely erupt into a most volatile and important issue. Similarly, float homes, liveaboards and boat anchoring were not considered important issues, probably because none of these issues have been much of a problem to date. The issues which were least controversial and which are considered to be of least concern to members are shoreline lighting, fishing, navigational aids, public swimming areas, and car pull-offs.

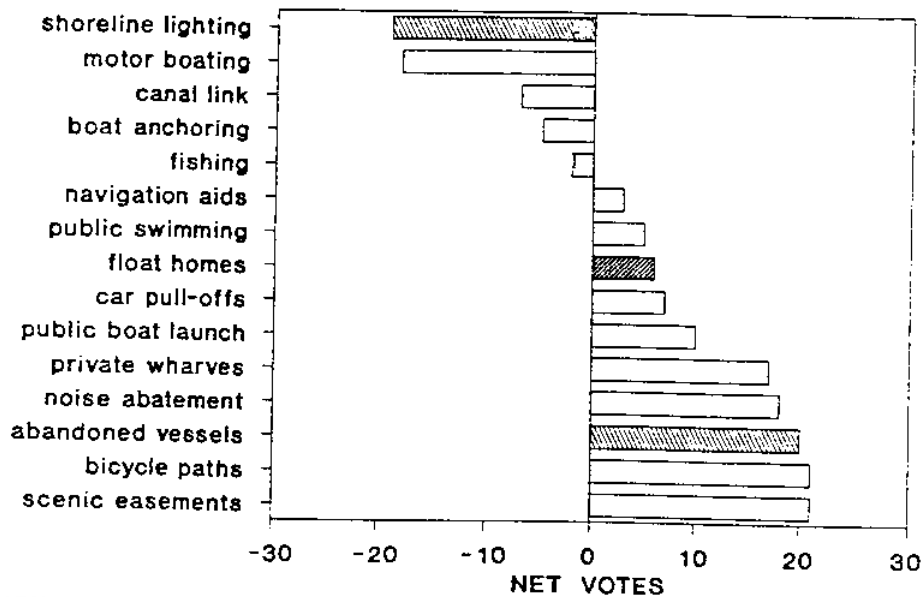
Topics that elicited a moderate level of concern and interest, included the provision of public boat launch facilities, regulation of private wharves, noise abatement, abandoned vessels, bicycle paths and scenic view easements. See Appendix A for a more detailed analyses of these concerns.

MOST IMPORTANT CONCERNS



GRAPH 3

LEAST IMPORTANT CONCERNS



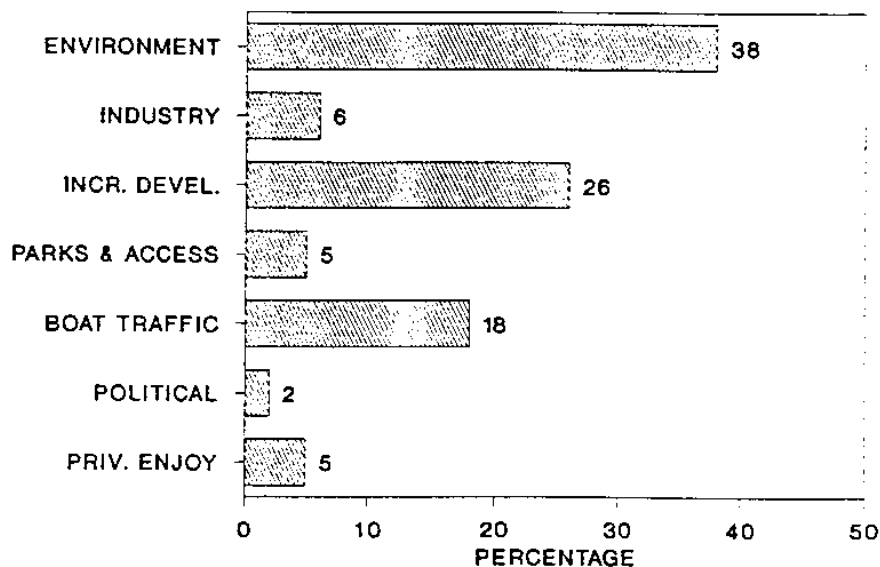
GRAPH 4

2.5 SUMMARY OF GREATEST FEARS EXPRESSED

The composite member expressed a great many fears for the waterway and for the continuation of his/her life style on the waterway. He/she was most concerned that the waterway would again become polluted and over-developed and that as a result, the fish, birds and animals which have become such a treasured part of the waterway experience would disappear. He/she has observed that many of the trees and shrubs along the shore have already disappeared and that few are being replanted. He/she is concerned that with continued development, what little is left of this natural shoreline and the groves of trees he/she has come to enjoy will be replaced by more stone walls and steep banks, more high rise buildings and more asphalt.

The member expressed a degree of disappointment with current development controls in place by the various municipalities. He/she was also somewhat frustrated with the Society's inability to influence such developments as Gorge Pointe (adjacent Tillicum Bridge) and felt that planning was a futile task if the various governments continued to work independently of one another.

GREATEST FEARS



GRAPH 5

While the member is resigned to the fact that the waterway will have to be shared with more boats, he/she is worried that more speeding motor boats will continue to harass wildlife, contribute to such problems as vandalism and marine littering, and worst of all, bring the noise of the front streets to the back yards of the waterway. The proliferation of private wharves and marinas has him/her worried also. Where will it stop? Parks are a question mark to the member also: will government begin to cut spending on park maintenance, perhaps doing away with the landscaped gardens and flower beds the member and his/her family have long taken for granted? And will funds ever become available to enable the Saanich walkway to be completed and for other park lands along the waterway to be acquired?

The composite member is not too worried about industrial development - as long as it stays below the Trestle Bridge and behaves itself while there. Nevertheless, he/she was mildly sympathetic to the on-going displacement of marine-dependent activities away from their traditional work locations between the Trestle and Johnson Street bridges.

Curiously, despite all the worries expressed, the composite member (only in responding to this question in the Questionnaire Analyses) was not overly concerned that government would eventually organize itself and come to his/her "rescue". Graph 5 on the previous page summarizes members' fears. For a more detailed description and analyses of members' fears, break-down of results and an unedited record of comments received, refer to Appendix A.

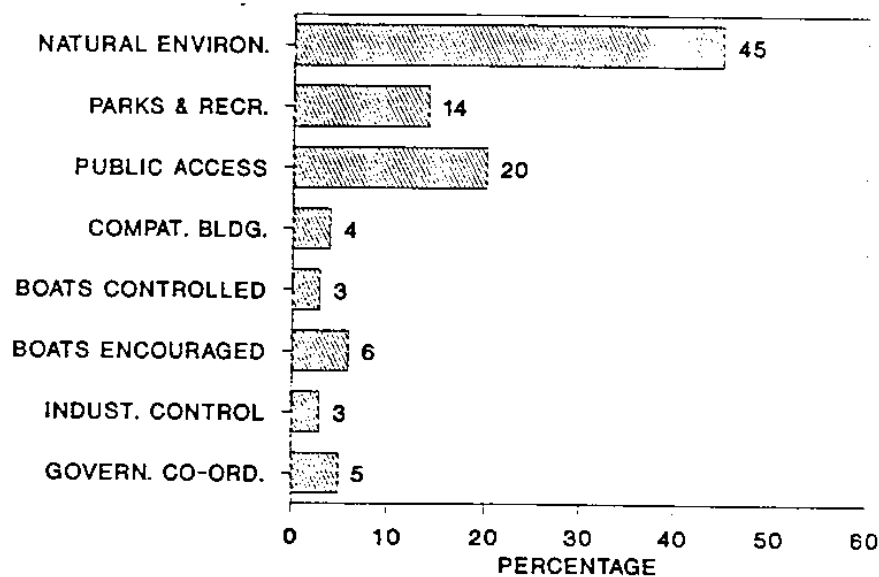
2.6 SUMMARY OF GREATEST DREAMS EXPRESSED

The composite member dreamt of a quiet and unspoiled waterway, where he/she could enjoy its natural beauty and the sights and sounds of its wildlife without rude interruption by fast-moving traffic. He/she would love to continue to enjoy unpolluted waters and the sight of trees and bushes along the water's edge (as opposed to rock walls and rubble). He/she dreams of a walkway the full length of the waterway, but only on trails which did not crowd the shore and which made some allowance for the established rights of private property owners as well. The composite member would also like to see more parks and open spaces along the waterway, and no more large buildings which would spoil his/her views and access to water. He/she also dreamt of a waterway which was more "vital" and which would build on its historical roots as well as its former reputation as a recreation area. But above all, the composite member desired a waterway where he/she and his/her children could find places to escape to "contemplate the flowers and drifting clouds". And all these dreams he/she realized would not materialize if government did not take proper charge soon.

The Graph on page 11 shows these "greatest dreams" in better context. Note that nearly half of the dreams expressed were related directly to the environment. Public amenity (water access and park development) dreams accounted for another 34%, while dreams relating to wise land use, and regulatory control over industry, boating and other developmental issues accounted

for most of the rest. A more in-depth description of members' dreams for the waterway is presented in the Appendix A.

GREATEST DREAMS



GRAPH 6

2.7 WORKSHOP RESULTS

A planning workshop was organized as a follow-up to the Questionnaire Survey described above. This Workshop, held on the evening of June 7, 1994 was attended by about 45 persons, not all of these Society members. Appendix B describes how this meeting was conducted, what was discussed and detailed results obtained. The meeting concluded with the organization of four Focus Groups: (1) Fish & Wildlife, (2) Parks & Recreation, (3) Water Quality, and (4) Shoreline development, together with a list of concerns, work items and volunteers to assist with this work.

Perhaps because of the many issues with which participants found themselves faced and the limited time available for discussing these, the priorities were not as well developed as expected. Nevertheless, a wide variety of interesting if not important issues were unearthed, and priorities voiced. Chief among these was the widespread conviction that "no one appeared to be in charge" and that some agency of government and plan was needed to take charge, to develop

a vision for the waterway and to coordinate the many groups who have an interest in its development.

The more important concerns and fears were related to environmental quality and the lack of government leadership to effect necessary improvements. Hopes and dreams centred on achieving an unpolluted and more natural looking waterway, with more recreational opportunities developed for the public - but not at the expense of the indigenous wildlife and vegetation.

In general, the concerns and fears expressed during this Workshop differed little from the results obtained from the Questionnaire Survey of members conducted several weeks previous (Appendix A). If there was a difference observed, it was the greater emphasis placed on the need to institute some overall plan of action as well as the necessary government structure to implement it. The underlying theme, as with the Questionnaire, was that many serious problems presently exist with the waterway and development along it, and that some remedial and preventative action should be taken before more harmful and irreversible changes occur.

3 . RECOMMENDED NEXT STEPS IN THE PLANNING PROCESS

STEP 1. Discuss report findings and achieve Board consensus on primary issues, goals, and objectives for the waterway based on these findings. The Society is then recommended to further refine its Mission Statement outlining its position on the waterway on these major issues. This work should not require more than an evening's work with a group of the Directors.

STEP 2. Organize members to further develop objectives and policies based on the above. This "Policies Plan" would incorporate the Mission Statement and would comprise the first part of a two part process for completing a plan of the waterway on behalf of Society members. Such a plan, which it is estimated should take one person from 2 to 4 weeks to complete, should provide interim if not long term guidelines for the Society' Board of Directors (see page 14 for a further description of what is meant by such a Policies Plan.

STEP 3. Organize and initiate research and waterway improvement projects of relevance to future planning or the expressed need of members. Here, the Society is urged not only to involve its members, but interested schools (Camosun College for example) and government agencies such as VEHEAP in undertaking appropriate projects of interest to them (refer to the end of Appendix C for work details). A number of projects especially suited for Society members are given on pages 21 and 22. These projects have been selected not only because they can be completed with the use of volunteers, but because these projects can give members and their Directors a sense of progress as well as encouragement to continue with less tangible projects such as planning.

STEP 4. When the necessary organization and resources are in place, begin work on the 2nd part of the Waterway Plan, which for lack of a more suitable name will be referred to as the "Comprehensive Plan". This Plan (explained on page 15) will likely require professional assistance and possibly government funding assistance if it is to adequately address all the issues voiced by members. But more important, any government assistance obtained, will help legitimize this plan as well as help achieve the political support that will eventually be required to implement it.

STEP 5. Lobby government (VEHEAP and area municipalities in particular) to recognize the benefits of adopting either this Comprehensive Plan or some modified version of it so as to coordinate planning along the entire waterway. Whether or not this translates to the use of one planning document and one coordinated process or planning authority, remains to be determined. The major challenge here would be to ensure that the plan(s) be updated as needs and circumstances change and that the Society be given some formal role in this updating process.

3.1 THE MISSION STATEMENT & WHAT IT MIGHT INCLUDE

By "Mission Statement" is meant a concise statement of members' aspirations for the waterway. Based on the views and information obtained to date, Directors of the Society might consider including the following objectives and statements of principle in this Statement:

- (1) That the waterway is too unique and precious a resource to be treated in a piece-meal fashion; it should for all intents and purposes be planned and treated as the single integrated unit it physically is.
- (2) That one planning vision and comprehensive plan be developed which would coordinate municipal planning and development over the entire waterway. Further, that municipalities and agencies of government **endorse the visions and planning principles set out in the GWS Mission Statement.**
- (3) That an appropriate public process recognizing regional interests be established in the preparation of these plans and that the Society in being recognized as one of the stakeholders to this plan be consulted during every phase of its preparation.
- (4) That as an integral part of any planning process, the Society be made aware by government of any planning, rezoning or development applications being proposed for the waterway, in order that it might make timely comment on any such changes.

3.2 THE POLICIES PLAN & WHAT IT MIGHT INCLUDE

The Policies Plan would be based on the goals and objectives outlined in the Mission Statement, then branch out with more objectives and some of the policies that would be needed to support these objectives. As more information and expertise is obtained, these implementing policies and programs can be elaborated upon. But in the meantime, such a policies plan can be very useful to the Society in furthering its aims, especially since it can be achieved at a fraction of the cost and the time required for completion of a more detailed "comprehensive" plan.

A Policies Plan would have the same vision or goals statement as the more comprehensive plans and perhaps even contain as wide a variety of policies as well. It just wouldn't have all the background information, maps and analyses to support many of its recommendations, and wouldn't go as far in specifying how these objectives are to be achieved. The only requirement of course is that the plan be intrinsically logical in its progression from goals to objectives to policies to programs/projects, and that it keep to recommendations which the Society feels can be substantiated at a later date if required.

An example of how such a plan might treat the issue of habitat protection along shorelines is given in italics on the page opposite. In preparing such a plan, specific programs and policy details for achieving the various objectives listed may be missing. These can be completed at a later time when the more comprehensive plan is being prepared and the Society will have the information and the resources to specify the implementing strategies desired. In many instances, it may well be to the advantage of the Society to merely state the performance objectives/standards it would like met, and to leave the chore of determining the kinds of regulations, programs or organizational structures needed to achieve these objectives to those experts who have the competence to determine these.

Note: Goals are not supposed to be achievable, but objectives are. Policies are general ways of achieving objectives, and strategies/programs are more specific ways of achieving these objectives.

EXAMPLE OF HOW A POLICIES PLAN MIGHT BE STRUCTURED & WORDED:

GOAL: *To protect if not enhance shoreline wildlife habitats and the natural aesthetics associated with these features*

OBJECTIVES:

1. *To ensure that wildlife and shoreline habitat values are thoroughly evaluated and recorded.*

Policies:

(a) *that whatever process of evaluation agreed upon be used for the entire length of the waterway*

(b) *that this information be collected in a manner suitable for incorporation into the Geographic Information System (GIS) utilized by VEHEAP*

2. To achieve an environmental "leave-strip" which would effectively conserve shoreline trees and shrubs within all bordering municipalities.

Policies:

- (a) make "this leave-strip" 15 meters in width, as measured horizontally back from the water's edge.
- (b) prepare an environmental inventory of trees, shrubs and other features of value in order that any changes to this leave-strip undertaken can be detected.

3. To ensure that the construction of sea walls does not unduly impinge on wildlife values

Policies:

- (a) construction of sea walls, if deemed necessary, must conform to Schedule A Design Requirements (or if design parameters are not available, to refer proposed walls to some experienced approving body who will adjudicate suitability on the basis of stated performance standards for example).

4. To introduce necessary controls and strategies for restricting boat speeding

Policies:

- (a) speed limits of x kilometres per hour will be introduced on sections of the Gorge waterway to be designated "Special Wildlife Protection Zones"

Strategies/Programs:

- (1) signs will be posted every 200 meters
- (2) members will be deputized and given water pistols to shoot offenders

5. To establish a process for monitoring wildlife habitats over time so that the adequacy of prevailing policies and programs can be determined and necessary changes introduced.

Policies:

- (a) habitats to be assessed yearly by persons competent in their field
- (b) policies and programs to be reviewed in no longer than 5 year spans

Strategies/Programs:

- (1) a report on the state of habitats produced yearly.
- (2) Environmental Conservation Officers hired and funds for this to be acquired from the Provincial Wildlife Fund

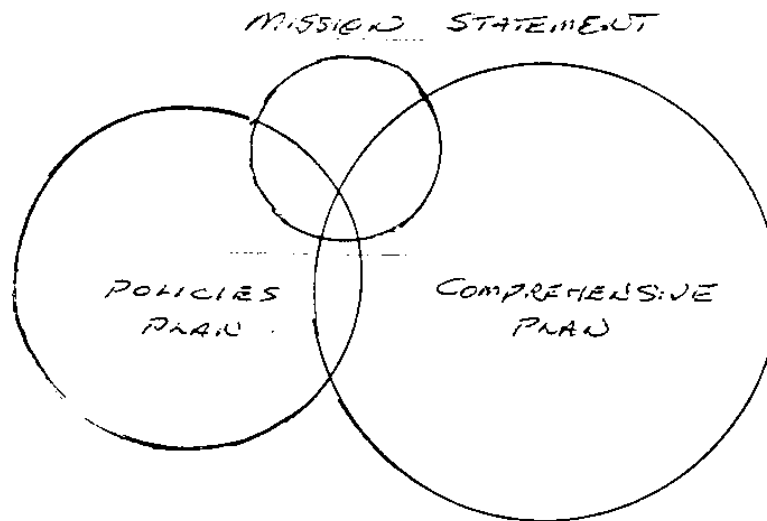
3.3 THE COMPREHENSIVE PLAN & WHAT IT MIGHT INCLUDE

This plan would build on the "Policies Plan" described, but would differ from it by:

- (1) by going into greater detail on its policies and especially its programs for achieving specific objectives
- (2) attempting to relate these policies and programs to specific areas of the waterway, and

(3) showing how these policies and programs would be implemented by tagging some authority or describing some mechanism which would be responsible for undertaking the work and of course, detailing where possible the time frame and monies necessary for making it happen. Accordingly, a comfortable degree of research, analyses and illustrative material will be needed to support proposals which the Policies Plan would conveniently omit.

NOTE: Diagram 1 below shows the inter-relationship of the (1) Mission Statement (2) Policies Plan (3) Comprehensive Plan envisioned.



4. BASIC PLANNING CHALLENGES

There are a few major hurdles which must be overcome if Society members are to achieve their visions for their waterway: (1) overcoming public apathy, probably caused by the general lack of knowledge and awareness by the public for the many problems and issues affecting the waterway, (2) overcoming the present lack of information and resources by the GWS to prepare a plan broader in scope than its Mission Statement and Policy Plan, (3) achieving a broad base of political support for the GWS to influence government and its citizenry to take action - even were it now in possession of these plans, and (4) overcoming the lack of organization and leadership for the GWS membership to proceed with its planning objectives.

4.1 PUBLIC APATHY

It would appear that the difficulty in attracting public attention to waterway planning matters is largely the result of an underlying lack of knowledge by the public about the waterway and what is actually happening to it.

A contributing problem is that many of the changes that have occurred and continue to occur along the waterway have for the most part been of a slow and subtle nature. Only those members who have been here for decades can attest to the loss of many fish, animals, trees and views, irreversible changes that when seen without the benefit of a good memory and an enquiring mind do not create a cause for concern. The problem of course is that we have nothing to compare with. Accordingly there is the urgent need to catalogue existing conditions so that we can determine in future years what has changed and what has not (and why).

Unfortunately, it takes crises to move people to action. While bloated fish indicate there is an obvious problem to the casual observer, piece-meal rezoning and development which has conspired over the years to kill wildlife, denude the shoreline from trees and restrict public access to water is not perceived to be as obvious a problem; nor are the regulations which give force to these changes. For example, few of the municipalities care to regulate sea walls, back-filling of sea walls and in-filling of the foreshore. While tree-cutting bylaws are finally coming into vogue, other forms of landscaping control along the waterfront still tend to be regarded as unwanted intervention by government. Unfortunately, all of these developmental activities have the potential to effectively destroy the natural health and beauty of the waterway. The fact that none of these issues has endangered health or sparked an environmental crisis the way outbreaks of typhoid and polio sparked government to act to save swimmers from sewage discharges in the 1950's helps to explain the present day complacency of public and government to act. Hopefully, yet another environmental crisis will not be needed to spur government to attempt to save what has still not been spoiled.

4.2 LACK OF INFORMATION & RESOURCES

There is and probably always will be the need for more and better information on the waterway, especially in determining such problems as sedimentation and the effects of storm water run-off for example. The Society does not have the resources to acquire such information and probably never will. But no matter, it's most useful role is that of a facilitator, to ensure that information of importance to planning will be gathered and put to good use by itself or others. A related role may be to ensure that it knows what information has been gathered and if possible can be the repository of such information to its members and to the public. The archival information collected to date for example, is a good start on this role (it now remains to find a convenient place and way for storing and making available this information).

Early this year VEHEAP has asked the Society for assistance in defining research needs for the waterway. Since that time a needs assessment was conducted by John Sector for the Coastguard. These agencies of government obviously have the resources and the mandate to assist the Society with much of its information needs. The municipalities and schools such as U. Vic. and Camosun College, both of whom teach environmental planning and management courses which require students to do field work in these areas can also provide valuable assistance. Developing close working relationship with all these groups would not only help to ensure that the "right" kind of information is being collected on the waterway, but that it is collected in a manner useable by the Society. An invaluable side benefit of such collaboration is the opportunity to publicize waterway issues and to obtain future support in solving related problems.

The surveys conducted by the Society to determine the needs and expectations of members will be most useful in developing both the Policies Plan and the Comprehensive Plan. And for the interim, these surveys of members values and priorities will give the Directors and their President a sense of direction when dealing with government and the private sector.

Another information area which I believe would be most valuable in tackling now that waterfront issues have been identified as being of great concern to Society members, are design guidelines for the landscaping and treatment of this waterfront resource. As one would expect, much of this design information has been developed to address similar problem situations elsewhere, the task now being (1) to locate this information and to qualify its suitability for being applied to various sections of the waterway, (2) to package this information in a manner suitable for distribution, and (3) to convince government and waterfront owners to make effective use of these guidelines, within the context of some overall plan.

4.3 PUBLIC & POLITICAL SUPPORT

It is apparent from the way the waterway is evolving that not enough politicians and their voting public believe that problems exist, at least not to the extent that special attention nor radically new approaches to planning can be expected to be taken in the foreseeable future. Once the Society develops the vision and the directions it wishes for the waterway that it is comfortable with, the challenge then will be to sell it to the public, the media and the politicians as the important regional resource issue it is. Achieving effective public relations and networking with the many "support groups" who are undoubtedly "waiting in the wings" to assist, will be key to this selling process.

A problem which might have to be addressed down the road, is credibility. As long as the Society is perceived largely as representing the interests of owners of water-fronting properties - which from an analyses of the Survey results is largely the case, it will have a harder time selling its plans and aspirations for the waterway to the general public. If the Society is

interested in changing this image, it will have to ally itself with a wider cross section of the public and other groups who have an interest in the waterway. In other words, the Society may have to assume more of a facilitative than a directive role.

While VEHEAP is potentially an important ally, it will be useful to cultivate closer ties with other local organizations such as area ratepayers' associations which are concerned with planning and development on the waterway or others such as the Garry Oak Society and Victoria Canoe & Kayak Club who are also concerned with planning and environmental issues. The clean-up of the Gorge showed how successful this cooperative approach can be, especially when focused on specific problems. Perhaps having these various organizations represented as Directors on the Society or serving as members on various task forces organized by the Society might be a good first step in this planning process.

It may also be politically expedient to involve at an early stage those politicians who would influence their respective councils on the need for inter-municipal cooperation on these planning matters (the Gorge Pointe condominium/pub development and tree-cutting issues in the vicinity of Selkirk Narrows offer timely reasons for achieving better dialogue and co-operation. And how better to determine the seriousness of any political commitment to waterway improvement than by (1) requesting that some formal commitment be given notifying the Society on matters of redevelopment and planning along the waterway and (2) requesting that some token funding and/or technical assistance be provided by the municipalities to assist the Society when they decide to prepare their Comprehensive Plan ?

The recently proposed committee structure recommended to the Society identifies two committees which would support the above initiatives: the Community Liaison Committee and the Municipal and Government Affairs Committee. If there are insufficient members interested in taking this on, perhaps these committees could be merged ?

4.4 LACK OF ORGANIZATION & LEADERSHIP

The Society will need to rely on volunteers to achieve many of its planning objectives for the waterway. Largely as a result of the Questionnaire Survey and Planning Workshop held, a wide range of individuals have been identified as being interested in assisting with this task. Unfortunately, the results to date in attempting to harness members has not been very productive. Perhaps a stronger commitment by the Directors to head these groups and new ideas to generate interest among members to attend future meetings will be needed to overcome the inertia encountered to date. And perhaps the proposed Environment Committee could be renamed the Planning Committee and be charged with coordinating the planning activities and the Focus Groups outlined.

5. ORGANIZING MEMBERS TO ASSIST IN PLANNING

The Planning Workshop of June, 1994 recommended that four working groups be established to deal with the various planning issues (Parks and Recreation, Wildlife, Water Quality and Development Control). A list of potential members of each of these groups (called Focus Groups) is given in Appendix B, and a list of possible planning tasks for each of these groups is given at the end of Appendix C. The Focus Groups are important to the planning process as these would be the principal working groups in the preparation of both the Policies Plan and the Comprehensive Plan. Ideally, members could be expected to do much of the research and analyses described and even write planning chapters, complete with recommendations. Practically, it may be necessary to hire someone to organize this information and to prepare this report.

The work which volunteers are most suited would be in providing research assistance and most importantly, in providing feedback on the planning document as it evolves. The need to coordinate the efforts of members and to write the report will require that some editorial position be established. The Planning Committee alluded to above might be the body charged with overseeing this position and the work this entails.

5.1 FOCUS GROUP TASKS

The tasks for each Focus Group might include the following:

- (a) further identify the interests and resources of the Group so that an interesting and realistic work program might be developed amongst members.
- (b) establish a meeting place and schedule of meetings convenient to members and appoint a Coordinator to take charge of all organizational and liaison matters. To facilitate communications with the Board it is essential that at least one member of the Board of Directors of the Society is a member of each Focus Group, and that the progress of each Focus Group is closely monitored.
- (c) review work priorities, allocate work and establish work schedules consistent with resource constraints.
- (d) further identify those persons who would be willing to assist with these Focus Groups.

In order to get the Focus Groups "off and running" it might be wise to first consider beginning work on some of the "on-going" projects listed on page 18 and temporarily merging the Wildlife, Parks & Recreation and Water Quality Focus Groups so as to achieve viable numbers of participants at meetings.

6. POSSIBLE ON-GOING PROJECTS

There are a number of projects which could be carried out by Society members quite independently of any plan or agency of government. This list of possible projects below is not presented in any order of priority. The projects have been selected not only because they reflect some of the more interesting and important concerns of members, but because most are projects which are achievable solely by the Society with the resources now available to them.

6.1 A "SPECIAL PLACES" INVENTORY be made of the features and places which make the waterway the special place it is. This inventory of marine and upland wildlife and their shoreline habitats, of heritage trees and unique groves, of historical buildings and archaeological sites and other places of special interest and beauty on or along the waterway is essential if members and the public desire to establish ways and means for protecting these heritage features (VEHEAP might be able to assist with this).

6.2 AN ARBOUR WEEK be introduced to promote the planting of indigenous trees and shrubs along the waterway leading to the re-establishment of "soft edges" for wildlife. Three related projects could be: (1) the investigation of tree protection bylaws and record of enforcement within the four municipalities having potential jurisdiction along the waterway, and the political lobbying of these governments to achieve effective landscaping bylaws, (2) the establishment of easy to follow landscaping guidelines for home owners in a variety of situations along the waterway and (3) the offering of a prize, or better still the offering of publicity for the best managed and/or improved waterfront property (featuring a "landscaping with nature" theme for example).

6.3 SPEED CONTROLS for boaters effectively introduced to portions of the waterway. This could include a variety of strategies from signage to policing, and would likely work in concert with objectives and regulatory measures already established for the conservation of waterfowl on the waterway.

6.4 ARCHAEOLOGICAL ATTRACTION further developed at the Gorge reversing falls. The area under the bridge beside the cordoned off midden could become an interesting historical showcase for residents and tourists alike. Ideas which have been proposed here range from the painting of murals, and the further development of interpretive signs (first proposed by Grant Keddie, Archaeologist, Royal B.C. Museum) to the construction of a giant bronze native fishing with spear at the edge of the rapids. Or perhaps consider erecting a statue of Princess Camossung adjacent the now shattered rock she used to share with her grandfather Snukaymelt.

6.5 PUBLIC WASHROOMS kept open the year around at Craigflower and/or Esquimalt parks. An alternative is to have portable toilets located strategically along the walkway. While public toilets would appear to be a rather insignificant issue, there is no doubt that the public would be inconvenienced by such facilities. The fact that toilets (and water fountains) are becoming an increasingly accepted public necessity along popular walkways elsewhere would give some hope if not rationale for this project.

6.6 RESOURCE LIBRARY further developed for the G.W.S. There is a lot of valuable material which needs to be better treated and organized if it is not to be damaged and worse yet, lost to the Society altogether. Also, a better location is required for storage of these materials, a location which would be more easily accessible to members and non-members alike. The idea of a Resource Library also ties in with the writing, publishing and disseminating of information about the Waterway, so that the issues become better known and the waterway becomes the "regional issue" it deserves to be. Perhaps this library facility might be tied in with a permanent display area featuring natural history and archival information of interest to locals and visitors.

6.7 PHOTO RECORD made of the entire waterway, depicting development and treatment of shorelines along the shoreline. This photo or video tape project would be valuable for historical and development control reasons, especially if these pictures were periodically updated to assess the changes made or occurring to the shoreline.

6.8 NEWS ARTICLES prepared illustrating recent examples of how not to treat the waterway. (59 Lotus Street and infilling of the waterway by Ralmax Sand and Gravel would appear to be two serious contenders for providing the subject material for such articles.

7. RESEARCH NEEDS & RESOURCES

There is a great deal of information needed to understand the special ecology of the waterway and the influence various man made activities have caused over the years. The more important items requiring investigation are presented in Appendix C. Also included here is a suggested list of agencies which might assist with these projects.

7.1 COMPUTER TOOLS

In recent years an interesting variety of computer tools have been developed to assist with information storage, retrieval, analyses, and most importantly, information display. The Geographical Information System (GIS) presently being used by the CRD and LGL Consultants in their information survey of the waterway (ARCINFO) is but one example. It is in essence, a computerized mapping and data base tool which enables information to be presented and

analyzed in whatever combination of overlays desired. It is recommended that the Society work closely with VEHEAP and its contractor, LGL Consultants of Sidney (and perhaps even the newly established environmental planning arm of Camosun College) in taking maximum advantage of such useful technology (a 386 computer or better is all that is needed to process information from the more popular GIS systems in use).

7.2 RESEARCH ASSISTANCE BY GOVERNMENT

As noted, the VEHEAP has considerable information of use to planning. But most important, this new creature of government (described below) appear to have the will and the resources to undertake a wide range of waterway planning - related research) which the Society should be cognizant of.

Further research possibilities exist with the University of Victoria and especially with Camosun College through their Environmental Technology Program and Planning Studies program, which in addition to its students undertaking research projects of the waterway this term, will have some of its students focusing on GIS planning applications during next year. Resource contacts for these schools and other persons and agencies of government are listed in Appendix D.

7.7 WHAT IS VEHEAP ?

VEHEAP stands for Victoria Esquimalt Harbours Environmental Action Program. This association of government agencies was organized to protect and improve the environmental quality of area harbours and waters - including the Gorge Waterway.

VEHEAP is comprised of the following members: The Capital Region District (CRD), B.C. Environment, Lands and Parks (BCMOELP), Department of National Defence (DND), Department of Fisheries and Oceans (DFO), Canadian Coast Guard (CCG), and Environment Canada (DOE). Laura Taylor of the CRD is presently the coordinator of this group. In a "memorandum of understanding" these six agencies have outlined goals and objectives identifying the need to reduce contaminants entering these waters and to enhance environmental quality.

VEHEAP should be important to the Gorge Waterway Society because these agencies, individually and collectively share many of the Society's goals and objectives, because many have access to a wide array of resources for researching, analyzing and preparing plans for the waterway that the Society can only dream of tapping, and lastly, if not most importantly, because this collection of high profile agencies should be able to wield a great deal of influence both among themselves and at the municipal level in pursuing many of the goals and objectives for which the Society stands.

In furthering its environmental goals, VEHEAP has contracted with LGL Consultants of Sidney, B.C. to research a wide variety of data which will be most useful to the Society in the preparation of its plans. The terms of reference required that the following information be compiled from existing sources by the end of 1994:

- (a) the location, nature, and severity of all contaminants and contaminating sources presently influencing the waterway,
- (b) the environmental quality of existing waters, sediments, fish and other life forms,
- (c) the nature, extent and quality of the various shoreline and aquatic habitats (this shoreline analyses is to include inter-tidal and backshore habitats), and
- (d) the locations and extent of various land and water uses along the waterway with a view to further determine those activities which have the potential for causing the most habitat damage. The end result desired by VEHEAP is a list of priority actions to enhance or protect environmental quality along the waterway.

It would appear from the above-described project that VEHEAP will now be scrutinizing a wide variety of land use matters that come under the jurisdiction of the municipalities. It remains to be seen how successful VEHEAP will be in demonstrating how the land use and waste disposal practices of the municipalities influence the water and shoreline environments, and more importantly, how these and other concerns brought to life by this study might be appropriately resolved.

The process promises to be an exciting one for it suggests a timely move towards a more comprehensive and regionally responsible approach to the long range planning and resource management of the waterway. If by VEHEAP's establishment and entry into resource planning for the waterway helps usher in a new regional awareness of the waterway as one planning entity requiring inter-municipal cooperation (if not a totally new decision making arm of government altogether) - **and which includes in its decision-making process** such public spirited groups such as the Society, then in the writer's opinion, it will have succeeded.

APPENDIX A

**QUESTIONNAIRE SURVEY
GORGE WATERWAY SOCIETY JUNE 1994**

INTRODUCTION

In June, 1994 the Gorge Waterway Society undertook a Questionnaire Survey of its members. The purpose of this survey was to determine how members use and value the Gorge Waterway, what they consider are its basic problems, their fears, dreams and priorities. This is both a description and analyses of these survey findings.

METHODOLOGY & QUESTIONNAIRE RESPONSE

A questionnaire was sent to each Society member. A letter from the President accompanied this questionnaire, explaining the need for member involvement, and requesting members to attend the Planning Workshop of June 7.

To facilitate returns, a self-addressed and stamped envelope was enclosed. Members were instructed to complete and return the questionnaire by May 25 (2 weeks time). Two follow-up phone calls were made to remind members of the Workshop and deadline for questionnaire returns. Of the 148 questionnaires which were assumed to have reached their destination, a total of 83 were eventually returned. This equates to a response rate of 56%.

A copy of this Questionnaire is attached to the end of Appendix A

QUESTIONNAIRE RESULTS & ANALYSES

QUESTION 1: ACTIVITIES & ENJOYMENT

RESULTS/METHODOLOGY:

Table 1A (next page) summarizes the results of the 78 persons who responding to this question. The activity categories in this table are ordered in importance of the weighted values obtained.

The "participation rating" was based on a direct count of circled activities. The second column merely gives the overall-% this participation represents. The "level of importance persons attributed to each of these activities ("value rating)", ranging from a high of 1 to a low of 3, was evaluated as follows: A high level of importance (1) was weighted by a factor of 3, a medium level of importance (2) was multiplied by a factor of 2 and a low level of importance was multiplied by a factor of 1. The last column in Table 1A gives the overall % this activity represents.

Table 2A (opposite) shows the actual numbers obtained and calculations made. Graph 1 of the Report (page 4) shows both participation ratings (series 1) and value ratings (series 3) obtained for each activity.

TABLE 1A **ACTIVITIES & ENJOYMENT**

ACTIVITY	PARTICIPATION RATING	VALUE RATING
MOST HIGHLY VALUED		
1. Walking	16%	11%
2. Wildlife viewing	14%	11%
3. View from home	15%	11%
4. Visiting waterfront parks	12%	9%
OF SECONDARY VALUE:		
5. Relaxing along water	13%	9%
6. Canoeing & kayaking	8%	8%
7. Swimming	8%	5%
8. Docking & mooring	2%	5%
9. Fishing from water	2%	4%
10. Fishing from bridges	2%	4%
OF MODERATE VALUE:		
11. Commuting to work	1%	4%
12. Sailing	2%	4%
13. Commercial tours	0%	4%
14. Motor boating	2%	4%
OF LEAST VALUE:		
15. Shell fishing	0%	3%
16. Water skiing	0%	2%

ANALYSES:

Both Table 1A above and Graph 1 (Report) show there is a good correlation between value ratings and activity ratings. In other words, people tended to value the activities that they indulged in. However, there were a few activities such as "commuting to work", "sailing", "commercial boat tours" and "shell fishing" which unlike all the other activities, achieved value ratings higher than participation ratings. These activities would undoubtedly

have been more highly valued were conditions to participate in these activities more favourable. Water skiing was least valued, with several persons objecting outright to this use.

Perhaps by virtue of the older age group which was felt to comprise a large proportion of respondents, the more passive activities such as walking, relaxing and wildlife viewing were most popular and hence, most highly valued. Curiously, jogging and cycling along the waterway and around the parks and rowing along the waterway, both increasingly popular activities, were not added to the list under "OTHER ACTIVITIES ?" by anyone. The popularity of "view from one's home" as an "activity" reflects the underlying response to Question Two dealing with "favourite places: most persons tended to use and associate and appreciate those waterway attractions closest to them. The fact that most respondents live on the waterfront and have the benefit of these water views helps to explain this fascination (or rationalization) with one's home surroundings even further.

TABLE 2A

FAVOURITE ACTIVITIES
(QUES. 1)

ACTIVITY CATEGORIES (ordered by value rating)	PART. RATING	% PART. OVERALL	VALUE RATING			WEIGHTED % VALUE	
			1	2	3	VALUES	OVERALL
1 WALKING ALONG SHORE	34	16%	47	4	2	151	11%
2 WILDLIFE VIEWING	30	14%	42	8	2	144	11%
3 VIEW FROM HOME	32	15%	45	2	4	143	11%
4 VISITING WATERFRONT PARKS	26	12%	29	17	2	123	9%
5 RELAXING ALONG WATER	27	13%	32	11	2	120	9%
6 CANOEING/KAYAKING	16	8%	26	8	8	102	8%
7 SWIMMING	17	8%	10	11	16	68	5%
8 DOCKING/MOORING BOAT	4	2%	10	10	16	66	5%
9 FISHING FROM WATER	4	2%	9	7	18	59	4%
10 FISHING FROM BRIDGES	4	2%	8	8	19	59	4%
11 COMMUTING TO WORK	3	1%	8	7	21	59	4%
12 SAILING	4	2%	5	11	19	56	4%
13 COMMERCIAL BOAT TOURS	2	0%	3	13	18	53	4%
14 MOTOR BOATING	5	2%	3	8	24	49	4%
15 SHELL FISHING	0	0%	3	4	27	44	3%
16 WATER SKIING	2	0%	1	1	25	30	2%
TOTALS	210	100%	45	43	90	1326	100%

QUESTION 2 - FAVOURITE PLACES**RESULTS/METHODOLOGY:**

This question was answered by 74 of 78 people responding to this question. Table 3A below gives the overall results. Again, the values given to "favourite places" were weighted and a % weighted value overall calculated. The rating system was based on a three for a first choice or "priority place", a two for a second choice and a "3" for a third choice. The graph on page 5 of the report summarizes these results.

TABLE 3A

SUMMARY OF FAVORITE PLACES

FAVOURITE PLACES in order of popularity	VALUE RATING			WEIGHTED VALUES	% OVERALL
	1	2	3		
1 GORGE KINSMEN PARK	19	12	14	95	21½
2 SAANICH WALKWAY	15	9	8	71	15½
3 CRAIGFLOWER PARK	6	13	3	47	10½
4 PORTAGE INLET	8	7	6	44	10½
5 GORGE & GORGE SAANICH PARK	5	6	6	33	7½
6 BANFIELD PARK	4	4	5	25	5½
7 ADMIRALS BRIDGE AREA	6	2	2	24	5½
8 WATER BETWEEN GORGE & ADMIRALS BRIDGES	6	1	1	21	5½
9 COLQUITZ CREEK	2	5	4	20	4½
10 AARON POINT	4	1	3	17	4½
11 SELKIRK ARM (BELOW GORGE BRIDGE)	5			15	3½
12 ENTIRE WATERWAY	2	2	1	11	2½
13 SELKIRK WATERS	1	3	3	12	3½
14 TILlicum BRIDGE AREA	1	1		5	1½
15 COLQUITZ CREEK	1		2	5	1½
16 UPPER HARBOUR			2	2	0½
17 ARM STREET PARK	1			3	0½
18 CANOE CLUB	1			3	0½
19 PT. ELLICE HOUSE		2		4	0½
20 CRAIGFLOWER MANOR & SCHOOLHOUSE	1			3	0½
TOTALS	83	65	56	460	100½

ANALYSES:

The words "serenity", "rural nature", "quiet", the sights and sounds of birds, the occurrence of wildlife and natural surroundings - as well as landscaped gardens, were used to describe respondents' attraction to many of the more popular places along the Gorge. Typically, many respondents considered their favourite place to be their own back yard or stretch of the Gorge within easy walking distance of their home.

The Gorge Kinsman Park, the most popular park, was mentioned for its flower gardens, attractive pathways, picnic areas and playgrounds. The Saanich Walkway was the second most popular park feature, followed closely by Craigflower park, Gorge - Saanich park, and lastly, by Banfield park. It became apparent that many persons regard the first three parks as an interconnected park system, popular for walking the year around. One of the suggestions was that the washrooms in Craigflower park should be open between April 1 and October 1st and not just during the summer.

Portage Inlet and the two creeks emptying into it were highly regarded by those active in canoeing/kayaking, bird watching and of course in hiking the chip trails adjacent Colquitz Creek in Holmes Cuthbert park. A number of boaters and at least one commuter saw fit to choose the entire waterway from Portage Inlet to the harbour as their "favourite place".

The more attractive stretches of the waterway were considered to be the waters between the Gorge and Admirals bridges, followed by the stretch between the Gorge Bridge and Selkirk Waters. In nearly every case, these areas coincided with the location of respondents' homes.

The Gorge with its fascinating reversing falls, and Aaron Point with its unique vantage point overlooking the waterway were singled out as special places of beauty, peace and tranquillity. Point Ellice House, Craigflower Manor and Craigflower Schoolhouse were selected for their special charm as well as for their historical significance.

Selkirk Waters was mentioned by 8 persons as a favourite area because of its history activity and diversity. And interestingly, at least two persons were attracted to the Upper Harbour (between Johnson and Point Ellice Bridge) because of their fascination with boats and the mix of waterfront activities which occur in this industrial area.

QUESTION 3: PRIORITY CONCERNS

RESULTS/METHODOLOGY:

76 of 83 persons answered this question in some form or another. While most followed directions, a sizeable number chose only to evaluate only the major categories or only the sub categories of concern. Table 4A shows the detailed responses for both these categories. Note that the main categories (A to H) were weighted as follows: priority one was multiplied by 3, priority 2 by 2 and priority 1 by 1. Sub-categories however were merely added. The items struck out (the "no's") were subtracted from the "yes's" or circled items.

Graphs 3 & 4 of the Report (page 7) summarize these results.

TABLE 4A

SUMMARY IMPORTANT CONCERNS
(QUES. 3)

	CATEGORIES OF CONCERN	IMPORTANCE			PRIORITIES			WEIGHTD TOTAL	OVERALL WEIGHT. %
		NO	YES	TOTAL	1	2	3		
A	WATERWAY AESTHETICS				58	6	2	188	14%
	odours	5	36	31					
	refuse		55	55					
	abandoned vessels	10	30	20					
	noise abatement	12	30	18					
	shoreline lighting	29	10	-19					
B	BUILDING CONTROLS				43	18	3	168	13%
	design and scale		53	53					
	control sea walls and fences	1	39	38					
	landscaping along water's edge	1	45	44					
C	RECREATION				42	19	4	168	13%
	design and development parks	1	38	37					
	public walkways	1	53	52					
	foot access to water	1	32	31					
	scenic view easements	6	27	21					
	bicycle paths	7	28	21					
	car pull-offs & spaces	15	22	7					
	bike and ped. crossings	6	33	27					
	fishing	15	13	-2					
	public swimming areas	16	21	5					
	canoeing, kayaking & sailing	4	37	33					
	motor boating	27	9	-18					
D	WATER QUALITY				55	9		183	14%
	siltation problems	2	37	35					
	domestic pollution		46	46					
	industrial pollution		48	48					
	storm drain pollution	2	44	42					
E	WATERWAY CHANGES				38	22	5	163	12%
	erosion control	1	31	30					
	infilling by property owners	4	35	31					
	beach restoration/rehab.	1	39	38					
F	FISHERIES & WILDLIFE				45	13	4	165	13%
	fish habitat restoration	1	46	45					
	bird habitat restoration	1	49	48					
	nature viewing & interp.		40	40					

IMPORTANT CONCERNS

TABLE 4A (Cont'd.)

CATEGORIES OF CONCERN	IMPORTANCE		PRIORITIES			OVERALL	
	ID	YES TOTAL	1	2	3	WEIGHTD TOTAL	WEIGHT. %
G BOATING			31	22	10	147	11%
boat wakes & unsafe boating	3	40					
littering, vandalism	2	40					
public boat launch facilities	10	20					
const. private wharves & structure	7	24					
boat anchoring & launch facilities	16	11					
float homes & liveaboards	16	22					
navigational aids & signage	13	16					
E MISCELLANEOUS			27	14	19	128	10%
historic & archeological sites		29					
gov't coop.	1	32					
canal linking harbours	26	19					
TOTAL						1310	100%

ANALYSES:

There was not much distinction between the weight persons placed on the various major categories of concern. Nearly all were felt to be important and the difference between the lowest and highest category of importance varied by only 4 % ! Waterway aesthetics (comprising largely of unpleasant odours, refuse and litter control) received the highest ranking, followed closely by Water Quality, Building Controls and Recreation (Table 4A).

A great deal more variation was found within the sub-categories listed. Refuse and litter control, and public walkways ranked highest overall, followed by building design, public walkways, water pollution from various sources and protection of fisheries and bird habitats. Shoreline lighting, car pull-off spaces, fishing, public swimming areas, motor boating, boat anchoring and moorage, navigational aids and a canal linking the waterway with Esquimalt Harbour were among those concerns accorded lowest priority (see Graph 3 & 4) of the Report). But from the division of votes on some of these lower ranked concerns and from the comments written in the margins, some of these issues are amongst the more controversial and will need to be further discussed if not resolved for future planning.

For example, while motor boating appeared to rate low as an issue under the Recreation category, it is apparent from the high score achieved by "boat wakes and unsafe boating" under the boating category (as well as from many comments received on the subject)

that motor boating is indeed one of the bigger issues which any plan dealing with the waterway will have to contend with. Similarly, while the calculated results would indicate the "canal linking Portage Inlet and Esquimalt harbours is a similar "non-issue", it is evident that strong opinions exist for and against this proposal. This suggests that if the canal issue were taken seriously and ever resurrected, it would quickly become one of the major issues of discussion.

QUESTION 4. DEVELOPMENT CONTROL

RESPONSE:

While there was a 100% response rate to this question (83 responses) the overall impression gained was that many people found this question hard to handle without qualification. For this reason, as many as 25 persons evaluated not only development control in general for all of the municipalities, but also evaluated one or more of the municipalities separately.

The general feeling about development control for the waterway was mixed, if not inconclusive: Although 42% stated they were not satisfied with the development control which has occurred along the waterway, 36% were "somewhat satisfied", 9% were "satisfied" and 12% had no opinion to offer on this subject. However, a more negative picture develops when one examines the specific evaluations given each municipality: here Victoria and Esquimalt share the dubious distinction of lowest marks for development control (a weighted factor of -22). View Royal at -10 and Saanich with a +9 received "highest" marks. Table 5A below summarizes these results.

TABLE 5A

TABLE 5A		QUALITY OF DEVELOPMENT CONTROL (QUES. 4)				
MUNICIPALITY	VALUE RATING				WEIGHTED	
	YES	SOME	NO	?	VALUES	RANKING
	1	2	3	4		
<hr/>						
VICTORIA			11	2	-22	3
SAANICH	5	3	2		9	1
ESQUIMALT		4	13	2	-22	4
VIEW ROYAL			5	3	-10	2
TOTALS	5	7	31	7	50	
	10%	14%	62%	14%		
GENERAL COMMENT	7	27	31	9		
	9%	36%	42%	12%		

ANALYSES:

Nearly 1/3 of those who had comments to make cited the lack of development controls for residential and industrial development along the Gorge. The new Gorge Pointe condo/pub redevelopment was especially singled out by respondents as a development which best typifies "how not to treat the Gorge". The wide range of concerns noted range from the lack of environmental controls and government coordination to submerged shopping carts. Most of the comments to this question are presented unedited below:

"RESIDENTIAL" DEVELOPMENT CONTROL COMMENTS

- ▶ *they developed the Gorge Point (condominium/pub) too large*
- ▶ *there is a danger of too many condos being built which will obstruct the view of the water. I have some concern with increasing silt accumulating in Portage Inlet. Would dredging be feasible ?*
- ▶ *Esquimalt should not have allowed the big marina (boat dock) at the hotel site below the Tillicum Bridge.*
- ▶ *Gorge pub development a disaster... I feel the waterfront should be left for vistas and access where possible. There is too much development right to the waterfront on what little has been left.*
- ▶ *the monstrosity being built at Tillicum Bridge*
- ▶ *the Gorge beer parlour development is a disaster. also, the Dingle House apartments - no public access was acquired & Vic. Council said it would build the walkway on fill along the beach - intolerable !! No filling of any kind !! Saanich acquired only 1 meter above the high water along much of Cedar Shores - a mistake ! Some of the public accesses have been over-developed-disregard for native vegetation. There should be no private ownership of lands to the water's edge ie. CNR Bayside Village Develop. What the City of Victoria has done to Banfield Park with regard to the killing of the mature trees and other veg. is criminal esp. when the same mistake was done at Saanich Gorge Park.*
- ▶ *allow no major development such as the new complex by Tillicum Bridge.*
- ▶ *I wish Saanich would patrol the park opposite Fairways on the water. Lots of drinking at night and yelling*

"ENVIRONMENTAL" DEVELOPMENT CONTROL COMMENTS

- ▶ *I walk by the same shopping carts submerged in the water every day*
- ▶ *our strip of Portage Inlet (just north of Deadman's Creek) is a quiet backwater, relatively unspoiled. However, it is gradually becoming very silted up and shallow as no one seems*

to be authorized to do anything. At high tide, particularly at weekends, power boats race around, causing the birds to scare off and eroding the banks. Who can we call when this happens ?

- ▶ *Esquimalt is poorest in development control eg Gorge Point. Also redevelopment with more rock walls resulting in loss of amenities & habitat must be avoided*
- ▶ *dredging should have been done as well as the waterway to Esquimalt Harbour to flush out Portage Inlet.*
- ▶ *we understand that many houses along the highway side of Portage Inlet are on old and inadequate septic fields. If this is true, all houses should be required to connect to city sewers.*
- ▶ *they could make more walkways, clean up and clear the parks, be strict about new development, ensure green ways and green spaces. The Gorge is so unique & beautiful it could be a tourist attraction of "famous walkways of the world".*
- ▶ *I think it is time these municipalities made more of a cooperative effort to preserve the naturalness and protect the wildlife along these waters !*
- ▶ *the Gorge Point development is a monstrous eyesore along with its oversized marina - a threat to wildlife and the geese.*

"COMMERCIAL-INDUSTRIAL" DEVELOPMENT CONTROL COMMENTS

- ▶ *too much industry has been allowed on the Gorge*
- ▶ *Victoria has sadly discouraged marine use and encouraged non-marine commercial/residential development to the area's detriment*
- ▶ *Victoria's industrial area around the Bay Street Bridge is an outrage.*

"GENERAL" DEVELOPMENT CONTROL COMMENTS

- ▶ *this unique waterway should be protected in every way possible*
- ▶ *I am amazed there is no coordination between the municipalities*
- ▶ *municipalities have been too tolerant of development along the Gorge*
- ▶ *when there is more than one government there is a "pass the buck" attitude. The fact that I'm a member of the Society says that I am not satisfied with the status quo.*
- ▶ *I think Esquimalt and Saanich have done a better job of maintaining and providing access than Victoria.*

- ▶ *please no private wharves & structures except very small - one boat anchorage. no infilling, no motor boats except very small 7 battery powered engines. God gave it to us - let's not change his design*
- ▶ *need one body responsible for the waterway. Now we have four municipalities & Fed. Gov't. in the harbour & maybe the Province too ! Its a bureaucratic mess !*
- ▶ *to have four controlling municipalities is ridiculous*
- ▶ *with possible exception of Saanich (in recent years only) all others have allowed unfortunate development to occur.*
- ▶ *Saanich and Esquimalt have done a decent job of the shoreline, a bit too contrived (I like through West Bay better) but Victoria has done very little to improve public access to water and improvements along the shoreline. There isn't even a place to launch a canoe in Victoria's portion.*

QUESTION 5: MUNICIPALITY OF ORIGIN OF RESPONDENTS

RESULTS:

Out of 83 questionnaires received, only 2 did not identify their municipality of origin. The bulk of respondents were from Saanich and Victoria (47% and 27% respectively. The remainder, comprising 26% of returns were primarily from the remaining two municipalities: Esquimalt 15%, and View Royal 9%. "Other" origins accounted for 2%.

ANALYSES:

The above results show that most respondents and by inference, most GWS members live within municipalities which border on the waterway, with Saanich and Victoria comprising nearly 75% of respondents. To determine how representative these figures are we would have to examine the origin of residency, by municipality of all GWS members. And if we were interested in knowing how representative this response might be to the total population residing along the waterfront for example (where most of the respondents have been determined to live, as determined in the analysis of Question 8) we would have to further research these waterfront residency numbers by municipality.

In the future, the GWS may find it advantageous not only to represent the various stakeholders in the waterway but also to have its membership be as geographically representative of the waterway as possible. This kind of analysis in one step towards realizing what needs to be done to achieve such a representation.

It would seem that the better the representation of waterway stakeholders such a survey of the waterway achieves, the more comfortable the GWS can feel about any generalizations it makes about its members, much less the general public, especially when it relates to planning and development matters affecting the entire community.

QUESTION 6: FEARS**RESULTS/METHODOLOGY:**

A total of 68 of 83 persons expressed at least one important fear - and some expressed more than 4 for a total of 309 fears. Each of these fears was categorized and results are presented in Table 6A . The percentages in the right hand column represent % of weighted totals according to the following calculation: priority one responses were multiplied by 4, priority two by 3 and so forth.

A collection of the more interesting comments members' made concerning their fears are presented on the following pages.

RECORD OF COMMENTS RECEIVED ON "FEARS" (unedited)

- ▶ *Sea walls such as those along the Gorge between Tillicum and Admirals have had a detrimental effect on aquatic mammals and such development should be avoided in future projects*
- ▶ *With the clean up come adult toys (fast boats and water skiing) The Gorge and Inlet should be for the public and not at the reduction or exclusion of wildlife. The loss of natural shoreline and native plants - I feel these elements and development can co-exist. Development that retains natural elements, ie. Gorge Pointe could have had a landscape architect design a softer more sympathetic look integrating native plants instead of the giant boulder sea walk look. No more sea walls.*
- ▶ *Lets get rid of that wharf below the reversing falls (Gorge Pointe Development).*
- ▶ *This is a pristine environment which needs to be nurtured. It is worth spending money on the upkeep of the waterway. This waterway is a jewel to many people and there is always someone out walking, even in inclement weather.*
- ▶ *Waterways and harbours are very nice but they must be accessible and used. A harbour without boats is not very interesting.*

Graph 4 of the Report and the following analyses are based on these weighted results. It is felt that responses received to both fears and dreams provide the best insight into members' concerns, visions, priorities and values for the waterway

ANALYSES - SUMMARY OF FEARS, IN ORDER OF IMPORTANCE
(Table 6A and Graph 5 of the Report):

- FEAR 1 - ENVIRONMENTAL (38%):** Members are most concerned that the waterway will become increasingly polluted and that the wildlife, fish, native trees and plants will become endangered if not disappear altogether. Many persons especially feared the loss of water-fronting trees and the construction of sea walls and walkways which they felt would destroy important wildlife habitats along the water.
- FEAR 2 - DEVELOPMENTAL (26%):** Members expressed fear that increasing development will create a "canyon of high rises" along the Gorge, destroying views, access and the natural shoreline. Persons were afraid that with the introduction of higher densities, more steel, concrete and asphalt, the area would become an extension of the city around it and not the oasis of greenery and tranquillity many continue to hope it will be. A number of persons again took special aim at such "intrusive" developments as Gorge Pointe (the condo/pub redevelopment project which Esquimalt Council has permitted to be built next to Tillicum Bridge). And finally, there was also the fear expressed that the continued proliferation of sea walls would further alienate people from the water while at the same time diminish critical wildlife habitat.
- FEAR 3 - BOAT TRAFFIC (18%):** Motor boats by nature of their speed, and the wakes, noise and disruption they leave behind were felt to be a nuisance by these members. Their concern was with the erosion of shorelines, the destruction of wildlife habitats and the loss of peace and quiet. The continued and uncontrolled development of wharves and marinas was also seen to add to this unwanted scene of activity and congestion along the water.
- FEAR 4 - INDUSTRIAL DEVELOPMENT (6%):** Industrial development and industrial nuisances were not considered a big fear, possibly because all of these activities are contained below the "Trestle Bridge, out of sight and mind of most members. Nevertheless, the few that voiced concern with this issue feared that the continued lack of plans and development controls by government would lead to more of the same problems that the waterway is now faced. Interestingly, the biggest single fear expressed in this category (three persons) was the future loss of waterfront lands needed for water-dependent industry (the safe-guarding of a "working harbour").
- FEAR 5 - PARKS, PUBLIC ACCESS AND HISTORICAL CONSERVATION (5%):** Again, these fears garnered a smaller portion of the overall fear "vote" than expected (see Dreams for comparison). The main fears expressed here were that cutbacks in park maintenance would detract from members' future enjoyment. There was also the fears expressed that necessary new parks and accesses would not be developed as needed. And on a related theme, one

SUMMARY OF FEARS (Cont'd.)

person was afraid that Cuthbert Holmes Park (adjacent Colquitz Creek) would some day be turned into housing.

FEAR 6 - PRIVATE PROPERTY AND ENJOYMENT (5%): Respondents here were concerned with increasing traffic that would be generated along the Gorge adding to congestion and noise pollution. There was also the fear expressed by a few that the extension of walkways would impinge on the private enjoyment of members' waterfront properties. Only 2 person were concerned with future vandalism and theft.

FEAR 7 - POLITICAL (2%): The smallest fear category noted was "political". Several respondents were concerned with the lack of a unifying political body to control development and the lack of municipal co-operation. Fear of native land claims was also mentioned.

TABLE 6A

SUMMARY OF FEARS EXPRESSED
(QUES. 6)

page 1/2

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S U B J E C T	P R I O R I T Y				T O T A L S	W E I G H T E D % B Y	
	1	2	3	4		T O T A L S	C A T E G O R I E S

A FEAR: ENVIRONMENTAL							
1 polluted surroundings	14	4	1	1	20	71	
2 polluted waters	5	4	2	2	13	38	
3 loss of wildlife through pollution	4	3	4		11	33	
4 sedimentation problems	3	5	2		10	31	
5 loss wild. by loss veg & sea walls	4	1	4		9	27	
6 loss shoreline, trees, native plants	2	1		1	4	12	
7 new walkways will destroy shoreline			1		1	2	
8 loss peace & tranquility	1			1	2	5	
9 smell & nuisance problems	1				1	4	
10 canal to Esquimalt Harbour developed				1	1	1	
TOTALS	34	18	14	6	0	72	224 38% ENVIRONMENTAL FEARS

S U B J E C T	P R I O R I T Y				T O T A L S	W E I G H T E D % B Y	
	1	2	3	4		T O T A L S	C A T E G O R I E S

B FEAR INDUSTRIAL DEVEL./ACTIVITY							
1 loss of working harbour	3				3	12	
2 industrial not well controlled	1		3		4	10	
3 more heavy industry	1	1			2	7	
4 industrial pollution	1				1	4	
TOTALS	6	1	3	0	0	10	33 6% INDUSTRY FEARS

S U B J E C T	P R I O R I T Y				T O T A L S	W E I G H T E D % B Y	
	1	2	3	4		T O T A L S	C A T E G O R I E S

C FEAR: INCREASING DEVELOPMENT							
1 Gorge a canyon of high rises	12	2	5	2	21	66	
2 devel. will destroy access	3	2	2		7	22	
3 devel. will destroy shoreline	1	2	1		4	12	
4 development will destroy views	1	1	1		3	9	
5 uncontrolled commercial	2	1			3	11	
6 lack of devel. controls	1	1	1	1	4	10	
7 Bayside development will screw up	1	1			2	7	
8 in-filling by owners				4	4	4	
9 non-public use of waterway		1			1	3	
10 Selkirk project screws up			1		1	2	
11 ugly buildings, walls			2		2	4	
12 Gorge Pointe developments	1				1	4	
TOTALS	22	11	13	7	0	53	154 26% DEVELOPMENT RELATED

SUMMARY OF FEARS (CONT'D.)

SUBJECT	PRIORITY				TOTALS	WEIGHTED % BY	
	1	2	3	4		TOTALS	CATEGORIES
D FEAR: PARKS, ACCESS, HISTORY							
1 cutbacks in park maint.	2				2	8	
2 park potential lost (Gorge & Tillicum)	1				1	4	
3 park expan. req. more \$		1			1	3	
4 existing parks protected		1			1	3	
5 trees in parks cut		1			1	3	
6 walkways not extended		1			1	3	
7 historical root/sites lost			1	1	2	3	
8 commercialization of parks			1		1	2	
TOTALS	3	4	2	1	0	10	29 5% PARKS & HISTORY FEARS

SUBJECT	PRIORITY				TOTALS	WEIGHTED % BY	
	1	2	3	4		TOTALS	CATEGORIES
E FEAR: BOAT TRAFFIC							
1 fast boats, jet skis, racing	2	1	2	3	8	18	
2 destroy tranquility of area	2	3			5	17	
3 destroy wildlife	3	1	1		5	17	
4 congested with boats, wharves	1	2		1	4	11	
5 residence on house boats & pollution	2		1	1	4	11	
6 public boat facil. eliminated	1				1	4	
7 siltation will interfere with navigation	1	1			2	7	
8 too many marinas	1	1			2	7	
9 uncontrolled moorage affect. navig.			1	1	2	3	
10 boats eroding shoreline			1	1	2	3	
11 motor boats allowed above the Gorge		1			1	3	
12 trestle bridge be lowered			1		1	2	
TOTALS	13	10	7	7	0	37	103 18% BOATING FEARS

F FEAR: POLITICAL							
1 lack of governing body	1		2		3	8	
2 lack of municipal cooperation		1	1		2	5	
3 native land claims			1		1	2	
TOTALS	1	1	3	0	5	13	2% POLITICAL FEARS

G PRIVATE PROPERTY & ENJOYMENT CONCERNS							
1 noisy, busy thoroughfares	2	1	1		4	13	
2 ext. walkways a private intrusion	2		1		3	10	
3 vandalism & theft		1		1	2	4	
4 too many people crowding parks			1		1	2	
TOTALS	4	2	3	1	0	10	29 5% PROPERTY ENJOY. FEARS

100% TOTAL

QUESTION 7: DREAMS

RESULTS/METHODOLOGY: 71 of 83 persons responded to this question. A total of 203 dreams were expressed. These were grouped into five categories for further analyses. Table 7A provides a detailed account of all responses and shows the calculations made. It should be noted that as in the previous question, the weighted total (the right hand column) was derived by multiplying priority 1 by 4, priority 2 by 3, and priority 4 by one. The percentages for each category are based on these weighted numbers. Graph 6 (Report) summarizes these survey results.

RECORD OF COMMENTS RECEIVED ON "DREAMS" (unedited)

A record of the unedited comments members expressed on their ranked dreams is presented below. Again, it should be noted that since these comments are in many cases qualifications of the dreams expressed in the main part of the question, they are not necessarily representative of the overall picture presented. But the comments do give some interesting flavour if not valuable insights as to what some members would like to see for "their" waterway.

- ▶ *People moving here from the east think landscaping is turf grass and shrubs brought in. Our native vegetation is crap that should be removed ! This is a fearful mentality.*
- ▶ *This area is unique. Let's improve it for our enjoyment - wildlife and children's children.*
- ▶ *Kinsmen Park developed without respect to history of area - finally we are realizing potential with middens around bridge area*
- ▶ *That our care of the Gorge will be an example, a model of caring for a small corner of the planet, for people to enjoy all their lives*
- ▶ *It is a privilege to live on this beautiful inland sea. Wild ducks, geese, otters and harbour seals visit us. Each season has its special charm. We feel Portage Inlet is a special place.*
- ▶ *Lovely to see cormorants fly to roost at twilight. Miss the many swans that previously used these waters. Sometimes we see a harbour seal and river otter up as far as Craigflower Bridge. Also watch for migrating ducks and geese.*
- ▶ *Establish an inter-municipal group to review developments (impact and design) Perhaps to obtain this special development permit a developer would have to post a bond to ensure they treat the shoreline as stated. this in the long run would benefit all. What is the sense of one developer taking care if the next one dumps loads of boulders on the beach.*
- ▶ *That the municipalities can forget their petty differences and work together to utilize and beautify a waterway with terrific potential. Esquimalt will probably be the dragging anchor. They are stuck in the status quo. We offered them a \$2 million Japanese Garden at no cost to the tax payers and they quibbled it to death.*

-
- ▶ *Need to feel like a safe place at night (adequate lighting, no graffiti)*
 - ▶ *Wheel chair access from Gorge Rd. Hospital to Admirals Rd, a priority !*
 - ▶ *Dredging could make the area more usable and allow better scouring and cleaner water, and make it more suitable for marine use.*
 - ▶ *This waterway is unique. Lets improve it for our enjoyment - wildlife and our children's children*
 - ▶ *Lets keep mostly quiet times for man and beast so there is some sanctuary ...*
 - ▶ *Adequate habitat protection to ensure long term viability of waterway as a 'somewhat' natural micro-ecosystem*
 - ▶ *That the tide of condos will be stemmed*
 - ▶ *To be able to walk to town from Craigflower & Admirals*
 - ▶ *Open the canal between Portage Inlet & Esquimalt Harbour*
 - ▶ *No high rises along adjacent lands. keep as natural as possible*
 - ▶ *That this waterway become a commuting corridor to downtown*
 - ▶ *That this gem of a waterway will be protected and cherished*

ANALYSES: Environmental priorities were highest on the list of dreams presented. possible. Public access dreams, particularly the extension of well-planned walkways along the waterway were second in importance. Then came dreams to do with parks and recreation, boating and others. The following page describes each of the important dream categories in order of importance expressed:

SUMMARY OF DREAMS - IN ORDER OF IMPORTANCE

DREAM 1 - MORE NATURAL & AESTHETIC SURROUNDINGS (45%): Most persons dreams for the waterway centred on keeping the area as natural, quiet and peaceful as possible - to achieve clean water and a healthy environment for fish, birds and other wildlife, and to protect if not bring back indigenous species. The underlying concern was that the Gorge's historical beauty and tranquillity would be sacrificed for insensitive development and that environmental values for maintaining the delicate balance with nature which has been established over the years would not be upheld. The words and concepts "unique", "gem", "a privilege to live here and enjoy these waters"

SUMMARY OF DREAMS (Cont'd.)

were oft cited by respondents. Perhaps the most eloquent dream for achieving this "peace and diversity" is the quote: to achieve a waterway "where children can see beauty in quiet places and all can contemplate the flowers and drifting clouds".

DREAM 2 - PUBLIC ACCESS (20%): The single most popular dream was to extend the public walkways along the waterway. One person even expressed ambitions for a walkway connecting Cuthbert Holmes Park to the Inner Harbour (West Song Way). This notion of being able to walk in comfort and safety alongside the entire shoreline of the Gorge (as well as across the Gorge on a number of bridges especially designed for pedestrians, handicapped persons and cyclists) ties in with the questionnaire observation, that "walking along the waterfront" is the single most popular activity. But there was also concern that any future walkway be environmentally sensitive, not hog the waterfront, be aesthetically pleasing in design as well as accommodate the handicapped.

DREAM 3 - PARKS & RECREATION (14%): The most popular dream here was for the waterway to become more of an active area - a "people - friendly" place, and for such novel ideas as the Japanese Gardens to take hold. Several people who were still familiar with the halcyon days of the Gorge, when it was the recreational focus of Victoria, wanted to see some of these activities such as the regattas and swimming holes return and for the Gorge Kinsmen Park to regain some of its former glory. A few wanted to see more recreational use of the waterway and especially Portage Inlet by dredging these shallow areas. A few persons dreamt of a park system which was preserved, along with its wooded areas. Two people dreamed of a waterway which protected its historical areas and sites. And of course there is still this "minority" dream that a canal be built linking the waterway with Esquimalt (ostensibly for the purpose of both flushing the waterway and providing a recreational boating connection). In general, many persons wanted to see "vitality" restored to the Gorge, and for this waterway to become more accessible and useable by the public.

TABLE 7A

SUMMARY OF DREAMS EXPRESSED
(QUES. 7)

S U B J E C T	PRIORITIES				TOTAL	WEIGHTD			
	1	2	3	4		TOTAL	TOTAL		
<hr/>									
A	DREAM: MORE NATURAL & AESTHETIC SURROUNDINGS								
1	waterway cleaned up/sewage elim.	10	9	6		25	79		
2	to retain natural beauty & vegetation	9	6	2	1	18	59		
3	wildlife & habitats conserved	7	4	4	1	16	49		
4	quiet surroundings	4	3		1	8	26		
5	more fish & wildlife introd.	1	2	2	3	8	17		
6	more trees & natural areas	1		5	1	7	15		
7	retain views	1			1	2	5		
8	retain green options	1				1	4		
9	rehab. destroyed areas				1	1	1		
10	natural shoreline restored	1				1	4		
11	rehab. Colquitz Creek	1				1	4		
12	siltation arrested		1			1	3		
TOTALS		36	25	19	9	0	89	266	45% NATURAL SURR.
<hr/>									
B	DREAM: PARKS & RECREATION								
1	becomes more active rec. area	4		4		8	24		
2	Japanese Gardens recreated	2	1	1		4	13		
3	swimming return to the Gorge	1	2			3	10		
4	becomes more used by locals & tourists	2			1	3	9		
5	preservation of parks & wooded areas			4		4	8		
6	improved parks and facilities		1	1	1	3	6		
7	archeological areas protected		1	1		2	5		
8	canal built linking Esq. Harbour	2				2	8		
9	commercial allowed in Gorge Park			1		1	2		
TOTALS		11	5	12	2		30	85	14% PARKS & RECR.
<hr/>									
C	DREAM: PUBLIC ACCESS								
1	extend public walkways	11	11	3		25	83		
2	more access to water	1	2	1		4	12		
3	better walkway design		1		2	3	5		
4	trestle bridge as walkway		1	1		2	5		
5	beautification of walkway	1				1	4		
6	Gorge Road not turned into a 4 lane hwy.	1				1	4		
7	more bike paths			1		1	2		
TOTALS		14	15	6	2		37	115	20% PUBLIC ACCESS
<hr/>									
D	DREAM: COMPATABLE BUILDINGS								
1	low density with open spaces	3	1		1	5	16		
2	well designed, controlled		2	1		3	8		
TOTALS		3	3	1	1	0	8	24	4% COMPATABLE BUILDINGS

SUMMARY OF DREAMS (CONT'D.)
(QUES. 7)

S U B J E C T	P R I O R I T I E S				TOTAL	WEIGHTED TOTAL	
	1	2	3	4			
E DREAMS: BOATING CONTROLS							
1 boat speeds & noise curtailed		2	4	1	7	15	
2 float homes kept off waterway		1			1	3	
3 undesirable structures removed from shore			1		1	2	
TOTALS		3	5	1	9	20	3½ BOATING CONTROLS
F DREAMS: BOATING ENCOURAGED							
1 Gorge & Inlet dredged	1	1	1		3	9	
2 marinas, boats and facilities developed	1	1			2	7	
3 moorings for boaters developed			1		1	2	
4 commuting corridor to down town		1		1	2	4	
5 canoe & rowing events rejuvenated		1		1	2	4	
6 able to navigate Colquitz	1				1	4	
7 Gorge blasted to better accomodate boats		1			1	3	
TOTALS	3	5	2	2	12	33	6½ BOATING ENCOUR.
G DREAMS: INDUSTRIAL							
1 aesthetic develop. below Trestle Bridge		1	1	1	3	6	
2 industries to clean up their act	1				1	4	
3 no expansion to industry	1				1	4	
4 industry below Bay St. Bridge only				1	1	1	
TOTALS	2	1	1	2	6	15	3½ INDUSTRIAL
H DREAMS: SOCIAL -POLITICAL							
1 inter-municipal develop control/coop.	1	2	1	1	5	13	
2 one government achieved	2	1			3	11	
3 people will get together to solve problems			1	1	2	3	
4 public image will improve				2	2	2	
TOTALS	3	3	2	4	12	29	5½ SOCIAL POLITICAL
TOTAL						100½	

QUESTION 8: LOCATION

RESPONSE: 78 of 83 persons completed this question. Of these 78 "returns" results obtained were as follows:

- 68% live "on the water"
- 23% live "within a block of the water"
- 8% live "further but within easy walking distance of the water"
- 1% live "elsewhere" or "outside of the area"

ANALYSES: The great majority of respondents live on or near the water, and this apparently is not coincidental: past recruitment strategies of the GWS have been to focus on these waterfront areas, suspecting quite rightly that interest for involvement in the Society would be greater here. This is corroborated by several phone calls the writer made to Society members who had moved to other parts of the Greater Victoria. In every case, the member no longer felt that the waterway and any of its problems was any more of his/her concern.

This apparent perception that the waterway is a local rather than a regional issue poses a challenges to the Society should it ever wish to drum up public and political support for some of its planning concerns.

QUESTION 9: HOW LONG RESPONDENTS HAVE BEEN INTERESTED IN THE WATERWAY

RESPONSE: All but one person answered this question (82/83 responses). The % breakdown is as follows:

3%	have been interested in the waterway for less than 2 years
40%	" " " " 3- 10 years
32%	" " " " 11 - 25 years
20%	" " " " 26 - 50 years
5%	" " " " over 50 years

ANALYSES: These figures show that the majority - nearly 60% of respondents have been familiar with the waterway for 11 or more years, with 5% having been associated with the waterway for more than 50 years !

These figures, in conjunction with phone calls the writer has made in connection with the Public Workshop also suggest that a sizeable proportion of the members are retired or approaching retirement age. This might account for the relatively low popularity of such

active pursuits such as canoeing, kayaking, fishing, sailing, commuting to work and so on (expressed in Question 1), and the members' focus on "home" values.

If knowledge, anecdotal information and commitment to the waterway is closely associated with members' interest and/or physical relationship to the waterway, as can be expected to be the case, then there is a valuable pool of talent to draw upon for furthering the objectives of the Society.

Admittedly, this information is presently of limited value in interpreting results. However, should future studies wish to determine the age range of likely respondents to a Gorge questionnaire, or determine how this age range has changed over time, this information should be of value in determining "representativeness".

QUESTION 10: COMMENTS & RECOMMENDATIONS FOR THE SOCIETY:

RESPONSE: 83/83 had an evaluation if not a comment to make. The results are as follows;

unqualified support for the Society	19 or	23%
supportive but with ideas to share	13 or	16%
somewhat critical	5 or	6%
very critical	1 or	1%
no comment	45 or	54%

TOTAL 83

ANALYSES: Nearly half of those responding to this question had comments to make or advice to give to the Society. Most of these respondents (32/38) were appreciative of the work the Society was doing. The few persons mentioning the proposed plan thought it was an excellent initiative. The following is a collection of all the additional comments and recommendations made by members:

- ▶ *Would like a monthly or bi-monthly newsletter from the Society keeping members informed*
- ▶ *I think you are doing a great job and providing an extremely valuable public service. I applaud you. But I just hope that you are not dominated by the motor boat owners.*
- ▶ *Please put a phone number where people can reach you. I did not know that there was a Society because I have never seen anything about it. Finally, a friend told me. More people would be interested if they knew about you*

RECOMMENDATIONS (Cont'd.)

- ▶ *A clean up crew to get the garbage along shore and in shallow areas*
- ▶ *Somehow influence the law to enforce the rules re: care of this waterway - the harbour master seemed interested. Perhaps agencies concerned can work together more cooperatively.*
- ▶ *Move off pro-industry stance and promote intensification of public uses, whether they be for recreational, commercial, industrial or residential - so long as they are compatible with an active, vibrant harbour*
- ▶ *Since 1971 when we moved here & were told the waterway would be opened from Portage Inlet to Esquimalt Harbour - refer to Times Colonist Nov. 12/76 "Portage Study by Biologist" D. Alan Austin - marine biologist at U. Vic - did a study on the growing shallowness of the Inlet. Should be available from U. Vic. D. Austin suggested dredging as the answer. Silt and mud sold as soil.*
- ▶ *The news letter has always been interesting..*
- ▶ *Congratulations for forming the Society and for attracting concerned citizens to a just and necessary cause.*
- ▶ *If you are going to be representative of the public of protecting the waterway, the Gorge Beer Parlour development must never happen again - the size of the development, destruction of vegetation, no public access & private docks is outrageous & disappointing - why join the organization ?*
- ▶ *Need to pressure View Royal to expedite the planning and installation of their sewage system to avoid future sewage pollution in Portage Inlet.*
- ▶ *Continue to encourage the public and contiguous property owners to treat the waterway as an environmental blessing which must be preserved and improved for the benefit of future generations.*
- ▶ *Provide map of access points & also events to be held on the water . Keep strong and resolute and keep fighting for what we want.*
- ▶ *Take note of the views of other groups with an interest in the waterway and harbour - particularly the Working Harbour Association. Avoid the current apparent mind-set against industrial or mixed use of riparian land. Such uses will provide jobs in the community. Residential uses does not.*

RECOMMENDATIONS (Concluded)

- ▶ *Reinstate natural surroundings and ecology. Preserve for future generations by using strict guidelines for pollution causing activities.*
- ▶ *More newsletters - more member involvement - possibly more meetings*
- ▶ *Necessary for one body to control the waterway rather than the current piecemeal approach*
- ▶ *Try and keep a high profile by a regular, say a bi-monthly newsletter and maybe 6 meetings a year open to members and the public. This might facilitate more member input and bureaucratic recognition.*
- ▶ *Focus on the fundamentals of the Waterway and not politics. Forget about making collection of shopping carts a priority. Instead concentrate on what is destroying the waterway, siltation, foreshore infill by industry, large developments destroying shorelines, loss of useful industry in down town area (below Bay Street). focus on protecting what remaining natural shoreline (mostly rocky) that we have left and the mature tree. Concern yourselves about the aesthetics and the impact any waterfront walkway would have on natural shorelines, appearance from water, wildlife habitat, public access. The Society should be careful about contradicting any work or initiatives done by other community associations. It gets their backs up. Suggest more communication with other groups before making public statements. Work together. The Society must provide more news letters to keep people informed of issues and have more meetings.*

QUESTION 11: VOLUNTEERS FOR FOCUS GROUPS

This question identified 30 persons who were interested in assisting with the various Focus Groups described. Their names and addresses were included with others identified at the Public Workshop of June 7 (see list of potential Focus Group Members at end of Appendix B.

GORGE WATERWAY SOCIETY QUESTIONNAIRE

May, 1994

INTRODUCTION:

This questionnaire should take no more than 10 to 15 minutes to complete. If you need more space to answer any of the questions, feel free to write in the margins or add more pages.

Your comments are important to us. A discussion of members' responses will take place at the Planning Workshop on June 7. In addition, a report analyzing questionnaire results will be produced, a summary of which will be presented to members through the Society Newsletter.

1. ACTIVITIES & ENJOYMENT:

(a) Which of the activities listed below do you participate in ?
Please circle the activity.

(b) Which of these listed activities do you consider important to your enjoyment of the Gorge Waterway ?

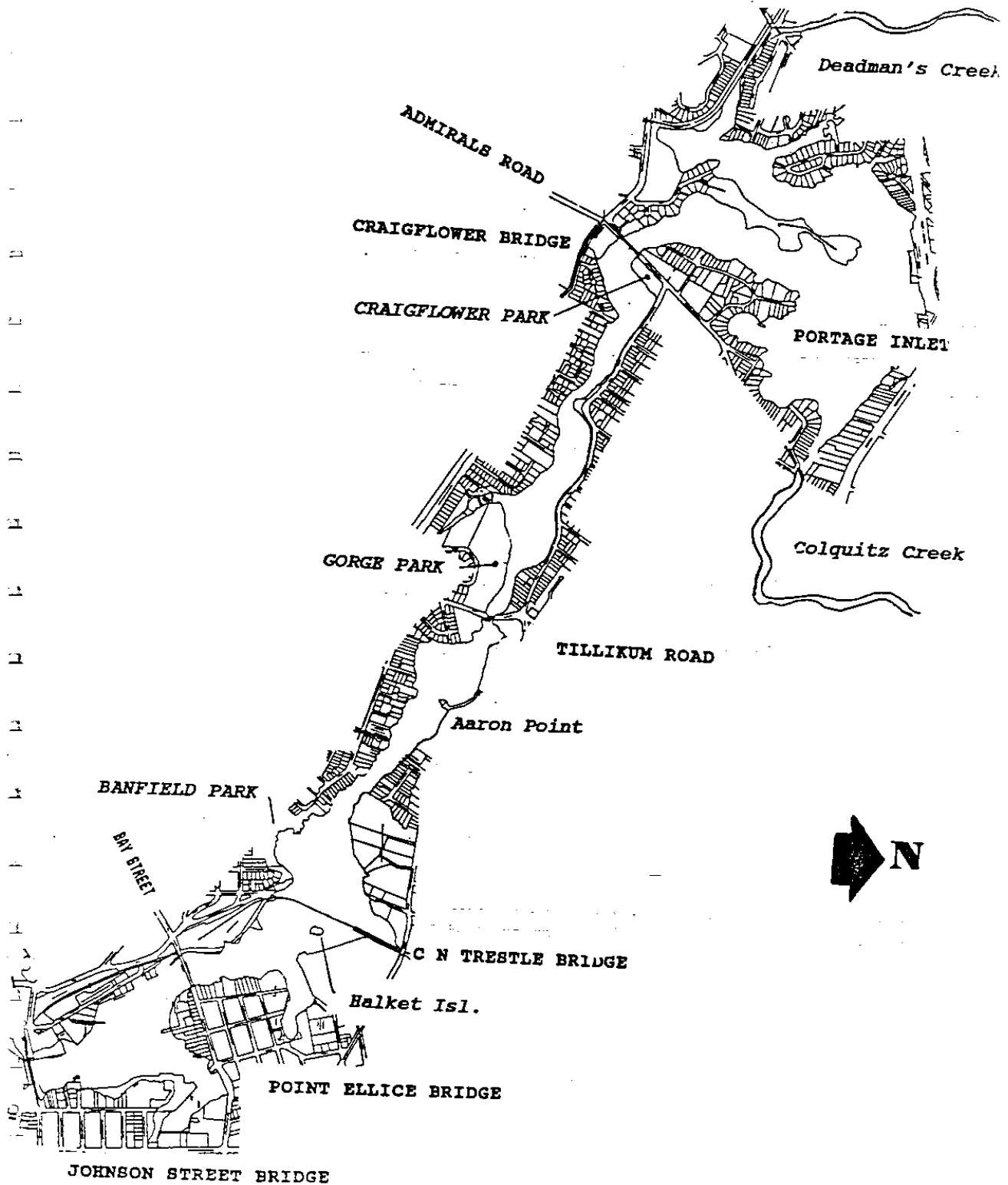
Place the appropriate number (1 to 3) beside the activity.

IMPORTANCE: 1 = HIGH 2 = MEDIUM 3 = LOW

swimming	_____	fishing from water	_____
walking along shore	_____	fishing from bridges	_____
canoeing/kayaking	_____	commercial boat tours	_____
sailing	_____	relaxing along water	_____
motor boating	_____	view from one's home	_____
wildlife viewing	_____	visiting waterfront parks	_____
shell fishing	_____	commuting to work	_____
water skiing	_____	docking/mooring boat	_____

OTHER ACTIVITIES ?

GORGE WATERWAY



2. **FAVOURITE PLACES:** In order of importance, what are your favourite places along the Waterway ? Please circle and number these "favourite" areas on the MAP opposite and also indicate below why these are special places to you ?

PRIORITY	PLACE	WHY IMPORTANT TO YOU
1.	_____	_____
2.	_____	_____
3.	_____	_____

3. **PRIORITY CONCERNS:** In planning for the Gorge Waterway, what priority would you assign for dealing with the following issues and concerns ?

(1) Please choose a number from 1 to 3 and place next to the following categories (A to H):

1 = HIGH PRIORITY 2 = MEDIUM PRIORITY 3 = LOW PRIORITY

(2) Under each category please circle the star ("*") next to the issue(s) that you feel is of special importance to you, and draw a line through any issue that is unimportant.

(A) **WATERWAY AESTHETICS:** _____

- * unpleasant odours
- * refuse and litter control
- * abandoned vessels & structures
- * noise abatement
- * shoreline lighting

Other: _____

(B) **BUILDING CONTROLS :** _____

- * the design, scale and location of buildings and roads along-side the waterway
- * the placement, design and appearance of seawalls and fences
- * landscaping along the water's edge

Other: _____

(C) **RECREATION :** _____

- * the design and development of parks
- * public walkways along the water
- * foot access to the water
- * scenic (view) easements
- * bicycle paths
- * car pull-offs and parking spaces providing access to the water
- * bike and pedestrian bridge crossings
- * fishing
- * public swimming areas
- * canoeing, kayaking and sailing
- * motor boating

Other: _____

Gorge Waterway Society Questionnaire, May 1994

(D) WATER QUALITY: _____

- * siltation problems
- * pollution from domestic sewage systems
- * pollution from industrial effluents
- * pollution from storm drain system

Other: _____

(E) WATERWAY CHANGES: _____

- * erosion control
- * infilling of waterway by property owners
- * beach and site restoration/rehabilitation

Other: _____

(F) FISHERIES & WILDLIFE: _____

- * fish habitat restoration/conservation
- * bird and shoreline wildlife habitat restoration
- * nature viewing and interpretation

Other: _____

(G) BOATING : _____

- * boat wakes and unsafe boating
- * littering, damage and mischief caused by boaters
- * public boat launch locations and facilities
- * construction of private wharves and structures
- * boat anchoring and launch facilities
- * float homes & live-aboard vessels
- * navigational aids & signage

Other _____

(H) MISCELLANEOUS: _____

- * historic and archaeological sites
- * inter-governmental coordination/cooperation
- * canal linking Portage Inlet and Esquimalt Harbour

Other: _____

4. DEVELOPMENT CONTROL: Are you satisfied with the way View Royal, Saanich, Esquimalt and Victoria have controlled development along the Waterway ?
Please circle answer

(1) YES (2) SOMEWHAT (3) NO (4) NOT SURE

COMMENTS ?

5. MUNICIPALITY: In which municipality do you reside ? _____

6. FEARS: What are your **WORST FEARS** for the Waterway (in order of importance) ?

1. _____
2. _____
3. _____
4. _____

COMMENTS ?

7. DREAMS: What are your **HOPES AND DREAMS** for the Waterway (in order of importance) ?

1. _____
2. _____
3. _____
4. _____

COMMENTS ?

8. LOCATION: Do you live (circle number):

- | | |
|---|-----------------------------------|
| (1) on the water | (4) elsewhere in greater Victoria |
| (2) within a block of the water | (5) outside of the area |
| (3) further but within easy walking distance of the water | |

9. **FAMILIAR:** How long have you been interested in the Waterway ?
Please circle letter:

(a) less than 2 years (b) 3 - 10 years
(c) 11 - 25 years (d) 26 - 50 years
(e) over 50 years

10. **RECOMMENDATIONS FOR SOCIETY:** If you have any recommendations or comments on the activities of the Society, please provide them here.

11. **VOLUNTEERS FOR FOCUS GROUPS:** As a follow-up to this questionnaire, a Workshop will be held June 7 for members. At that time, a number of "Focus Groups" will be established to deal with specific issues of the Waterway Plan. Would you be willing to serve on a Focus Group on any of these issues starting next fall ?

YES _____ NO OR UNABLE _____ NEED MORE INFORMATION _____

Areas of greatest interest are:

1. _____
2. _____
3. _____

If you are interested in working with us or need more information, please give your name, telephone and address.

NAME: _____ TEL: _____

ADDRESS: _____

Thank you for taking the time to complete this questionnaire.

**PLEASE MAIL THIS QUESTIONNAIRE
IN THE SELF-ADDRESSED ENVELOPE BY MAY 25
AT THE LATEST**

APPENDIX B

GORGE WATERWAY SOCIETY

PLANNING WORKSHOP

JUNE 7, 1994

INTRODUCTION:

A combined planning workshop and Annual General Meeting of the Gorge Waterway Protection Society was organized the evening of June 7, 1994 at the Royal Canadian Legion hall in Esquimalt. The main purpose of the workshop was to enable members to express their thoughts concerning the present and future use/development of the waterway. This report describes this meeting held and the results obtained.

WHO ATTENDED:

The meeting was attended by about 45 persons. Nearly 10 of these participants were representatives of other associations who were invited to attend and to become members. These outside groups included representatives from the Gorge Burnside Community Association, the Takata Society and the Victoria Esquimalt Working Harbour Association.

THE PROCESS

During the introductory to the Annual General Meeting, Graham Ross-Smith, the Society's president discussed the purpose of the meeting as well as gave some background on the Society's activities. Al Lubkowski, the Planning Consultant hired by the Society, explained how the workshop slated for the second part of the evening was to be conducted. A wide variety of information in the form of maps, historical pictures and reports on the waterway were on display around the hall to further familiarize participants with the waterway and the many issues at hand.

After this information session, participants were organized around four tables, each with its own facilitator. During the first part of the workshop members were asked to discuss their concerns and fears (30 minutes), then during the second part, to discuss their hopes and dreams (another 30 minutes). The overall intent was to determine those fears, hopes and dreams persons felt were of greatest concern to the group, and if at all possible, to prioritize these concerns and aspirations.

The third part of the workshop (approx. 45 minutes) was spent organizing the four Focus Groups: (1) Fish and Wildlife, (2) Parks and Recreation, (3) Water Quality, and (4) Development. In addition to identifying volunteers for these Focus Groups, planning and research issues were identified and again some priorities were formulated for each of these subject areas.

ORGANIZATION:

The information in this report is organized by discussion tables and subject matters as follows: Part One of the evening which dealt with Concerns & fears, Part Two which dealt with Hopes and Dreams, and Part Three which dealt with the four different Focus Groups described above.

PART ONE: CONCERNS & FEARS

TABLE ONE PROCEEDINGS - CONCERNS & FEARS (items not necessarily in order of importance: (Joyce Lewis, Facilitator)

ENVIRONMENTAL

- need to preserve areas of natural terrain and vegetation
- pollution
- motor boats, noise & wakes
- fear loss of peace and quiet
- bird and seal habitat loss

LAND USE :

- uncontrolled development
- over-commercialization
- need to retain land for harbour/maritime use
- how harbour and residential areas will mesh
- what about VMD site ?
- concerns about development to water's edge - no vista
- need to preserve options

PLANNING/COORD.

- where are we going
- need for mission statement by all
- need for strategies and planning integrating land and water use planning
- need to define then preserve all essential and irreplaceable qualities
- input need by First Nations
- continued input needed by all groups
- need for networking among concerned groups

TABLE TWO PROCEEDINGS - CONCERNS & FEARS: (in order of importance)
Stafford Reid, Facilitator

1. COORDINATION - "who's in charge" issues
2. ENVIRONMENTAL QUALITY (wildlife habitats, water quality, and siltation)
3. CONFLICTING GROUPS (need to resolve issues)
4. LAND USE MANAGEMENT (speed controls on boats, land use management, control over sea walls, etc)

TABLE THREE PROCEEDINGS - CONCERNS & FEARS (in order of importance):
George Shranko, Facilitator

1. WATER QUALITY - CRD input ? septic/storm drainage
2. WALKWAY EXTENSION
 - design aesthetics
 - alienation of waterfront
 - commercial activity
 - wildlife habitat
 - sea walls
3. DEVELOPMENT
 - density
 - CN concerns
 - industry ethics
 - planned integration
4. CANAL AT PORTAGE INLET - ECOSYSTEM
5. ARCHAEOLOGICAL VALUES, NATIVE HERITAGE
6. PARKS ALONG THE GORGE
7. MOTOR BOAT TRAFFIC
8. ZONING CONTROLS IN BAYSIDE AREA

TABLE FOUR PROCEEDINGS - CONCERNS & FEARS (in order of importance):
Ken Lazoway, Facilitator

1. WILDLIFE
 - natural attractions, swans, fish, salmon, herring
2. ESSENTIAL HABITAT, MIGRATORY BIRDS
3. DOMESTIC WASTE, EFFLUENT
 - septic tanks/fields
 - water quality concerns
 - sewers are preferred alternative or enhanced septic systems if redevelopment is to be approved
 - shallow water and flushing may be inhibited
4. SILTATION (700 BLK. Gorge Rd & Portage Inlet Area)
 - water stagnation/eutrophication concerns
 - negative impact on fish habitat U.Vic study should be reviewed ASAP

TABLE FOUR (CONT'D.)

5. POWER BOATING

- excessive speeds, dangerous safety and wildlife concerns
- need greater presence of Coast Guard to enforce limits
- jet skis more prevalent

6. AESTHETICS

- sea walls
- preferred rock walls
- need standard theme along waterway
- should not exceed high water mark by more than 2 feet
- sensitive to needs of wildlife
- some areas should not be walled at all
- wharf construction standards
- derelict vessels - natural reefs ?
- houseboat liveaboards
- sewage and domestic gray water into waterway

ANALYSES OF CONCERNS & FEARS BY TABLES:

Table One was particularly concerned with the lack of direction and the need to develop some objectives and strategies for the waterway. Two of their more valuable proposals were the need "to define then preserve all essential and irreplaceable qualities" and the need in future planning "to preserve options".

Table Two was also highly concerned with the lack of direction and coordination as well as with the future loss of wildlife habitat due to pollution.

Table Three was engrossed with water quality concerns, walkway design problems and the ecological implications of a canal linking the waterway with Esquimalt Harbour.

Table Four appeared to be especially concerned with wildlife and water quality concerns. Considerable time also appeared to be spent discussing sea-wall construction standards.

In summary, environmental and political/organizational fears were highest on the list for all tables. Persons were mostly concerned with water pollution, poor development practices which contributed to deteriorating wildlife, recreation and living conditions on the waterway. The question phrase "who's in charge ?" was a common frustration expressed.

PART TWO: HOPES & DREAMS

TABLE ONE PROCEEDINGS - HOPES AND DREAMS (not necessarily in order of importance). Joyce Lewis, Facilitator.

ENVIRONMENTAL:

- garbage problem gone
- dredged (silt managed)
- indigenous plants and animals able to sustain themselves (habitat preserved)
- no motors above Tillicum Bridge
- sound attenuation barriers up at Portage Inlet
- nesting habitats protected
- monitoring of silt, water quality
- chip walkways developed back from waterfront
- natural vegetation and terrain protected

PARKS & RECREATION :

- Japanese Gardens established
- some small boat moorage developed
- swimming opportunities
- murals created under bridge

PLANNING/CONTROL:

- wise controlling body established

LAND USE:

- starting at Johnson St. Bridge, commercial/industrial activity then moving to quiet residential

TABLE TWO PROCEEDINGS - HOPES & DREAMS (in order of importance). Stafford Reid, Facilitator

1. ENVIRONMENTAL:

- return of the fishery (trout, coho)
- clean water and beaches reclaimed
- dredging
- no more cutting trees
- inventory map of shoreline & uplands and of what fishes go into waterway
- return of fish
- hydraulic study and \$ to do it
- sandy beaches and public swimming
- want full info. on effects of canal
- septic fields controlled and pollution controlled at source)

- more attention to wildlife management and enhancement
- no more sewer overflow in Esquimalt
- schools to create science projects

2. PLANNING/CONTROL

- a plan be developed
- gov't. coordination, perhaps a Waterway Commission
- commercial pride and concern developed
- something done about "who is responsible" Need official G.W. commission est.
- more events
- more use by young people

3. LAND USE:

- Gorge be an active vibrant part of City such as False Creek, Vancouver, a plan which is balanced, which has some of everything, including restaurants
- historical natural beauty retained
- lands reforested
- community marina with liveaboards, small boats & moorage developed
- no waterfront industry allowed past Bay St. Bridge
- certain areas developed. some options retained

4. PARKS & RECREATION:

- return of the rock (under bridge)
- speeding boats restricted
- Bay Street Bridge raised
- return of "old time" regattas/events
- separate bikes/walking paths
- no more concrete walkways
- sandy beaches for swimming, with access

TABLE THREE PROCEEDINGS - HOPES & DREAMS (not necessarily in order of priority): George Shranko, Facilitator

- Takata Society Japanese gardens recreated
- organized swim areas developed
- canoe & kayak access & rental opportunities
- rec. Access to all - tourism
- public foreshore rights established
- non polluting light industry restricted to below the railway bridge
- aesthetics of development improved
- more coordination between municipalities & associations without excessive over-regulation
- Waterway Society to be advisory body

No overall priorities for hopes and dreams were given by Table Three.

TABLE FOUR PROCEEDINGS - HOPES & DREAMS (not necessarily in order of priority). Ken Lazoway, Facilitator.

- return of bathing beaches
- rowing races
- increased bio-diversity & viewing opportunities
- walking path/tea house to join West Sound Way
- separate bicycle path
- revitalize degraded industrial
- aesthetically pleasing industrial sites developed from Johnson St. Bridge to Trestle (good corporate neighbours)
- cleanup of derelict pilings and remains of wharves
- ban on infilling
- preserve/enhance natural habitat inventory trees/foliage/designate some for protection
- foot bridges to improve access
- improved signage for historic sites, native sites
- subdued lighting along walkway, but don't overdo
- improved public access for kayaks, canoes- boat ramp at Kiwanis Park, land already there.
- general refuse cleanup and beach rehabilitation needed to make beach areas useable again
- construct settling ponds for all point source discharges (storm drains)
- limit on condo developments and review setback limits from waterfront

TABLE FOUR HOPES & DREAMS PRIORITIES:

1. SEWAGE/WATER QUALITY
2. WILDLIFE HABITAT
3. SILTATION, DREDGING
4. BOATS, JET SKIS, EXCESSIVE SPEEDS CURBED

ANALYSES OF HOPES & DREAMS BY TABLES:

Table One echoed many of the environmental dreams expressed in the Questionnaire, namely a return to indigenous plants and animals, protection of wildlife habitats and setback of walkways from the water. Their solution for boat noise and wake problems is to ban motorized boating above Tillicum Bridge. Re-creating the Japanese Tea Gardens at Gorge Kinsman park was also mentioned by Table Three, as well as by many members who responded to the Questionnaire. The dream to develop some small boat moorage ties in with other members' dreams for developing improved public access for canoes, kayaks, etc. A dream which should receive popular support is for murals to be created under Tillicum Bridge (midden site).

Table Two was also focused on environmental issues. Tree cutting restrictions and a shoreline inventory were among the more distinctive dreams presented, as was the dream for schools to become more involved with science projects on the waterway. Another interesting departure was the dream expressed for the waterway to "be an active, vibrant part of the City such as False Creek, Vancouver..."

Table Three appeared to dwell on dreams providing for more recreational opportunity, from swimming and canoe rentals to the reintroduction of the Japanese Gardens. Their dreams also included better coordination between municipalities ("without excessive regulation") and for the Society to become an official advisory body for all proposed developments along the waterway.

Table Four provided another wild "smorgasbord" of dreams, the more distinctive of which included the introduction of rowing races, foot bridges to improve access, a separate cycle path, cleanup of derelict wharves and piles, and the construction of settling ponds for all point source discharges.

In summary, participants were not at a loss to describe their many dreams and expectations for the waterway, as most were very anxious that the values which had attracted them to this waterway would soon be lost if nothing were done. The underlying dream expressed is that some capable and responsible political authority will be established with the will and the resources to work towards participants' dreams so that some day members' dreams for a better waterway will be achieved.

PART THREE: FOCUS GROUPS

INTRODUCTION:

The following are the preliminary scope of concern and issues which each Focus Group sees for itself in developing a plan for the waterway.

WILDLIFE FOCUS GROUP (vegetation & wildlife primarily)

WILDLIFE FOCUS GROUP ISSUES:

1. Foreshore development including set back buffers
2. Development and tree cutting restrictions; use of development areas
3. animal habitat - food, water, cover and nesting sites
4. Natural shoreline - minimize destruction of natural terrain - preserve and enhance remaining natural habitat.

WILDLIFE ISSUES (CONT'D.)

6. erosion controls vs. conservation of natural habitat
7. Infilling of waterway by property owners
8. Debris and litter control along the foreshore
9. Abandoned vessels and structures
10. noise abatement

**FOCUS GROUP 2
PARKS & RECREATION**

Note: additional concerns for this group include public access, boating, and historic sites

PARKS & RECREATION FOCUS GROUP ISSUES:

1. The continued use and development of parks and public access points along the Gorge
2. Heritage and archaeological sites, including the protection of heritage trees
3. Scenic view opportunities along the Gorge
4. Location and design of bicycle and foot paths along the waterway
5. Vehicular access and parking for the public
6. Bike and pedestrian bridge crossings
7. Public swimming areas
8. Boat anchoring and public boat launch facilities
9. navigational aids and speed controls for boaters
10. recreational fishing
11. recreational boating opportunities
12. Shoreline lighting
13. Restoration of the Japanese Gardens at Gorge Kinsman Park.
14. community based (marina boat storage) facilities
15. shoreline characteristics classified and preservation policies developed
16. Educational potential of the waterway as an outdoor science laboratory for schools
17. beach rehabilitation
18. shoreline landscaping strategies
19. public access/facilities for canoeing/kayaking
20. First Nations history and traditional perspectives
21. heritage and prehistory information

SOME ADDITIONAL FOCUS GROUP COMMENTS MADE (PARKS & RECR.) :

1. A variety of walkways ought to be developed from manicured to more natural. Walkways should be planned to blend in with natural aesthetics and may need to be routed away from waterfront to protect habitat.
2. The following shoreline types should be recognized:
 - minimum infill - rehabilitate with foliage and natural species
 - sloughed in - need stabilization efforts
 - natural rock shoreline - preservation
3. A Landscape Architect should be acquired to prepare guidelines for how to approach highest and best use within ecological preservation framework, taking in account: native and existing species which have evolved
4. Develop heritage and prehistoric information of area
5. Need to provide public with access for canoeing and kayaking
6. Local government officials informed of the need to preserve beaches, provide public access and \$ to protect/rehabilitate sites
7. Promote community based marina boat storage facilities that could be operated by non-profit organizations
8. First Nations history and traditional perspectives ought to be incorporated in the Plan
9. Revitalize the recreational fishery - fly fishing
10. Examine the educational potential of the Gorge for teaching natural history, ecology, bio-diversity of life at the edge and estuary components (Project Wild - Prov. fund.)

WATER QUALITY FOCUS GROUP

WATER QUALITY FOCUS GROUP ISSUES:

Concerned with septic, storm sewer (source controls), non-point sources (animals, agriculture, residential, industry, roads), sewer system overflows, chemical spills, contaminated sites, construction debris.

1. Fix overflow problem and sewage system (Esquimalt)
2. Achieve progress on source controls (education, awareness, monitoring)
3. Develop better water quality monitoring (systematic coliform counts)
5. Review canal linking Esquimalt Harbour with the waterway.
6. Siltation - effect on water quality ?

DEVELOPMENT CONTROL FOCUS GROUP

DEVELOPMENT CONTROL FOCUS GROUP ISSUES :

1. Zoning and development controls influencing use, density and placement of buildings, lanes and parking lots on water-fronting properties
2. The aesthetics of building design, colour, materials and textures
3. The placement, design and appearance of sea walls and fences
4. Industrial and commercial location/containment
5. Coordination of land use policies and controls

POTENTIAL FOCUS GROUP MEMBERS

The following pages provide a list of persons who have expressed an interest to become members of the various Focus Groups to date: Note, some of the persons showing interest in participating may not yet be members of the Society:

PARKS & RECREATION FOCUS GROUP

NAME	ADDRESS	TELEPHONE	BACKGROUND
Michael Dunham Wilkie	3164 Balfour V9A 1S1	386-1957	
Cathy Quann	15 Lotus Street, V9A 1P3	388-7040	
Jack Sante	314-75 Gorge Rd.W. V9A 7A9	361- 4403	on Strata Council for Cedar Shores
Patricia Sante	" "	361- 4403	
Allison Anderson	430 Gorge Rd. West V9A 1N1	383-9115	
Bob Clarke	3947 Morgan , V8X 1Z9	479 -6564	
Tom Bown	215 Russell St. V9A 3X1	385-2708	Yakata Society
George Barston	1120 Arthur Currie Lane	380-0120	
Wayne King		381-3069	
Bruce Kennedy	2872 Glenwood Drive V9A 2S2	381-3677	
Gloria Mitchell	9301-79 Gorge Rd.W. V9A 119	388-5881	
Rob Robinson	918 Gorge Rd. W., V9A 1P1	383-3448	
Jim Pearson	208 Seabird Place, V9B 5A9	727-6353	
Jill Allen	374 Gorge Rd. W.,V9A 1MB	385-4429	
Bruce Bevan	65 Lotus, V9A 1P3	382-1509	Burnside - Gorge Comm. Assoc.

(TEMPORARY COORDINATOR, AL LUBKOWSKI, TEL: 388-3918)

WILDLIFE FOCUS GROUP IDENTIFIED

NAME	ADDRESS	TELEPHONE	BACKGROUND
Laure Anderson	430 Gorge Rd. W. V9A 1N1	383-9115	
John White	309 View Royal Ave. V9B 1B5	479-3173	Victoria Greenbelt Society
Bill Moffat	2887 Colquitz Ave. V9A 2L9	381-0607	Director, Society
Vicki Biogg		479-1877	Burnside - Gorge Community Assoc.
George Biogg		479-1877	Burnside - Gorge Community Assoc.
Rod Trail	125 Kingham Place V9B 1L9	479-4250	
Joy Trail	125 Kingham Place V9B 1L9	479-4250	
Carole Cameron	407 Treebank Road V9A 4H5	381-3069/474-9800	Director, Society
Kathleen Robertson	106-971 Dugby Dell V9A 5R6	386-0327	
Al Lubkowski	#8-2964 Harriet Road, V9A 1T3	388-3918	

(TEMPORARY COORDINATOR, BILL MOFFAT, TEL: 361-0607)

APPENDIX C

PLANNING TASKS & INFORMATION NEEDS

1. WATER QUALITY - TASKS & INFORMATION NEEDS

Maintaining a high quality of water is high on the list of concerns for members of the Gorge Waterway Society. While the general quality of water appears to have improved dramatically over the last 30 years, more can be done and more must be done to make the waterway as productive and pleasant as it might possibly become. Among the information needs of importance to the Society are the following:

1.1 SILTATION

Finding solutions to this ever-growing problem is an important priority for many members, especially for those living or boating in the Portage Inlet area. While boating, swimming/diving and property values are obviously impaired, the existing ecology may well be at risk also.

The problem appears to be a general lack of information and lack of monitoring. Because sources and patterns of siltation are anything but static and because historical benchmarks appear to be lacking, the task of identifying the magnitude and seriousness of the problem may be a difficult one.

A number of solutions have been proposed to deal with siltation and water quality, such as dredging, building a weir to control water levels on the waterway and cutting a canal to link Portage Inlet with Esquimalt Harbour. Unfortunately, there is still inadequate information as to the long term effects of such a major change to tidal flows. The suspicion persists that any man-made works which introduce fundamental disruptions to the circulation system of the waterway will cause irreparable change if not harm to the natural systems which have become established here. In any event, the technical "solutions" previously proposed tend to concentrate on alleviating only the symptoms of the siltation problem and not the root cause of this problem, namely, a more rapid increase in runoff from lands as a consequence of development and attendant loss of soil and water-retaining vegetation.

SPECIFIC TASKS

1.11 determine whether any records or information exists which would enable the Society to assess the nature and extent of the siltation problem. Using available information produce a map showing areas affected by siltation and siltation depths for the waterway This information and map could be the basis (or benchmarks) for any future programs evaluating siltation of the waterway.

1.12 research the nature and extent to which recreational, property and environmental values have been and will be impaired by these changes. This information, if it could be obtained, would help put the siltation problem in perspective as well as help to initiate remedial and preventative action by both residents and government.

1.13 determine what information or studies have been conducted showing the effects of siltation on the eel grass ecology of the waterway and other valuable eco-systems.

1.14 research any erosion control programs that may have been undertaken along the waterway, Craigflower and Colquitz creeks. Evaluate the effectiveness of existing policies and regulations.

1.15 seek informed opinion as to the merits and (costs if possible) of different strategies for alleviating siltation in various parts of the waterway.

1.2 DOMESTIC SEWAGE DISCHARGES.

The major concern here is with wastes which may cause health problems. There is also the concern that leachate from improperly located or constructed septic tanks may be contributing to eutrophication problems in Portage Inlet and adjacent areas of the waterway. Both these issues come under the jurisdiction of the municipalities and the CRD.

Unpleasant odours and algae blooms for example, attest to domestic sewage pollution. One such source, emanating from a faulty storm drain located near the Tillicum Bridge has been corrected by Esquimalt Municipality. There may well be others.

Members are also concerned that leachate entering the water from residences utilizing septic tank systems along the highway portion of Portage Inlet (in Saanich) are contaminating the waterway. The residences using these systems will continue to be a focus of suspicion and enquiry largely because septic systems have been a chief source of pollution for the waterway in the past, and because these systems have been phased out in favour of sewers in all of the surrounding municipalities which abut the waterway.

SPECIFIC TASKS:

1.21 map the location and seriousness of all alleged problem discharges

1.22 obtain sewer outfall and water quality information from the CRD and ascertain the seriousness of current problems

1.23 determine adequacy of current abatement programs, options for correction and possible government programs to solve these problems.

1.24 make any pollution control recommendations

1.3 STORM DRAIN DISCHARGES

In addition to domestic wastes, members have observed a wide variety of litter and inorganic wastes entering the waterway from storm drains located along the waterway. The special concern with storm drains is that apart from rudimentary screening, are unable to prevent sediments and a wide range of wastes from entering the waterway. A further problem, is that polluters can be difficult to trace. Storm drains come under the jurisdiction of the Capital Regional district.

SPECIFIC TASKS:

1.31 same as in 1.2 above. And more specifically, review what might be done to improve monitoring of storm sewer wastes and improve treatment of wastes at their point of discharge. In particular, examine proposed CRD policies and strategies pertaining to sewer catchment.

1.4 WATER CONTAMINATION & ENVIRONMENTAL HAZARD ARISING FROM HEAVY INDUSTRY

A variety of toxic material and residues are associated with past and perhaps even present heavy industrial activity located adjacent to the Upper Harbour and Selkirk Waters. Some of these polluting practices have been mitigated, others continue unabated. The task now is to determine the extent of this environmental damage, what is being done to limit if not correct any damage caused, and to determine what more can and must be done to protect the waterway.

The current activities of Budget Steel are under environmental question by many members, not necessarily because it is the only industry which may be polluting the waterway but because it is a high profile activity located within sight and sound of many residences. A cursory view of the operation would appear to indicate that there are no controls in place to prevent stored vehicles and other metals on site from contaminating the waterway.

The problem is observed stemming from the practice of stock piling the metal too close to the water's edge and not building adequate retaining walls to prevent the metal residue from sliding into the adjacent water, both while residues are stored and while loaded onto barges. But it also appears to be related to the practice of periodically hosing down this metal residue with water during the summer (lacking cover, the remainder is hosed down by natural rain fall the rest of the year). The lack of retaining walls, coupled with the apparent lack of catchment basins to prevent this leachate from draining into the waterway, strongly suggests that a problem exists. Is this suspicion grounded on any hard evidence other than the discoloration of water observed when barges are being loaded ?

The former Fletcher Challenge mill site (adjacent the Trestle Bridge) is of special concern also, given its past industrial history and redevelopment intentions. This former saw mill is currently in the process of meeting cleanup standards set by the Ministry of the Environment

before it becomes redeveloped for residential and commercial purposes. However, the question some members continue to ask is, "what contamination of the waterway is still occurring from chemicals in the mud and debris beneath the booming grounds adjacent ?

Some of the more traditional activities such as the dry dock operations in the Upper Harbour pose similar questions. What precautions for example are taken to prevent water contamination by the removal and the application of antifouling paints and other chemicals used by these marine industries ? Until such information is obtained and publicly disseminated to groups such as the Society, the suspicion that harmful mill and industrial wastes are still plaguing the waterway will continue to persist.

SPECIFIC TASKS:

1.41 clarify procedures for reviewing or requesting environmental assessment studies from government.

1.42 confirm that the Ministry of the Environment and other agencies have identified all problem sites and sources of waterway contamination and are taking appropriate remedial action (retaining walls being required for example).

2. WATER-FRONT DEVELOPMENT TASKS & INFORMATION NEEDS

INTRODUCTION

The focus of concern here is with development and land use along the waterfront. Development and land use of the backshore (lands above the high water mark) is essentially controlled by each respective municipality, while development and land use on the foreshore (below the high water mark) is controlled by the Provincial and Federal governments primarily. But considerable overlap in jurisdictions can occur along the waterfront and municipalities for example can also obtain permission from senior governments to regulate uses on the water through their zoning bylaws. This can cause problems in planning and coordination. The Victoria Esquimalt Harbour Environment Action Program (VEHEAP) has recently been formed to overcome these and other problems.

2.1 EROSION CONTROL

Wave action, much of it caused by boat traffic, is undermining several properties along the Gorge and has caused some land owners to build sea walls for protection. There is growing concern that the lack of guidelines or regulations for the construction and location of these sea walls will continue to destroy the natural shoreline. Already, much of this shoreline has been irreparably stripped of its natural vegetative cover, its banks steeped with rock, concrete and rubble and water-fronting lands adjacent transformed from dense natural foliage to lawns and gardens, with an attendant loss of wildlife, recreational access and water-fronting aesthetics.

It would appear that one of the biggest challenges facing the Society in setting out a plan is to balance the need to provide erosion control measures with the need to protect the shoreline vegetation and terrain in order that those natural processes which make this waterfront so valuable and attractive to both wildlife and man are preserved.

SPECIFIC TASKS (EROSION CONTROL):

2.11 identify causes of erosion and areas of greatest potential impact

2.12 map shoreline characteristics: distinguishing between natural shorelines, and those shorelines which have been modified by infill, rock walls and other forms of channelization. Also indicate where possible those shorelines in apparent need of erosion control.

2.13 classify and map the height, location, type of material and condition of sea walls built to date, with a view to indicating those walls and structures which

(a) impair wildlife and recreational values

(b) need structural/aesthetic treatment

2.14 research the history of sea-wall regulation within the our municipalities and examine more "environmentally friendly" shoreline erosion control design alternatives which could be distributed to the municipalities and owners of waterfront properties for their information and action.

2.2 INFILLING OF WATERWAY

Many properties along the waterfront have added to their size at the expense of the waterway - by building sea walls and back-filling lands which were public foreshore at the time. Some of these lands may still be used without proper authority. Others have not bothered building retaining walls, merely pushing stockpiled dirt, rock, rubble and other material over adjacent banks to expand their land base. The concern here is not only with the loss of prime wildlife habitat and the unsightliness caused by such action (especially along the industrial stretch of the waterfront), but with the loss also of waters.

Both governments and private land owners have been guilty of these infill and shoreline - destroying practices and the challenge now is to introduce necessary remedies and for all parties to agree on ground rules to control any such future actions.

SPECIFIC TASKS (INFILLING CONCERNS):

2.21 map sections of the waterway that have been in-filled as well as those shorelines which have been physically altered to render them to be of limited use for wildlife habitat. Distinguish between government and private initiatives where

possible. Produce a map showing the approximate area of foreshore lands infilled. Show examples of areas where this infill practice is considered to be: (a) publicly beneficial and (b) not publicly beneficial.

2.22 determine the legitimacy of past infill practices, and where such lands have been taken. Determine the present use and assessment status of these acquired lands.

2.23 research existing rules and regulations for infill and policies for preventing further shoreline degradation. Determine which jurisdictions have authority to control such practices and evaluate their effectiveness in doing so.

2.24 research ways and means for controlling future shoreline degradation and foreshore infill attempts.

2.25 Research ways and means for rehabilitating damaged shorelines.

2.3 PREFERRED LAND USES & DEVELOPMENTS

The basic concern voiced by members is that development along the Gorge not crowd the waterway nor overwhelm the intimate scale of the largely single family residences which have evolved to date. If larger scale developments are proposed, as they have, there is a special need to ensure that these developments add to the natural beauty, character and public enjoyment of the waterway rather than detract from them.

Values to be protected and enhanced include protecting the waterway's sense of peacefulness and freedom, its treed shorelines and diverse wildlife habitats, and opportunity afforded for views and public access over most of its length. The recent construction of the Gorge Pointe condominiums has given urgency to the introduction of policy guidelines and controls to prevent these and other such environmentally insensitive developments which have been permitted along the waterway from being repeated.

SPECIFIC TASKS :

2.31 map residential, commercial, institutional and industrial uses and densities along the waterway with a view of highlighting those developments which by reason of poor siting, design, landscaping or resultant traffic activity detract from what Society members perceive should be the proper use, development and enjoyment of the waterway.

2.32 review the land use plans of the various municipalities to determine any inconsistencies with respect overall uses desired for waterway lands

2.33 show where differences exist in development control policies and regulations between municipalities (such as building setbacks from the water, floor space ratios, building height limitations, landscaping and lighting requirements for

water-fronting yards and side yards, parking and public access requirements, treatment of shorelines, and so forth) and make recommendations.

2.34 recommend redevelopment strategies and regulations which might better achieve the land use, recreational and environmental objectives the Society has for waterway lands.

2.4 BOATS, WHARVES, MARINAS & OTHER FLOATING STRUCTURES

There is a growing profusion of wharves, floating structures and moored boats on the Gorge, some of which are eyesores, some which are of questionable illegality and still others such as the new docks built for the Gorge Point condominiums may have set unwanted precedents for large scale marina developments along the waterway. Judging by the manner by which this marina was recently developed and approved and the manner by which many other floating structures have been permitted to be constructed over the years, government control of the foreshore leaves much to be desired.

SPECIFIC TASKS:

2.41 map the location, use and capacity of all wharves along the waterway. Indicate water areas currently used as anchorages

2.42 review riparian (waterfront owners') rights for the waterway, especially with a view to clarifying boat access and moorage rights. Recommendations ?

2.43 Determine any inconsistencies in the policies, zoning restrictions of the various governments having jurisdiction with respect to the mooring of boats, float homes, liveaboards and floating structures, and the location and development of marinas and wharves. Are any of these present marine uses in contravention of any of these policies and regulations ? Is there any problems with definitions (how are "marinas" defined for example) ? Any recommendations ?

2.44 describe and evaluate the design and approval process for marinas/wharves and other foreshore structures. Determine where any irregularities to these regulations now exist. Make recommendations.

2.5 INDUSTRIAL LAND USES, USE OF SELKIRK WATERS & UPPER HARBOUR

Industrial activity along the waterway is presently confined to the Upper Harbour and lower portion of the Selkirk Waters - the stretch of waterfront between the Johnson Street Bridge and the Trestle Bridge. Some of the industry in this area has created and will continue to create noise and nuisance problems to the detriment of neighbouring businesses and residences. Persons against heavy industry might take solace in the fact such industry is only a fraction of what it used to be and even this continues to be on the decline. Others consider this loss as unfortunate, since they recognize that heavy industry continues to be the economic backbone of the harbour

and with its demise goes much of the function, interesting activity and vitality associated with a working waterfront.

Society members would like to limit all harbour industries to the area below the Trestle Bridge - the area traditionally set aside for such activity. Members would also like to introduce policies and regulations which would minimize any adverse impacts of industry on the adjacent shoreline and developed areas surrounding.

SPECIFIC TASKS (INDUSTRIAL):

2.51 determine what environmental jurisdictions, policies and regulations have been established to influence industrial activities along the waterway, and determine how effective these have been in minimizing nuisances. Recommendations ?

2.52 obtain more information on the planning philosophy of the Victoria Esquimalt Working Harbours Association and any specific ideas they may have for maintaining marine industries along the Upper Harbour and Selkirk Waters, in a manner compatible with Society objectives.

3. FISHERIES & WILDLIFE TASKS & INFORMATION NEEDS

INTRODUCTION

The health of the waterway's fisheries and wildlife is closely associated with water quality (shoreline vegetation & stability primarily). How the Society deals with these two issues determines in large part whether the legacy to future generations will be a waterway rich in living diversity or a waterway rich only in memories of what has been.

3.1 FISHERIES

The Gorge Waterway and its valuable eel grass continues to provide important habitat for many varieties of fish and marine life, herring in particular. Salmon and trout have declined seriously over the years, probably declining in direct proportion to the decline in water quality associated with the growth of industry and unsewered development along its banks during the first half of this century. Improved water quality now appears to be reversing this trend.

A variety of technical solutions have been proposed over the years to cure what persons perceive ails this waterway (pollution, growing shallowness, and the lack of an alternate access to the ocean to flush pollutants). Dredging is often mentioned for Portage Inlet for example and small islands have been proposed constructed from this dredge material. A weir has been proposed in the vicinity of the Trestle Bridge and the Tillicum Road Bridge to control the water levels along these upper reaches of the Gorge and a canal has been proposed to connect Portage Inlet with Esquimalt Harbour so as to improve the flushing action and provide greater boating opportunities.

As the waterway has taken eons to establish its special ecology, tampering with water levels, tides, water temperatures and water flows on such a significant scale as any of these proposals have suggested, could introduce changes which could be irreversible if not disastrous for the local ecosystem (leading to the destruction of the valuable eel grass beds and herring fisheries for example). It would appear that these and other proposals to substantially change water levels and flows raise more questions than they answer. The fact that some of these proposals such as the canal issue keep coming back, suggests that a more serious effort must be made to determine the probable effects of such construction and to provide such information to the public so that they might have better information as to the consequences of such action.

SPECIFIC TASKS (FISHERIES):

3.11 document the nature and health of fisheries habitats and other aquatic organisms of importance, the potential for enhancement of fish stocks and the importance eel grass and features of other marine habitats might play in restoring if not maintaining these populations.

3.12 identify government fish enhancement programs for the Gorge and any support roles the public might play.

3.13 re-examine the canal, weir and dredging "solutions".

3.2 WILDLIFE HABITATS

Much of the waterfront and foreshore that is so valuable to wildlife has over the years been taken over by urban development and activities which have damaged or destroyed the natural ecosystem. There is an obvious need to take stock of those waterfront habitats so we can save what is still possible to save.

SPECIFIC TASKS :

3.21 evaluate the condition of wildlife habitats along the shoreline with a view to providing site specific policy directions for their protection and/or rehabilitation. An evaluation procedure and report outlining recommendations similar to Saanich's "Shore Protection Analyses" might provide direction on this. In particular, take stock of the existing tree cover and note shorelines where indiscriminate tree clearing has occurred or is occurring. Is any of this activity illegal ?

3.22 examine the existing Waterfowl Sanctuary provisions for the waterway and make recommendations as to how these or any other provisions (government or otherwise) might better achieve the Society's wildlife objectives.

3.23 Saanich and View Royal's community plans seem to be on the forefront of

environmental protection for the waterway. What can we learn from them ? We should examine the effectiveness of such development policies and controls as (1) View Royal's tree cutting bylaw and 15 meter waterfront "leavestrip" and policy for acquiring an "environmental buffer" as a condition of rezoning and subdivision (Environmental Protection Areas"), (2) Saanich's environmental protection policies as expressed for example in their soil fill and removal bylaws, their "Landscape and Habitat Survey" and "Shoreline Protection Analyses" (1987) - as well as their much touted Environmental and Social Review process. Are these or any variations of these policies, regulations and processes suitable for adoption by adjoining municipalities ?

3.24 What potential role might certain public areas and accesses play in wildlife preservation ? What strategies are implied ?

3.3 DERELICT BOATS, AND GARDEN LITTER

The waterway has inadvertently become a convenient source of waste disposal for all manner of refuse and litter, from shopping carts and boats to golf balls, concrete slabs, leaves and hedge clippings to trees. From the self-righteous indignation voiced by some land owners one is led to believe that foreshore dumping is a not only a riparian right but a legitimate form of erosion control. In any event, the larger objects such as trees which end up along the foreshore or floating in the waterway, can create siltation problems as well as interfering with boating. This litter becomes a special problem when it destroys shoreline vegetation and wildlife habitats and creates unsightly messes.

SPECIFIC TASKS :

3.31 map all derelict boats and problem litter disposal sites

3.32 research and compare the regulatory measures available to the various municipalities to control such derelict boats and litter

3.33 make recommendations as to desired corrective action.

4. PARKS & RECREATION INFORMATION NEEDS

INTRODUCTION

This section concerns itself with the recreational use of the waterway and those lands, facilities and land use strategies which add to the recreational enjoyment of the adjacent lands. It is concerned with private lands only insofar as these impinge on this enjoyment.

4.1 PUBLIC WALKWAYS & PEDESTRIAN BRIDGES

The most popular recreational attractions are the walkways which have been developed along the waterway. The dream for at least 25 persons (out of 83 who responded to the Questionnaire Survey) is to be able to walk the entire length of the waterway unimpeded by private restrictions and traffic. A few persons even mentioned the need for pedestrian access across the waterway. Admittedly, a few persons did not take kindly to the notion of public walkways being developed across their back yards.

SPECIFIC TASKS:

4.11 map the location, ownership, and nature of construction of the walkways which have been developed to date. Show the "hard" and "soft" waterfront edges which have been developed in conjunction with these walkways and see if we can classify the various forms of development which have occurred.

4.12 indicate areas of priority need for walkway and pedestrian bridge development and give reasons

4.13 research walkway design alternatives, specifically, recommend designs which are more environmentally friendly - designs for example which do not require the removal or disturbance of water-fronting vegetation, nor require the construction of sea walls and backfilling of lands.

4.14 examine/evaluate the various ways and means of securing and developing public access along the waterfront.

4.2 PUBLIC ACCESS:

Provincial regulations (the Land Registry Act) have long required that public access be provided as a condition of land subdivision. As a consequence there are now many public access points along the waterway, many of these are 20 meters wide (usually the extension of a road) and some as narrow as 3 meters. Including parks and municipally owned properties there are now about 39 of these public access points comprising over 3,400 meters of shoreline in total along both sides of the waterway from the Tillicum Bridge to the upper reaches of Portage. The total number along the waterway has not been determined in this study. Unfortunately, many of the public accesses which were dedicated through subdivision are under-utilized by reason of their being over-grown, disguised as private property and in some cases even used as private property. And few moreover are signed or shown on maps as being available to the public.

Public access can also be required by municipalities as a condition of multi-family development. But this is usually a discretionary requirement. In any event, with increasing land values and development pressures, it is becoming increasingly recognized that many of these public access points provide valuable wildlife habitat and recreational options to the community which should not be overlooked in future planning.

SPECIFIC TASKS (PUBLIC ACCESS):

- 4.21 map the location, use, and ownership status of all public access points along the Gorge waterway
- 4.22 examine their potential and make recommendation as to how these access points might be better utilized.
- 4.23 examine municipal redevelopment policies for public access and make recommendations

4.3 FUTURE PARK DEVELOPMENT

All four municipalities have developed parks along the waterway. The main concerns of members are that these parks will continue to provide for the needs of an ever-growing urban population and that the current level of maintenance not be eroded for lack of resources. For whatever reason, Banfield Park and the Gorge Kinsman Park, although attractive by their respective locations, are not highly used. An active land acquisition program by Saanich has ensured that nearly all properties along the stretch of waterfront between Admirals and the Gorge Bridge and the mouth of Colquitz Creek will ultimately be developed as park. Unfortunately, no similar initiative to acquire parklands is evident among the other municipalities.

SPECIFIC TASKS :

- 4.31 inventory all parks and lands acquired for park purposes along the waterway.
- 4.32 critique park design, facilities, landscaping and development plans for the various parks, particularly as these relate to the use and development of their respective waterfronts.
- 4.33 recommend future lands for park development and review possible strategies for acquiring these lands.
- 4.34 review the ill-fated proposal by the Takata Society to reconstruct the Japanese Tea Gardens, with a view to resurrecting this concept.

4.4 BOATING

Boating activity has increased substantially over the years and the expressed desire by many members is to ensure that it is properly controlled so that it does not detract from the waterway's other recreational and environmental values. The main issues here in order of importance are: speeding boats, the proliferation of boat moorage, the seeming lack of control over the construction of wharves and "marinas", the issue of boat navigation, and liveaboards.

SPECIFIC TASKS:

- 4.41 examine private boat moorage along the waterway with a view to determining any needs and problems which presently exist and which continuing trends suggest will require planning solutions.

4.42. increased interest in the waterway by boaters will require more public boat launch and moorage facilities. Where, how and by whom should these be built and maintained?

4.43 review municipal provincial, federal government policies, procedures and definitions for boat moorage and for the construction and maintenance of wharves & foreshore structures. Are there any definitions for example such as "marinas" that are in need of clarification or modification ? Recommendations ?

4.44 Examine the issue of speeding boats and make recommendations as to how this problem might be handled along all or part of the waterway

4.5 SWIMMING

The waterway, by virtue of its warm and relatively clean waters is one of the few areas available for comfortable salt water bathing. While swimming appears to be popular in concept (by members), it is not engaged in by many people. Possibly with the improvement of area beaches and facilities swimming numbers might be increased dramatically, if not achieve the popular levels attained in the 1920's.

SPECIFIC TASKS:

4.51 evaluate swimming opportunities on the waterway with view to making recommendations for improving swimming at the locations and facilities which are being used now and safeguarding if not developing further sites elsewhere (the beaches at Banfield and Craigflower parks for example).

4.6 HERITAGE CONSERVATION

Heritage resources are the natural and man-made features which make the waterway special to people. Examples include historical buildings such as the Craigflower Schoolhouse and native history as exemplified by various middens to be found along the waterway. Natural features would also include such attractions as the reversing falls at Tillicum Bridge and Sequoia trees located adjacent to the Canoe and Kayak Club. And there are many other such valuable features which could be designated "heritage"; the challenge being to establish criteria and to spend the effort to identify these valued community features.

SPECIFIC TASKS (HERITAGE):

4.61 establish heritage criteria acceptable to the Society and organize persons to begin mapping and describing these "heritage" features

4.62 develop suitable policies and programs: (a) to educate the public as to the nature and significance of their natural and man-made heritage, and (b) to ensure the enhancement and conservation of these heritage resources.

4.63 organize and store in protective covers/binders archival and historic information collected by the Society in a location safe and accessible to its members.

TABLE C 1 WORK & INFO. PROJECTS	PRIORITY	POSSIBLE SOURCES OF ASSIST.
WATER QUALITY PROJECTS:		
1.11 Nature/ext. siltation	2	VEHEAP
1.12 Affected values	3	VEHEAP & SCHOOLS
1.13 Eel grass ecology	2	VEHEAP & SCHOOLS
1.14 Erosion control	3	VEHEAP & SCHOOLS
1.15 Siltation strateg.	3	VEHEAP & SCHOOLS
1.21 Loc. discharges	2	VEHEAP
1.22 Water qual. info.	2	VEHEAP
1.23 Abatement meas.	3	VEHEAP & SCHOOLS
1.24 Pol'n. strat.	3	VEHEAP & SCHOOLS
1.31 Storm drains	3	VEHEAP & SCHOOLS
1.41 Clarify proced.	2	CRD
1.42 Approp. reg. action ?	2	VEHEAP
DEVELOPMENT CONTROL PROJECTS:		
2.11 Ident. erosion sites	2	VEHEAP
2.12 Map shore charact.	2	VEHEAP
2.13 Map & clas. sea walls	2	VEHEAP & MUNICIPALITIES
2.14 Seawall reg/design	2	VEHEAP
2.21 Map & eval. Infill	3	VEHEAP & MUNICIPALITIES
2.22 Legit/asses. Infill	3	MUNICIPALITIES
2.23 Res. infill regs.	3	VEHEAP
2.24 Infill control	2	
2.25 Rehab shorelines	3	CRD & MUNICIPALITIES
2.31 Land use info.	2	MUNICIPALITIES
2.32 Land use plans	2	

TABLE C 1 (CONT'D.) WORK & INFO. PROJECTS:	PRIORITY	ASSIT. TO BE REQUEST. FROM:
2.33 Incons. regs	2	MUNICIPALITIES
2.34 Possible strat.	2	" "
2.41 Map wharves	2	MUNICIPALITIES
2.42 Riparian rights	3	VEHEAP & SCHOOLS
2.43 Incons. regs ?	2	VEHEAP
2.44 Eval. approval process	2/3	VEHEAP
2.51 Eval. ind. controls	2	VEHEAP
2.52 Working harbours	2	
FISHERIES & WILDLIFE PROJECTS:		
3.11 Eval. fish habitats	2	VEHEAP
3.12 Ident. programs	2	" "
3.13 Canal link option	3	" "
3.21 Eval wild. Habitats	2	" "
3.22 Waterfowl sanctuary	2	" "
3.23 Possible mun. controls	2	VEHEAP, MUN. & SCHOOLS
3.24 Role public access	2	" " "
3.31 Map derelict boats	2	
3.32 Regulatory measures	2	VEHEAP & MUN
3.33 Recom. litter	2	" "

TABLE C 1 (CONCLUDED) WORK & INFO. PROJECTS	PRIORITY	ASSIST. TO BE REQUEST. FROM
PARKS & REC. INFO. NEEDS		
4.11 Inventory walkways	2	MUNICIPALITIES
4.12 Priority walk. needs	2	
4.13 Walk. design altern.	2	VEHEAP, MUN. & SCHOOLS
4.14 Access strat.	3	PROVINCE, MUNICIPALITES
4.21 Map public access	2	MUNICIPALITIES
4.22 Recom. access.	2	VEHEAP
4.23 Recom. Redev. Regs	2	MUNICIPALITIES
4.31 Invent. park lands	2	CRD & MUNICIPALITIES
4.32 Critique park design	2	
4.33 Rev. park plans	2	CRD, MUNICIPALITIES
4.34 Review tea gardens	2	MUN. & TAKATA SOCIETY
4.41 Private moor. Needs	2/3	VEHEAP, MUN. & SCHOOLS
4.42 Public facilities	2/3	CRD, MUN.
4.42 Review const/design	2	VEHEAP
4.43 Boat speeding	2	VEHEAP & MUN.
4.51 Swim recom.	3	VEHEAP & MUN.
4.61 Heritage criteria	2	" "
4.62 Public education	3	CRD
4.63 Org/protect. info.	1	

APPENDIX D

RESOURCE PERSONS & LITERATURE

RESOURCE PERSONS

The following is a list of persons who by reason of their specialized knowledge and interest in the waterway should be of value to the Society in the development of their plan. It is not an exclusive list by any means nor does it include persons who may necessarily be willing to donate their time and effort without some kind of remuneration

CAMOSUN COLLEGE:

Frank Laversage and Mike Corrie, Heads, Environmental Technology Program
Tel: 370-3371

David Blundon, Instructor, biology
Tel: 370-3437

Tim Elkin Ph.D., Instrucotr, Geography/Environmental Technology Program
(planning studies, including GIS mapping systems)
Tel: 370-3373

PRIVATE CONSULTANTS:

Warren Drinnen, M.Sc. President, Aquatic Science Consultants. Coordinated LGL Consultants on behalf of VEHEAP
525 Head Street, Victoria, B.C. V9A 5S1
Tel: 361-3543

David E. Harper, Ph.D. Westland Resource Group. Helped establish Saanich's environmental review process. Also participated in various environemntal studies of areas surrounding the waterway.
1863 Oak Bay Ave. Victoria, B.C. V8R 1C6
Tel: 592-8500

Jonathan P Sector, M.S. Principle, A natural resource ecologist/planner currently assisting the Canadian Coast Guard with an information base for the planning of its harbour and waterfront. Met once with the Society to determine their views.
Sector Environmental Research,
1650 B Cedar Hill Road, Victoria, B.C. V8P 2P6
Tel: 477-6912

Malcolm Foy, Senior Environmental Scientist with LGL Consultants, charged with compiling land use and environmental data on behalf of VEHEAP.
LGL Consultants, 9768 2nd Street, Sidney, B.C. V8L 3Y8
Tel: 656-0127

PROVINCIAL GOVERNMENT:

Andrew Harcombe, Conservation Data Centre, Tel: 387-9798

Heritage Conservation Branch, Tel: 356-1432

Inventory & Resource Planning, Tel: 356-0157

Stafford Reid, biologist with the Provincial Wildlife Branch (who served as a facilitator at the Planning Workshop)
Tel: 479-4250 (office)

AREA MUNICIPALITIES:

Saanich Planner (for area of waterway): Raul Allueva, Tel: 475-1775

View Royal Planner, Allen Haldenby, Tel: 479-6800

City of Victoria Planner: Dennis Carlson, Tel: 361-0382

Esquimalt Director of Planning & Engineering, Russ Fuocho, Tel: 385-2461

Laura Taylor, Chair, Victoria, Esquimalt Harbours Environment Action Plan (VEHEAP)
Tel: 360-3090

THE UNIVERSITY OF VICTORIA:

Dr. Paul West, Director, Environmental Studies Program
Box 1700, Victoria, B.C. V8N 2H3
Tel: 721-7353

Dr. Derek Ellis, Department of Biology
Tel: 721-7106

Mike Edgell, Chairman, Department of Geography,
Tel: 721-7325

Dr. Allen Austin, Prof. Department of Biology
Tel: 721-7140

Dr. Harry Foster, Depaartment of Geography
Tel: 721-7331

MISCELLANEOUS:

Tom Bowen, wrote a comprehensive history of the Gorge for the Takata Society
Tel: 385-2708

Bob Clarke, President, Takata Society (Japanese Gardens initiative)
Tel: 479-6564

Willy McGilvery, Garry Oak Meadows Society

Gerald Chastor, former employee with a long term history of association with Saanich
Parks and co-author of a book on local trees.
Tel: 383-0814

George Blogg, former member of the task force of Gorge Waterway on behalf of
Saanich Council.

Grant Keddie, Curator of Archaeology, Royal B.C. Museum, Victoria, B.C.
Tel: 387-2416

AREA ASSOCIATIONS/CLUBS:

Bill Munn, President, Burnside Gorge Community Association
3130 Jutland Road, Victoria, B.C. V8T 2T3
Tel: 388-6164 (home). Dean Fortin, Office Assistant 388-5251

Ed Bird, President, West Gorge & District Ratepayers
3125 Donald St. Victoria, B.C. V9A 1V4
Tel: 385-7353

Robert Fichtner, President, Victoria West Community Association,
521 Craigflower Rd. Victoria, B.C. V9A 6Z5,
Tel: 385-5485

Dave Richardson, President, downtown Victoria Neighbourhood Association,
612 - 1207 Douglas, Victoria, B.C. V8W 2E7
Tel: 388-0470

Linda Mattson, View Royal Ratepayers Association,
284 Pallisier Ave, Victoria, B.C. V9B 1C4
Tel: 479-7754

Gail Price-Douglas, City of Victoria Planner who helps to organize C.A.N.N.
(Community Association Network to which all of the above and others in the City
belong),
Tel: 361-0358

Donna Sutton, Chair, Tree Lane Estates, (representing 141 strata title
owners) #604-103 Gorge Rd. East, Victoria, B.C.
Tel: 384-6362

Dave Hill, President, Gorge Canoe & Kayak Club,
355 Gorge Road West, Victoria, B.C. V9A 1M9
Tel: 477-7950

Bernice Packford, Co-President, Esquimalt - Victoria Working Harbour Association,
P.O. Box 8159 Victoria, B.C. V8W 3Rb
Tel: 382-0780

RESOURCE MATERIALS IN THE SOCIETY'S LIBRARY

(January, 1995)

A: ENVIRONMENTAL PUBLICATIONS & REPORTS

- A1 A PROCEDURE FOR CONDUCTING ENVIRONMENTAL AND SOCIAL REVIEWS IN THE DISTRICT OF SAANICH:** Westland Resource Group, 1991
- A2 THE GORGE WATERWAY,** by F. Neate, P. Eng, for the District of Saanich (and co-sponsored by the Prov. and Municipality of Esquimalt), 1970. An excellent overall review of the various options presented to date for improving the recreational use of the waterway, together with proposals for a regional planning and develop-mental approach to implement these proposals..
- A3 SHORE PROTECTION ANALYSES;** District of Saanich, 1978
David Harper, editor. (2 copies) An inventory of the marine shore resources of Saanich with shoreland management and protection recommendations.
- A4 COASTAL MANAGEMENT:** the marine shorelands of the Capital Region. A booklet mainly on terminology by the C.R.D.
- A5 LAND PROTECTION ANALYSES;** District of Saanich, 1978
(David Harper, editor) An evaluation of areas preciously recommended for conservation and recreation use, and a review of land protection techniques available for their preservation.
- A6 GORGE BEACH ENHANCEMENT PROJECT:** by D. Bauer for the District of Saanich, 1977. This brief report on beach rehabilitation contains a map indicating the locations of all of those beach sites along the "Gorge".
- A7 LANDSCAPE AND HABITAT SURVEY:** by P. Dearden, T.Fenge, J. McCorry and P. Hart. for the District of Saanich, 1976. This report is a bio-physical inventory and evaluation for potential land usage in Saanich Municipality.

ENVIRONMENTAL PUBLICATIONS (CONCLUDED)

A8 THE CHALLENGE OF THE GORGE, by Lloyd Smith and Richard Faulks, 1965

An imaginative proposal for a hinged dam at Gorge Bridge — *when it was?*
and beach development at the park adjacent the Trans Canada Highway.

A9 A STRATEGIC FRAMEWORK FOR THE ENHANCEMENT OF MARINE ENVIRONMENTAL QUALITY IN THE HARBOURS OF THE CAPITAL REGIONAL DISTRICT. Prepared for C.R.D. by Warren Drinnan and J. Selter, March, 1993

A10 ANNOTATED BIBLIOGRAPHY OF ENVIRONMENTAL REPORTS FOR VICTORIA HARBOUR^L, THE GORGE/PORTAGE INLET ESQUIMALT HARBOUR & ESQUIMALT LAGOON by Aquatic Science Consultants, Victoria, B.C. 1991

B: GENERAL PLANS AND DEVELOPMENT CONTROL REGULATIONS

SAANICH:

B1a GENERAL PLAN, 1993

B1b TILlicum LOCAL AREA PLAN; 1993

TOWN OF VIEW ROYAL:

B2a OFFICIAL COMMUNITY PLAN, 1990

B2b LAND USE BYLAW, 1990

CITY OF VICTORIA:

B3a WATERFRONT, 1972

B3b BURNSIDE PLAN, 1976

C: BOOKS & REPORTS ON DESIGN:

- C1 DESIGNING THE NATURAL LANDSCAPE:** Richard Austin, ASLA, Van Nostrand Reinhold Company, 1984 A resource book for planting trees and shrubs, with advice on protecting critical areas such as wildlife habitats.
- C2 SELKIRK URBAN DESIGN MANUAL:** prepared by De Hoog D'Ambrosio Rowe Architects, for the City of Victoria, 1993. This report lays out the design rationale for the Selkirk Waterfront Project (on the site of the former B.C. Forest Products Mill adjacent the Gorge Trestle Bridge).

D: HISTORICAL INFORMATION & PUBLICATIONS :

- D1 HISTORY OF THE GORGE (DRAFT):** prepared for the Takata Japanese Garden Society by Tom Bowin, April, 1993. An excellent historical overview of development and use of the Gorge Waterway.
- D2 A VARIETY OF ARCHIVAL INFORMATION COLLECTED** (photos and press clippings on the history and development of the waterway.)

E: WATERWAY SURVEYS

- E1 THE TRESTLE BIKEWAY:**
1. Questionnaire survey and analyses by the Gorge Waterway Society (1993)
 2. Background information including proposed span designs and correspondence from the city Engineer (1993)
- E2 QUESTIONNAIRE SURVEY, GORGE WATERWAY SOCIETY,** by Al Lubkowski, Planner, June, 1994
- E3 GORGE WATERWAY SOCIETY PLANNING WORKSHOP RESULTS**
Prepared by Al Lubkowski, for the Society, June, 1994.
- E4 PROPOSED CONTENTS FOR A GORGE WATERWAY PLAN,** prepared by Graham Ross-Smith, Fall, 1994

WATERWAY SURVEYS (CONCLUDED)

E5 VICTORIA & ESQUIMALT HARBOURS - HARBOUR USE SECTOR

CONSULTATIONS: report by John Sector, April, 1994

E6 VIDEO of the waterway produced by Grahan Ross-Smith, 1993

F: MAPS:

F1 CRD land use maps of the entire waterway - have 1:6250 SCALE but since maps have been digitized, these can be made available on whatever other scale may be desired.

F2 A variety of current and historic maps of the waterway, as well as recent photographs taken showing some problem issues.

G: MISCELLANEOUS ARTICLES & REPORTS:

G1 The Midden, a publication of the Archeological Society of B.C. June, 1991

G2 Experimental Aquatic Weed Control with Endothal-Silvex, Diquat and Simazine, by the Ontario Water Resources Commission, 1966