

Molly Harris

From: Melissa Gauthier [REDACTED]
Sent: July-12-26 8:30 AM
To: Council
Subject: Input on Development Variance Permit (DVP00186) – 646 Head Street
Attachments: 646 Head Street red.jpg

CAUTION: This email originated from outside of the Township of Esquimalt Network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Municipal Council members,

I am the owner of 630 Bryden Court and live right across the street from 646 Head Street.

I am writing to express my concerns regarding the application for a Development Variance Permit to increase the maximum numbers of driveways for a proposed Small-Scale Multi Family Housing development submitted by the owners of 646 Head Street. The applicant proposes to develop the property with four Small-Scale Multi Family Housing Units serviced by three driveways. The proposed development includes one driveway on Head Street and two driveways on Bryden Court.

[REDACTED] Ecole Victor Brodeur located at 637 Head Street, I have serious concerns about the addition of a driveway in front of 646 Head Street. As someone who uses the sidewalk located in front of 646 head Street several times a day with my children, I can attest to the high volume of foot traffic in front of the proposed development project. It is also worth mentioning that a significant number of students at École Victor-Brodeur are currently required to travel between two school buildings, situated on Head Street and Lampson Street, during periods of heavy traffic. And with 13 school buses arriving and departing each morning and afternoon, it makes it even riskier for them.

I firmly believe that the addition of a driveway at that location poses a serious hazard for the children who use this portion of the sidewalk on Head Street to reach the recently improved pedestrian crossing located just a few metres away in front of the school at 637 Head Street.

There is a driveway located at 650 Head Street next to our property and I am sure our neighbours could confirm how tricky it can be to back safely into and out of their driveway. The addition of a new driveway at 646 Head Street would seriously compromise pedestrian safety in the area.

The Esquimalt Council's recent decision to create the foundation for a funded crossing guard support program for École Victor-Brodeur is a clear indication that there is an ongoing need to improve pedestrian safety in this area.

Approving this Development Variance Permit would go against the municipality's active transportation plan and the Council's ongoing efforts to improve pedestrian safety.

The attached image is taken from the [Final Report \(2024-2025\) and Active School Travel Plan](#) (p.20) published following our school's participation in the Ready Step Roll initiative facilitated by the CRD.

I really hope it can help those less familiar with the area realize how problematic the proposed variance for the addition of a driveway on that specific portion of Head Street is

I am currently away from home and unable to be present on July 13th in the Council Chambers to express my concerns in person.

I want to thank the Municipal Council for taking my input into consideration.

Please don't hesitate to contact me if you have any questions.

Sincerely,

Melissa Gauthier

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PLAN YOUR ROUTE TO ÉCOLE VICTOR-BRODEUR

Selecting your safest route can be simple or complex, depending on the location and distance between your home and school.

It is important to determine:

1. **Where you will walk, bike, roll or bus.**
When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer. If you're bussing, wait at designated bus stops a safe distance away from the road.
2. **Where you will cross streets.**
Choose routes with the fewest and safest streets to cross. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.

Legend

- Pedestrian Activated Crosswalk
- Marked Crosswalk
- Major Intersection with Signalized Crosswalk
- All-way stop
- Public Bus Stop
- Bicycle and/or Scooter Rack
- Pedestrian School Access Point
- Sidewalk
- Bike Route
- Trail Connections
- School Zone 30 km/hr



Did you know?
a child's walk pace is about
8 mins per 500 metres

READY STEP ROLL

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