

# **1436 RYAN ST. LOT**

**(Ryan Hill Section  
of Ryan Greenway)**

## **ISSUES, VALUES AND RECOMMENDATIONS**

**PRELIMINARY REPORT to  
CITY OF VICTORIA COUNCIL**

***by: A Concerned Residents Group***

***Date: January 13, 2005***

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## 1. Report Objectives

This report prepared by a group of concerned residents summarizes the issues relating to the future development of the Ryan Street Greenway, as identified by neighbourhood. This report is being prepared for submission to City Council, to assist them in determining the future use and status of city property at 1436 Ryan Street that is adjacent to this Greenway.

## 2. Background

The Ryan Street corridor between Belmont Avenue (north) and Cedar Hill Roads is comprised of two separate side-by-side road rights of way, namely the Ryan Street and North Ryan Street (formerly Laurel Street) rights of way. North Ryan is a largely undeveloped right of way over which driveways cross, between Ryan Street and properties on the north side of the roadway. There are currently no developed pedestrian facilities on the north side of Ryan Street. Topographically, this right of way is separable into three distinctly different sections.

1. The lower (Easterly) section lying between Belmont Avenue and Asquith Street, is typically flat and boasts an impressive row of large Garry Oak trees.
2. The central portion of the corridor (that is the focus of this preliminary report) is the short steep Ryan Hill section. The frontage to the undeveloped City – owned lot at 1436 is in fact the upper half of this Hill section on the north side of the roadway. Both the lot and its frontage on the road and Greenway right of way are key components to a localized mini-ecological zone, consisting of a steep rock outcropping and hillside that support a rare stand of Garry Oak trees and native plant habitat. Due to its steepness and relative inaccessibility this zone remains in an untouched and un-maintained condition. Until consideration was recently given by the City to selling the lot and Greenway to developers, the main threat to this ecological zone has been the invasion of threatening non-native plant species, including blackberry and broom.
3. The third section of the corridor is the relatively flat section between the top of Ryan Hill (Avebury Avenue intersection) and Cedar Hill Road. This section has a number of areas of exposed bedrock and rock outcroppings on which Garry Oaks are presently growing.



**Photo 1** – Steep Hillside in front of 1436 Ryan St. lot

Each of these three sections of this corridor brings unique features to the Greenway and contributes rich potential to the future Greenway design and implementation.

The City of Victoria approved a Greenways Plan initiative in 2003 to implement a city-wide connected network of bicycle and pedestrian pathways, that includes this corridor, establishing the Ryan Greenway.

Since then, City of Victoria Staff have on two occasions, considered raising funding for other projects through the sale of this right of way and 1436 Ryan Street to private parties. These proposals directly threaten the future development of this Greenway and to ensure that future differentiation is made between dedicated Greenway and “surplus right-of-way”, consideration might be given to granting the North Ryan right-of-way and the 1436 Ryan St lot official Greenway, Greenspace or Linear Park status.

This report is prepared and presented by a group of concerned residents and is also intended to raise local awareness of these issues within the community. Its prime goal, however, is to provide City Council with an overview of local concerns and hopefully assist them to make more fully informed decisions regarding the future of this lot.

### 3. Issues and Values

Apart from the Greenway principles already developed by the City, local traffic, pedestrian, environmental concerns, as well as neighbourhood issues and values must also be considered when formulating an appropriate and feasible action plan.

#### 3.1 Greenway

The City of Victoria has an approved Greenways Plan in place, “to provide a policy framework and a series of strategies that will establish a Greenway system throughout the City of Victoria”. The goal of the plan is to establish a human-powered transportation network, to restore native, aquatic and cultural habitats and to provide opportunities for recreation.<sup>1</sup> Ryan Street from Belmont to Cedar Hill Road is a designated a “*people-priority*” pathway in that network plan<sup>2</sup>

The economic, health, environmental, recreation and social/community benefits of the Greenway system are well documented in the plan<sup>3</sup>. Enhancing the Greenways system helps the City of Victoria achieve these overall goals. Early successes in the development of the Greenways network, will help build momentum and hopefully funding for future deployment of the Greenway plan.

The Ryan Greenway promises to be a valuable and intriguing asset for the Greenways Plan for future generations through relatively inexpensive improvements. The Greenway section adjacent to 1436 Ryan Street lot is an integral part of the Ryan Greenway, connecting the lower and upper portions of the Greenway. The full Greenway allowance will be required for this purpose, in order to provide a pedestrian facility on the north side of Ryan Street that does not conflict with other concerns in this section.



<sup>1</sup> City of Victoria Greenways Plan, August 28, 2003, Page 1

<sup>2</sup> City of Victoria Greenway Plan Map, Ryan Street, Appendix of this Report

<sup>3</sup> City of Victoria Greenways Plan, August 28, 2003, Page 4

Maintaining the continuity of this Greenway is important in preserving the greenway corridor connecting Oaklands School and the Cridge property - two of the only 6 significant Garry Oak areas in the City of Victoria identified by the Garry Oak Restoration Team. A proposal by local residents to support the Ryan Greenway was presented to the Victoria Greenways Advisory Committee in June 2003<sup>4</sup>.

The City's Property Manager has already surveyed the lot and proposed that the North Ryan road allowance be closed<sup>5</sup> to create an expanded lot upon which private development might take place, providing the City with revenue to be used on other projects<sup>6</sup>. Both the lot and its fronting Greenway are prime Garry Oak habitat which support not only the Garry Oaks, but also the original sensitive native ecosystem. Any development of this lot, be it on the present right of way or on the lot itself will result in disastrous impacts upon these protected trees and other native plants.

Even with a covenant attempting to protect parts of the oak meadow, the environmental damage through blasting and disruption to the natural drainage and sensitive root system would be irreversible if this concept were to proceed. The proposal to site a new house in this location will not only remove the central section from the Greenway, but also capture one of the most important key features in this Greenway, being the "Lookout" and "Haven" sites identified in this report. Another troublesome aspect to this City proposal is that the proposed new building would be much closer to Ryan Street and totally at odds with the adjacent homes that are set back from the current North Ryan property line.<sup>7</sup>

Once even one section of North Ryan Street is closed and sold to private interests, the potential for developing the corridor as Greenway becomes severely limited and in jeopardy. If the City intends to proceed with their proposal, what is to stop the entire Greenway being sold off to neighbouring property owners or developers? To support this concern, we have been advised by a neighbouring property owner that a City official was asked this very question and that it was suggested to the property owner that such a purchase would be considered.

Clearly, commitment to preserving the Greenway and seeing it enhanced for the generations to follow is by no means a unanimous concept. It is hoped that Council will take steps to ensure that this issue does not become an ongoing issue of concern within the community. Obviously, the effect of this situation would be devastating to the local area, the Greenways plan and the City of

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<sup>4</sup> Proposal to Victoria Greenways Advisory Committee, Ryan & Ivy Greenway

<sup>5</sup> Reference Plan to Accompany City of Victoria Bylaw \_\_\_\_, to Close Road

<sup>6</sup> Lot 6, Block 1, Plan 302A, City of Victoria

<sup>7</sup> City of Victoria – Lot 6 Ryan St



Victoria.

***Therefore, it is recommended that entire North Ryan Street road allowance be designated a protected “Greenway” and remain as city property ensuring these rights of way are preserved for future corridor development and not sold off to private concerns.***

***This report recommends that the City consider abandoning these development proposals at 1436 Ryan Street and consider changing its status to that of dedicated Greenway or Greenspace, and appending it to the current allowance. Only in this way can we preserve and enhance this most crucially sensitive and significant portion of the Greenway – on the steep hillside, covered with mosses, ferns and native flowers.***



***Photo 2 – Ferns and native flowers in front of 1436 Ryan Street***

### **3.2 Traffic and Vehicular Elements**

Between Belmont and Cedar Hill Roads, the Ryan Street roadway consists of a narrow pavement, defined on the south side by non-aligned curb sections that in some locations appear to have been constructed block by block, without alignment transitions.

There is no defined centreline, except at the crest of the hill (to compensate for a significant curb alignment shift<sup>Photo 3</sup> at the Avebury intersection).

Vertically, the curve at the crest of the Ryan Street Hill meets only minimum 30 kmh design speed (approximately 35m stopping sight distance and crest curve “K” factor of 2.2)<sup>8</sup>. It is believed that the roadway geometrics in general would be

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<sup>8</sup> Ryan Hill Profile, Figure 5.4, Appendix of this Report

considered presently substandard considering present day function, traffic volume, alignment and pavement widths. Such roadway improvements would impact upon the Greenway.

There are presently two driveways, 1424 and 1430 Ryan Street, that enter Ryan Hill to the west of this substandard crest curve. Referring to the Ryan Street Profile (Appendix 5.4), the location of 1436 Ryan Street's frontage indicates that it is located in the most hazardous location on this roadway, namely on the 15% grade section in close easterly proximity to the substandard crest. In this location, visibility to and from the west is severely restricted as can be seen in the profile. It should be noted that vehicle speeds are generally greater in the eastbound (downhill) direction than the westbound (uphill direction) and any access to 1436 Ryan would present visibility problems for the faster moving traffic.

The road is defined on the north by a generally straight but broken and ill-defined pavement edge. There is no delineated roadway shoulder or defined pedestrian area on this side of the roadway, with the pavement coming in close proximity to adjacent rock outcroppings and blackberry bushes that encourage pedestrians on this side of the road to walk on the roadway. On the south side of the roadway a curb and 1.5 m sidewalk is provided. This curb both transitions and jogs in its alignment resulting in a varied pavement width.



**Photo 3** - 1.5 m curb setback occurring across the Avebury intersection at the crest of Ryan Hill.

Posted signs prevent parking on both sides at the top of the hill, allow parking on



the south side on the hill, and is unrestricted on both sides of this roadway at the bottom portion.

***It is recommended that the centreline be extended to the bottom of Ryan Hill and to a point 30-40m west of the Avebury Avenue intersection.***

***It is recommended that the posted speed limit be decreased to 30 kmh, and that providing sufficient pavement width to ensure the safety of cyclists using this roadway be considered. Onstreet parking should be restricted also on the south side of Ryan between Asquith and Avebury due to existing sight distance and pavement width limitations. Providing a longer curb transition in addition will optimize alignment and lane widths in this section.***

### **3.3 Pedestrian**

Currently, there is only a single 1.5 meter sidewalk adjacent to the south side curb on Ryan Street between Belmont Avenue and Cedar Hill Roads. The north side has no designated pedestrian access, except in the immediate vicinity of the Ryan / North Belmont intersection.

#### **3.3.1 Pedestrian Origins/Destinations**

Generally speaking, pedestrians using this section of Ryan Street have the same origins and destinations as many of the short vehicular trips made along the same route, and enhancing the Greenway would encourage more pedestrian vs. vehicular trips.

Oaklands School is on the north side of Ryan Street, so school children walking to and from school typically cross between the south sidewalk and the unmanaged north side at random locations throughout – including the steep Ryan Hill section.

Besides Oaklands School, pedestrians from the upper level use the Ryan Street corridor as a main route to/from the Oaklands Community Centre, Lansdowne Preschool, St. Albans Church, the Hillside Avenue commercial strip (including Hillside Mall) and Lansdowne Middle School.<sup>9</sup>

The corridor is also used for recreational walking as well as a pedestrian route to/from the National Little League park, David Spencer Park (open fields, minor baseball) and Oaklands Park (playground, baseball, all-weather soccer field, tennis courts, picnic tables).

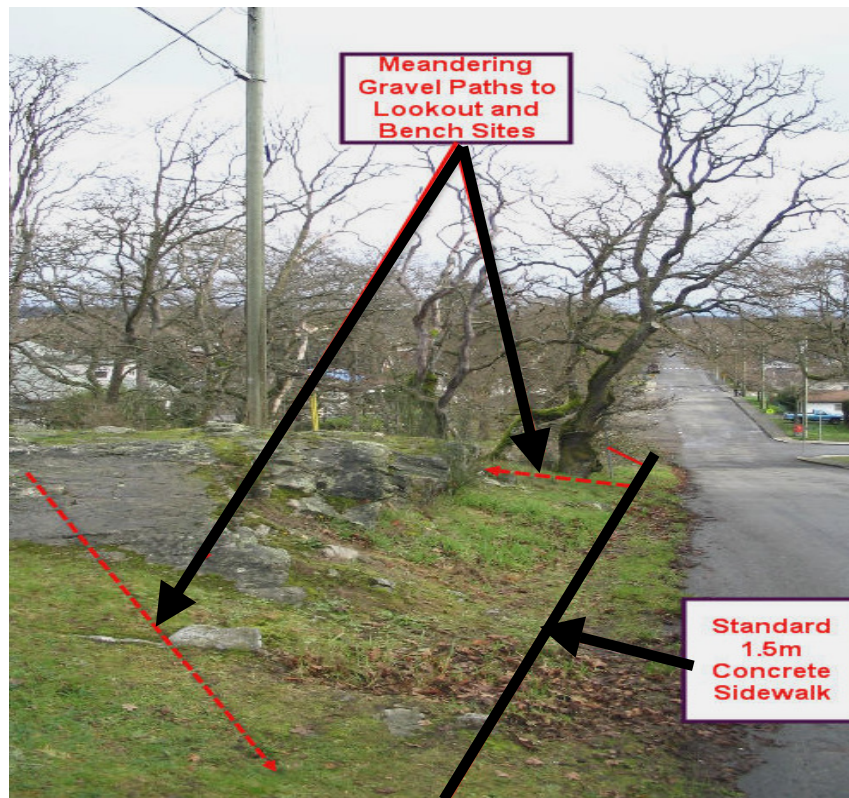
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<sup>9</sup> Higher Level Residents; Pedestrian Destinations, Figure 5.2, Appendix of this Report

For residents living on the lower sections of the many streets feeding into Ryan Street<sup>10</sup>, a well-designed Greenway would encourage walking to the small shops at the corner of Cedar Hill Road and Hillside Avenue. Direct BC transit bus access to the Camosun College, UVIC and downtown is also available at this corner. The Cridge Centre with its recently expanded day care services and the Oaklands Chapel would be destination spots for some pedestrians as well. .

### 3.3.2 Other Considerations

The Ryan Hill section includes a very localized environmentally significant rock outcrop that would suggest future pedestrian facilities might be better aligned independently from the future northerly roadside curb. Due to steep cross sectional grades, providing a sidewalk along the future north side curb will be dependent upon any future realignment or roadway widening in the Ryan Hill section. If future road widening is significant, an independently aligned pathway located with terrain and ecological factors in mind, might alternatively provide for pedestrians, in this instance.



**Photo 4** – Proposed sidewalk and paths

With Oaklands School changing to a Kindergarten to Grade 5 School and

<sup>10</sup> Lower Level Residents; Pedestrian Destinations, Figure 5.3, Appendix of this Report

increasing its catchment area, vehicular traffic to and from the school has increased on most neighbourhood roads at the exact same time that local schoolchildren are walking to school along these roads. Being a major connection route between Shelbourne and Cedar Hill and with Oaklands School fronting on Ryan Street, it is natural to assume that much of this increasing traffic is using Ryan Street. The need for safe pedestrian facilities on the north side of Ryan Street is definitely of growing concern in the community. Such a facility will also reduce traffic conflicts and is particularly important in the vicinity of the crest of the hill.



*Photo 5 - Ryan Hill; note pedestrian walking on the north side pavement*

***It is recommended that a pedestrian sidewalk be provided on the north side of Ryan Street to provide a safer facility for pedestrians.***

***It is also recommended that a trail and if necessary non-intrusive stairs or sidewalk transverse Ryan Hill to link the pedestrian lower and upper sections of Ryan Street on the north side.***



### **3.4 Environmental**

Over twenty mature Garry Oak trees (including one over 42” diameter) lining the lower section of Ryan Street provide an important part of the Ryan Greenway experience.

In the Ryan Hill section, both the City lot property at 1436 Ryan Street and road allowance in front offer the unique rock outcrop / steep terrain that has all but disappeared in our unique Victoria biosphere due to development pressures. The area supports a range of age and size of Garry Oaks - a large Garry Oak near the front of the lot, clumps of Garry Oaks in the middle and other ages throughout. These areas have not been maintained in recent years and as a result, blackberry and imported plant species have been competing with the native species, but underneath still lies the native Garry Oak ecosystem that would be extremely difficult to recreate from scratch.



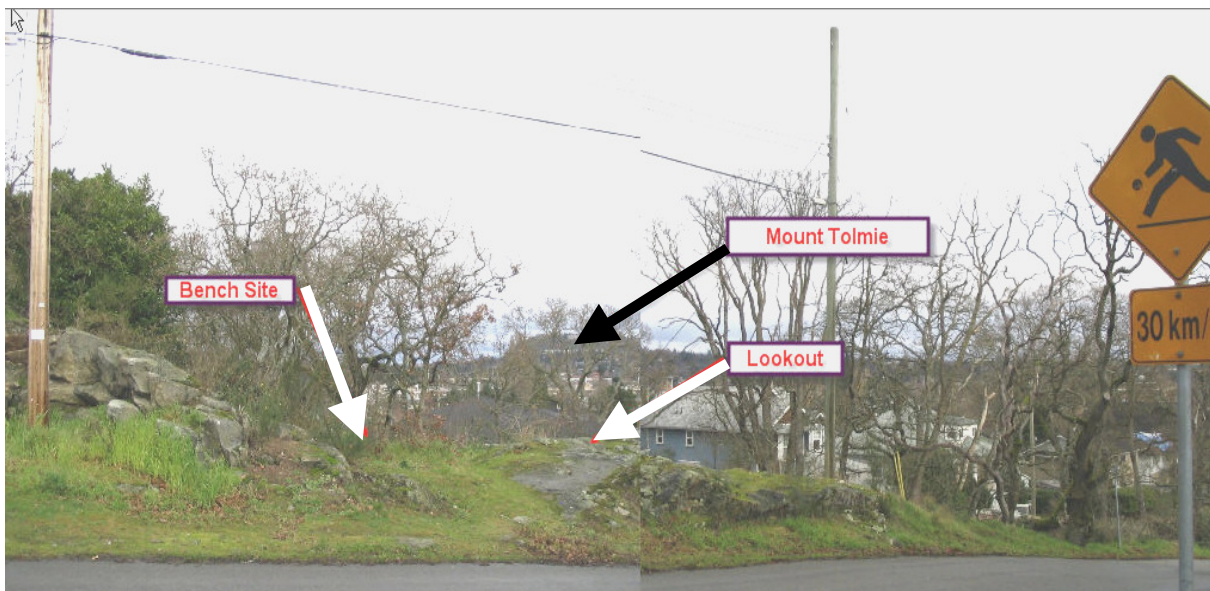
**Photo 6** - Looking down toward the lot at 1436 Ryan Street from “the Lookout”

Pedestrian access clearly needs to be restricted and directed here by a pathway

only to the two designated areas. This is due to the resulting ecological impacts that could be expected to occur if enhanced access were provided elsewhere. The presence of steep cross-sectional and longitudinal grades along with rough outcrop terrain currently discourages pedestrian access onto the lot and much of its Greenway frontage and provision of a public trail into the property is therefore not recommended for both liability and ecological reasons.

The North Ryan sidewalk will need to be located with considerations for any future roadway widening, cross sectional and longitudinal grades, as well as environmental factors. Generally speaking, a sidewalk located along a future curb alignment will offer the least grades and provide the least impacts.

This site, being at the crest of a hill, is the only one in the local neighbourhood area that is significant enough to warrant a lookout. Besides the views looking down on the proposed lot sanctuary, there are view of the local summits like Mount Tolmie and distant glimpses of the Olympic mountains and the mountains around Mt Baker National Forest in Washington State.



**Photo 7 – Bench (Haven) and Lookout Sites**

Close to this lookout, but visually separated from the road by the rock outcrop is a small area (designated “Ryan Haven”<sup>11</sup>), surrounded by greenery. This is an ideal location for a bench for neighbours to take a quiet break from the busy city-life and gaze out over the rooftops and through the Garry Oaks toward Mount Tolmie and the Coastal Mountains on the Mainland.

A small directional plaque at the “Ryan Lookout” could point out local sites and distant mountain peaks. A mention that the site is on the edge of the Bowker

<sup>11</sup> Layout of Ryan Haven and Ryan Lookout, Figure 5.5, Appendix of this Report



Creek watershed might add to the educational interest, as might signs aiding in the identification of local native plants.

Limited access to these two sites should not interfere with roadside sidewalk construction, but perhaps even provide a more desirable alternative, where topographic or environmental concerns dictate. As with “the lot”, the group wishes to work with the City to restore, protect and develop this very unique community resource - an “urban Garry Oak pocket environment”.

The rapidly depleted Garry Oak ecosystems are in constant threat by urban development; as noted in the literature of Province of BC - “*these ecosystems are among rarest in the province*”<sup>12</sup>. “*Garry Oak ecosystems may have a special role to play in British Columbia’s adjustment to global warming*”<sup>13</sup>.

An on-going scientific study by environmental or educational institutions is planned for the sanctuary to determine the ability of a small sensitive eco-system to survive in one average sized lot in the midst of the city.

***It is recommended that the City allow our volunteers to clear away non-native plant species at the earliest opportunity and thereafter to re-establish a “sanctuary” for plants native to this area, including the Gary Oaks and other plant species currently in submission here.***

***It is recommended that publicly accessible areas, including the “Ryan Lookout” and the “Ryan Haven” with connecting paths be established on the Greenway allowance in front of 1436 Ryan Street.***



***Photo 8 - Garry Oak trees in sanctuary***

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<sup>12</sup> Garry Oak Ecosystems, Province of BC, front cover

<sup>13</sup> Garry Oak Ecosystems, Province of BC, page 1

## 3.5 Neighbourhood

### 3.5.1 Financial Concerns

It is recognised that the City of Victoria could sell the 1436 Ryan Street lot for residential development and therefore add a one-time injection of funds (estimated at \$176,000) into the city treasury. It could be argued that the actual value may be less because of the expense of building and servicing a lot on such steep terrain. There would be also some tax revenues from such development.

On the other hand, it is suggested that upon examination of the specifics, that this would destroy an essential part of the Ryan Greenway – Ryan Hill itself. In other words, it would not be possible to have both the house **and** a reasonable Ryan Hill Greenway component, and sacrificing the development potential of this Greenway to fund other projects does not appear on the surface to be a prudent approach.

### 3.5.2 Health and Social Benefits

As documented in the City of Victoria Greenways Plan<sup>14</sup> the enhanced health benefits from encouragement of physical exercise are significant. This Greenway would promote walking and therefore discourage short vehicle trips. Friends walking the Greenway and chatting at the bench surrounded by a pleasant atmosphere provides rich social community benefits. As well, the challenges taken on by the co-operating neighbours to enhance, maintain and support the Greenway create a neighbourhood bonding that is rare and essential in today's society.

Ryan Hill is already a social focus within the community as demonstrated during the rare Victoria snowfalls when Ryan Hill is closed off to traffic and becomes **the** place to enjoy family tobogganing and meet up with friends. They come from not only the local neighbourhood, but as far away as Esquimalt. These traditions have created such a reputation that last year local radio and TV stations covered the excitement.



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<sup>14</sup> City of Victoria Greenways Plan, August 28, 2003, Page 3

### 3.5.3 References

The Ryan Greenway project defined in this report follows the principles outlined in the official 1993 **Oaklands Neighbourhood Plan**. That plan recommends “*the redefinition of Ryan Street west of Belmont with an appropriate designed curb, sidewalk and landscaped boulevard*”<sup>15</sup>.

Even though the plan is over ten years old, only a small section of sidewalk at Belmont and Ryan has been completed to date. In the meantime, the **Victoria Greenways Plan** has been developed and approved, including designating Ryan Street as a “people-priority” Greenway; the Greenway plan together with the recommendations within this report all reinforce the original 1993 Neighbourhood Plan.

The 1993 Plan continues “*A landscaping program should be undertaken in conjunction with the proposed traffic improvements in the vicinity of Oaklands School for the Ryan Street right-of-way. The over-sized right-of-way is both untidy and unsafe in its present configuration and can be improved with limited investment. Repaving of the road is required and, at the very least, part of the right-of-way should be designated for pedestrians. Design options should be developed to review with adjacent property owners, neighbours, and staff and the Parent Consultative Committee of Oaklands School.*”<sup>16</sup>

Again, the recommendations within this Ryan Greenways report are believed to be in complete alignment with the Neighbourhood Plan over a decade ago. City support for the protection of the Greenway and 1436 Ryan Street would do much to restore the confidence of area residents, who have spent ten or more years, waiting for this development to be assigned priority, only to find the whole concept suddenly at unexpected threat by other City priorities.

The neighbourhood is already supportive and highly educated in neighbourhood greening projects. The Holly Green Park (one block from the project) is being transformed into Garry Oak and native plant meadows. Individuals along neighbouring Asquith Street have been introducing native front gardens, including a waterfall. Also, there is the established native garden and office of the Oaklands Greenways Project within one block of Ryan Street.

The local community is active in improving the area. For example, the Oaklands Community Association is a progressive and vibrant community support organization. It supports local activities such as “Celebration in the Park” events. A local community initiative has been established to improve a local business corner - Haultain and Belmont. The group have held successful community parties for the neighbourhood. Local block parties have also been held to help build strong neighbourly ties.

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<sup>15</sup> Oaklands Neighbourhood Plan, Page 20 [T4.3]

<sup>16</sup> Oaklands Neighbourhood Plan, Page 23 [P3]

With such a high level of local community involvement in the various projects in the region, it is not surprising that already, individuals and groups highly supportive of this project have come forward. Local residents are overwhelmingly supporting the Ryan Greenway through meetings and letters to City Council.

With the intention of enhancing and supporting the City of Victoria Greenways Plan, and specifically focus on the Ryan Greenway portion, our group is presently seeking committee status with the Oaklands Community Association to be named. "Friends of Ryan Greenway"<sup>17</sup>

Our group believes that preserving this unique lot as Green Space and protecting the Greenway should more than compensate for any short term benefits from the cancellation of this Lot development proposal. Besides the environmental and social values, these benefits might include a general increase in property values in the area, along with resulting tax benefits to the City.

## 4. Plan of Action and Recommendations

### 4.1 *Plan of Action*

A well-organized plan of action to realize and maintain this neighbourhood asset is important. To that end, the first step would be to form the "Friends of Ryan Greenway" Committee within the Oaklands Community Association. It is proposed that the Friends Of Ryan Greenway Committee adopt the following strategy:

#### 4.1.1 *Short Term Objectives:*

Prepare a report for City Council that will:

1. Encourage the City to designate the North Ryan road allowance and City-owned property at 1436 Ryan Street as "protected Greenway"
2. Address issues that might be brought forward by the City's Property Manager in his report to Council.
3. Provide the City with information leading to the acknowledgement that both the lot at 1436 Ryan and much of the Greenway itself are prime Garry Oak environment that is desperately in need of preservation.
4. Build a team of knowledgeable and dedicated volunteers that will:
  - a) Designate areas of the Greenway and lot that are environmentally sensitive
  - b) Protect existing native plant species through pruning of dead branches and removal of invasive non-native plant species from environmentally sensitive areas

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<sup>17</sup> Friends of Ryan Greenway - Mission and Operation plan

#### **4.1.2 Longer Term Objectives**

1. Prepare and advance a conceptual Greenway Development Plan (roads, sidewalks, parking, etc. that addresses competing concerns within the Ryan corridor).
2. Incorporate a comprehensive Native Plant Landscape Plan for the lot and the Greenway that meets the approval of both the local residents and the City.
3. In consultation with immediate residents, generally restore the Greenway to its original ecological status and offering it as a “case study” for similar projects, elsewhere.
4. Assist in every way possible to see the Ryan Street Greenway develop into a linear park that we can all enjoy and take pride in.

#### **4.2 Short Term Recommendations to City Council**

- v Enact a City bylaw that designates the Ryan Greenway (North Ryan Street road allowance and boulevard) as “Protected”, ensuring these rights of way are preserved for future corridor development and not sold off to private concerns.
- v Enact a City bylaw so that the City property at 1436 Ryan Street be incorporated within this protected right of way, ensuring its preservation as “Greenspace”.
- v The City to give permission to the “Friends of Ryan Greenway” to allow them access to the lot and its frontage to preserve, regenerate and maintain the natural ecosystem as defined in Stage 1 of their operation plan<sup>18</sup>.

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<sup>18</sup> Friends of Ryan Greenway – Implementation Stage 1



### **4.3 Long Term Recommendations -test**

- v That the “Friends of Ryan Greenway” seek additional public input in preparing a conceptual development plan (perhaps with options) for the entire Ryan Greenway, and that this plan also be prepared in conjunction with recommendations and feedback from City Council and staff, as well as the Oaklands Community Association’s “Traffic and Land Use” and “Parks” committees.
- v That the completed development plan be submitted to the City for adoption and inclusion in the Oaklands Community plan.
- v That the City work with the “Friends of Ryan Greenway” volunteers and private residents in seeing this Greenway development take shape at the earliest opportunity.

## 5. Appendix

**Figure 5.1 - City of Victoria Greenway Plan Map, Ryan Street**

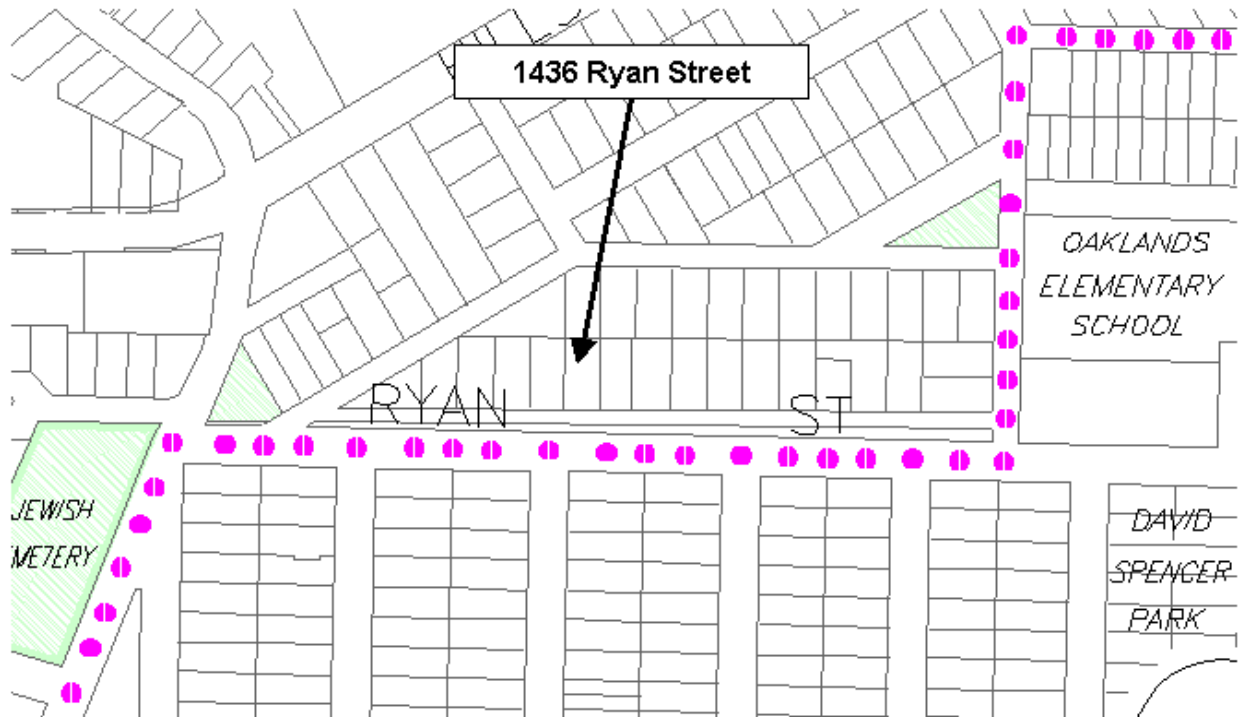
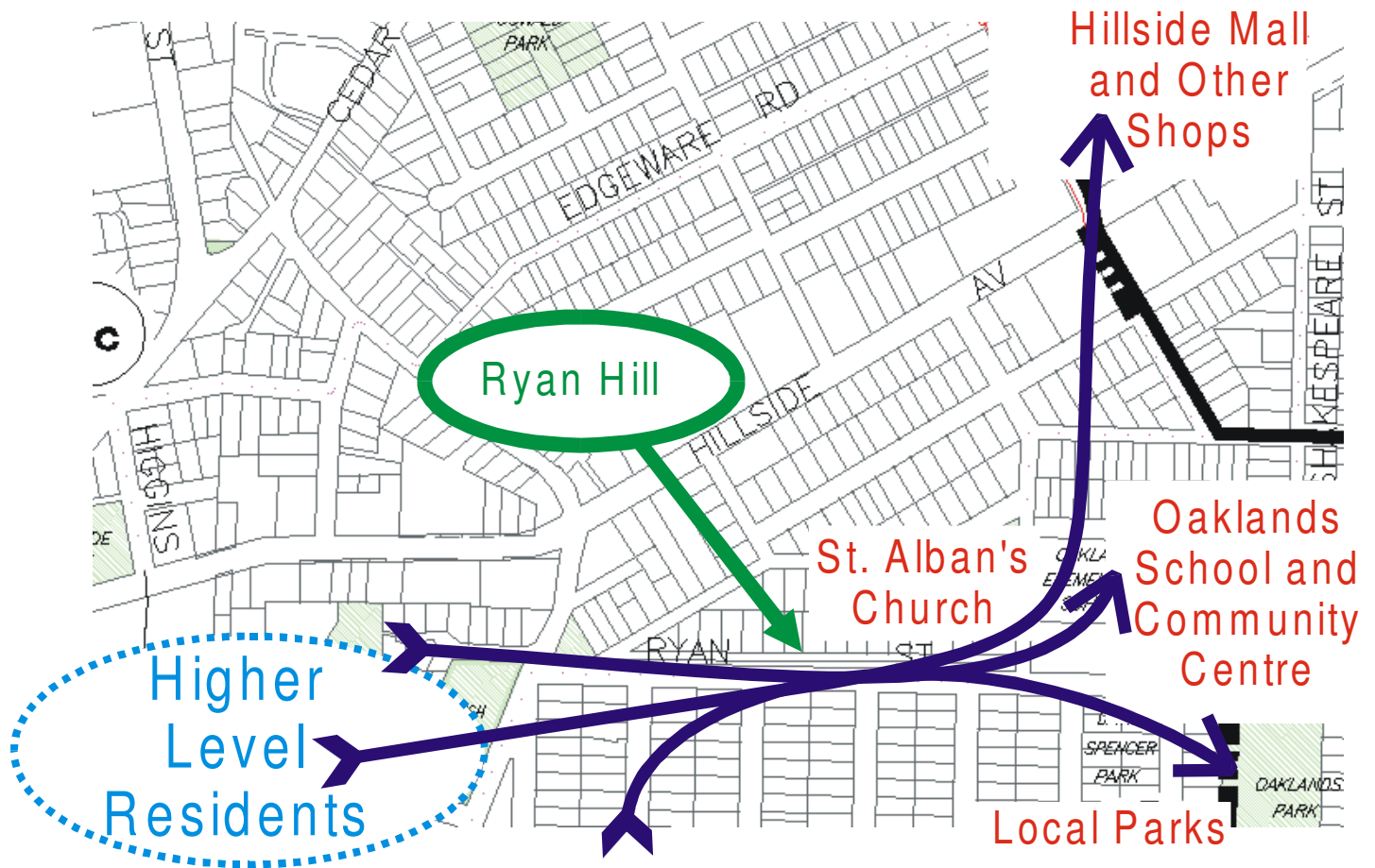


Figure 5.2 – Higher Level Residents; Pedestrian Destinations



**Figure 5.3 - Lower Level Residents; Pedestrian Destinations**

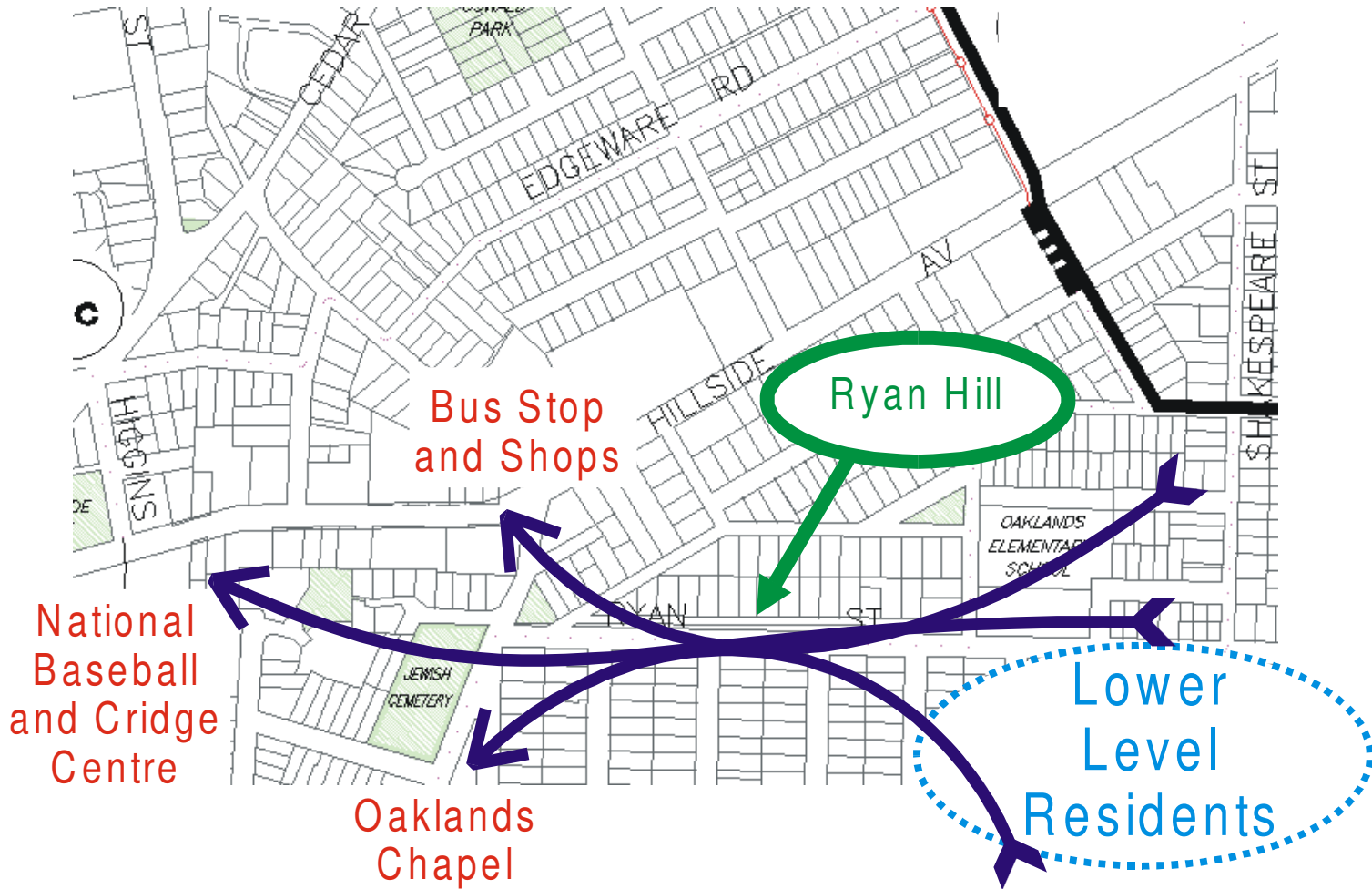
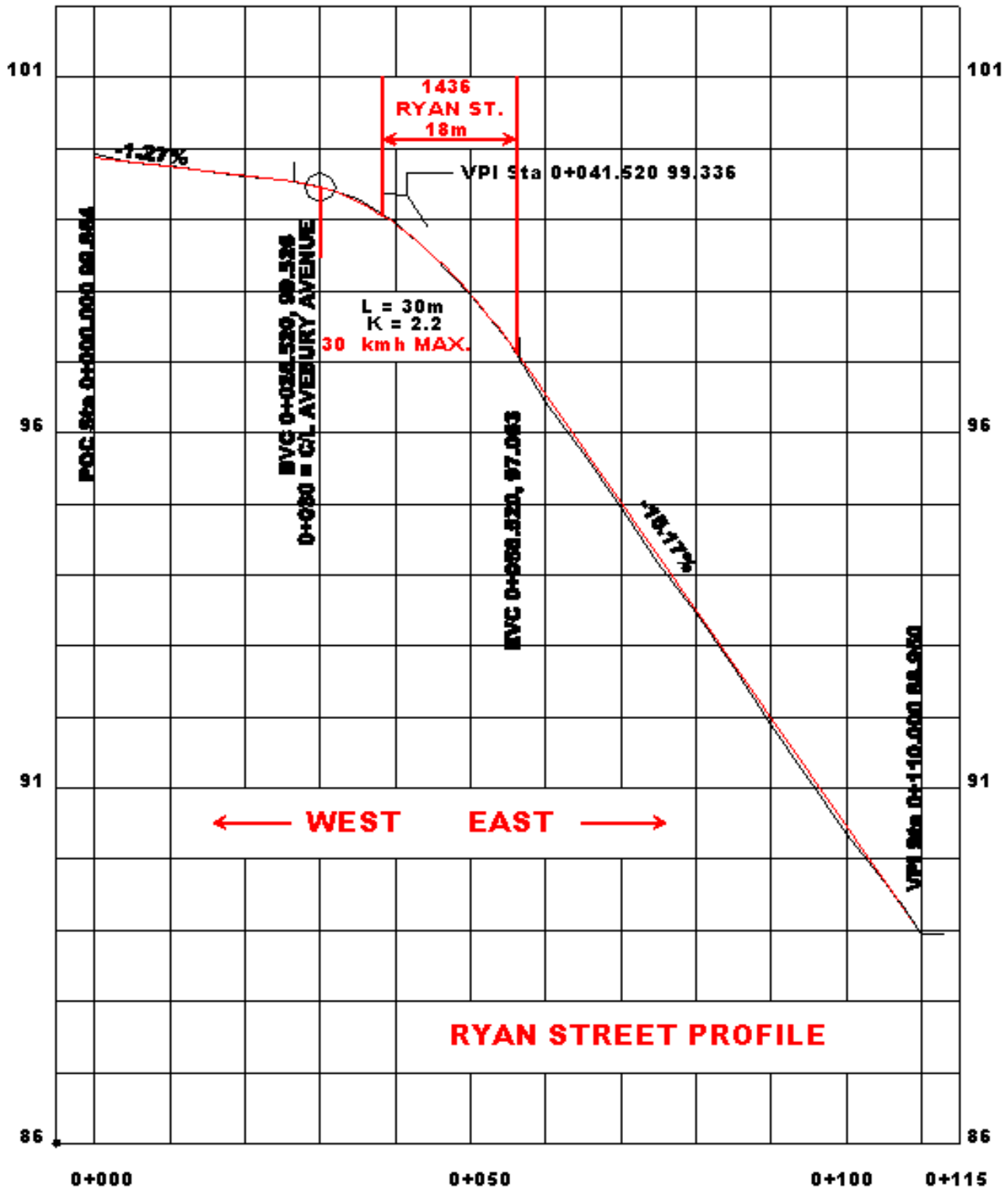
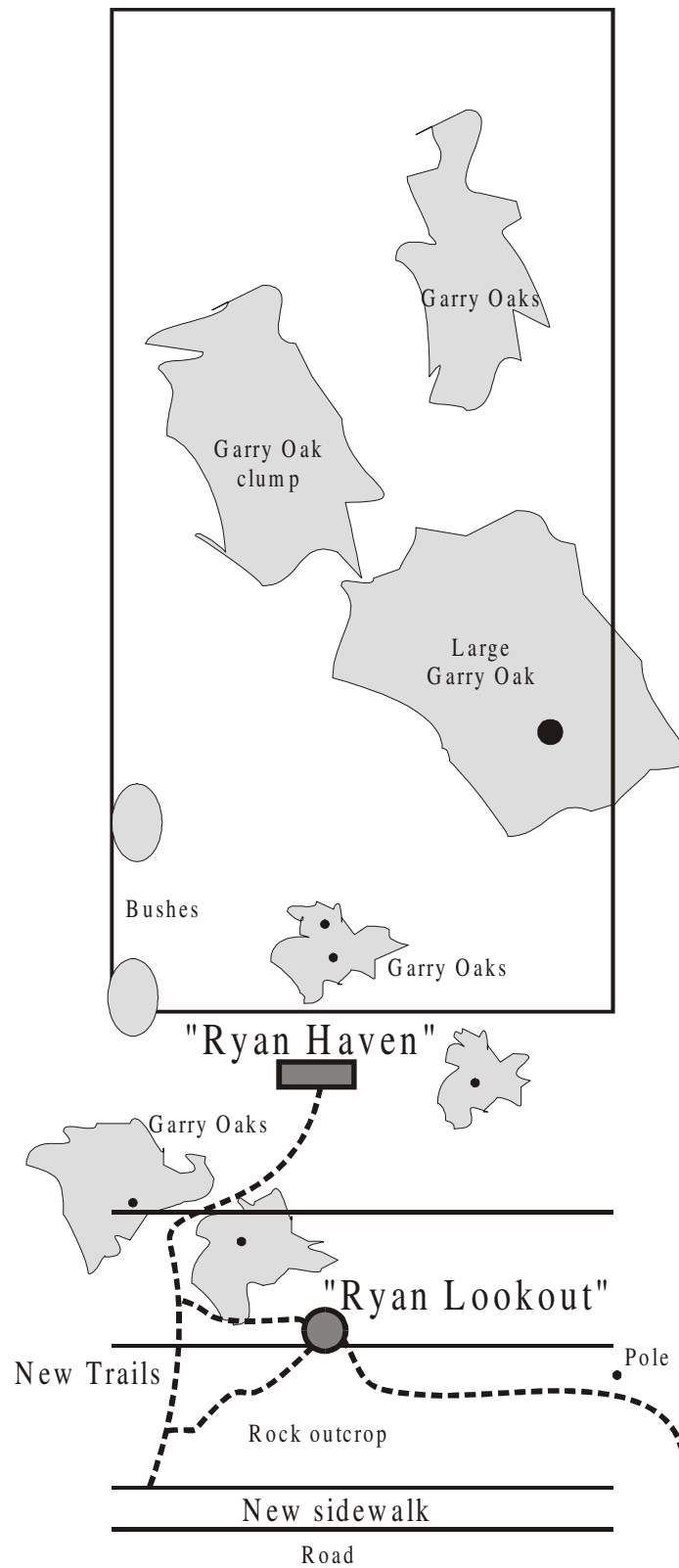


Figure 5.4 – Ryan Hill Profile





**Figure 5.5 – Layout of Ryan Haven and Ryan Lookout**







City of Victoria-Lot 6 Ryan St

