

7. SIGNIFICANT STREETS

The purpose of this section is to profile and provide direction for streets that will be particularly significant to how the Uptown-Douglas (UD) area will grow and change into the future. These streets include major roads, but also smaller scale streets that will be integral to the success of the area.

The long term vision is to create a network of complete streets that are designed to ensure users of all abilities, including pedestrians, cyclists, transit users and drivers, feel safe and comfortable. The feel, function and character of the UD area is strongly defined by its major roads, and to realize the Vision of the area, these roads will need to transition into complete streets, each in a way that complements the surrounding land use context.

The treatment of Douglas Street, Blanshard Street and Vernon Avenue as highways has created a design that is inconsistent with the context of a dense urban area. Transitioning these streets to context-sensitive urban arterials could perhaps be the single most important step in enhancing the livability of the area. As the streets are currently under the jurisdiction of the Ministry of Transportation and Infrastructure (MOTI), a collaborative approach will be needed to ensure the vision for the area can be translated to design solutions on these major roads.

OBJECTIVES

- A. Reduce the dominance of motor vehicles and associated impacts on safety and quality of place.
- B. Transform major and collector roads into complete streets that provide high quality facilities for pedestrians, cyclists and transit users.
- C. Frame streets with pedestrian-oriented building design.
- D. Support public realm improvements that emphasize the special character and identity of each street.
- E. Phase out highway-like features of the major roads, including slip lanes and wide travel lanes.
- F. Ensure new transit stops are high quality and consider the progression toward more frequent transit service.
- G. Implement a high standard of cycling facilities suitable for all ages and abilities, prioritizing adequate space and protection for cyclists.
- H. Provide adequate space in boulevards for landscaping, furniture, and other elements that improve the pedestrian experience and safety.

The current treatment of Saanich Road and Boleskine Road are the product of several challenges, including high traffic volumes over extended peak hours, numerous controlled stops, crossings that span over three MOTI highways and the operation of frequent transit (bus) routes.

In a different sense, the future design of Oak Street will also have a significant impact on the character of the area. The future vision of the area as a medium density residential high street without a major role in carrying high traffic volumes provides a unique opportunity to create an innovative design with a special character. The addition of Audley Crossing between Douglas Street and Oak Street will enable many access and loading functions to be removed from Oak Street, provide additional space for commercial activity and introduce a finer grained pedestrian network.

This section provides a holistic vision for a future design of several streets in the UD area including standard cross-sections, namely: Douglas Street, Blanshard Street, Vernon Avenue, Ravine Way, Saanich Road, Boleskine Road/Harriet Road (south), Oak Street, and Audley Crossing. Objectives and policies seek to transform these significant streets and signify their role and importance.



Douglas Street southbound, at Ardersier Road.

7.1 GENERAL DESIGN OF STREETS

A key emphasis of this section is developing a new philosophy towards the design of major streets in the Uptown–Douglas (UD) area. Assessing any potential design changes both within the rights-of-way and to adjacent land uses will require careful consideration of potential impacts to all modes and all ages and abilities. By designing for the

most vulnerable members of society, we are able to create a comfortable street environment for everyone. Key to these changes will be working in collaboration with the Ministry of Transportation and Infrastructure (MOTI), who have jurisdiction over many major road rights-of-way.

POLICIES

- 7.1.1 Design all major and collector roads in the UD area to be complete streets that comfortably accommodate walking, cycling, transit and vehicle travel for all ages and abilities.
- 7.1.2 Continue to work with the MOTI to implement the right-of-way designs on Ministry roads that are complete streets and consistent with the UD's urban land use context.
- 7.1.3 Develop a Memorandum of Understanding (MOU) with the MOTI which identifies agreed upon design and development approaches that reflect the UD context and policy directions and provides predictability for future capital projects and improvements required as part of re-development proposals.
- 7.1.4 Explore options for Saanich to gain control of MOTI owned roads for the purpose of implementing complete street designs on urban arterial roads.
- 7.1.5 Work with MOTI, either through an MOU or as part of individual proposals, to reduce the required 4.5 metre setbacks from property lines on Ministry roads in order to create a pedestrian-oriented public realm with buildings close to the street.
- 7.1.6 Enhance pedestrian conditions at intersections by:
 - Minimizing pedestrian crossing distances;
 - Removing right turn islands;
 - Reducing corner turn radii;
 - Providing sufficient waiting space at corners;
 - Improving visibility of pedestrians; and
 - Implementing designs that consider individuals with mobility, auditory, and visual challenges.



Whole Foods, Blanshard Street

Source: Tourism Victoria

7.2 DOUGLAS STREET

Douglas Street is a major corridor connecting the Greater Victoria core to the Westshore via Trans-Canada Highway (Highway 1). With approximately 40,000 vehicles passing

through daily, the street feels and functions as a highway. In future, Douglas Street will be more multi-modal, with street oriented uses and clear transit priority.

POLICIES

- 7.2.1 Within existing right-of-way, implement the conceptual design for Douglas Street identified in Figure 7.1.
- 7.2.2 Pursue options to reduce lane widths on Douglas Street to dimensions consistent with accepted standards for urban arterial streets, as follows:
 - 3.0 to 3.1 metres for travel lanes;
 - 3.3 metres for turn lanes; and
 - 3.5 metres for bus lanes.
- 7.2.3 Acquire additional right-of-way on Douglas Street, as redevelopment occurs, to achieve a minimum:
 - 35 metre right of way between Tolmie Avenue and Ardersier Road / Audley Street where no centre turn lane exists;
 - 38 metre right of way between Tolmie Avenue and Ardersier Road / Audley Street where a centre turn lane exists; and
 - 40 metre right of way between Ardersier Road / Audley Street and Carey Road.
- 7.2.4 Within the future 35-40 metre right of way on Douglas Street, implement the conceptual design in Figure 7.2 and accommodate the following features on both sides of the street:
 - Minimum 2.5 metre sidewalk;
 - Minimum 2.0 metre cycle track with 0.5 metre buffer;
 - Minimum 2.5 metre boulevard; and
 - Dedicated right-of-way space for transit and high quality transit stops.
- 7.2.5 Ensure any changes or frontage improvements on Douglas Street align with future design concepts, including ensuring trees are planted in locations where they will not be removed when the future expanded design is implemented.
- 7.2.6 Support the development of high quality transit stops on Douglas Street by requiring additional right-of-way, supporting designs that integrate transit stops into buildings and limiting landscaping that could impact pedestrian circulation.
- 7.2.7 Work with property owners to achieve an effective pedestrian realm that extends beyond the property line and utilizes private property space for weather protection, seating, lighting and street furniture.
- 7.2.8 Support capital projects that work towards enhanced transit service and the introduction of rail on Douglas Street.
- 7.2.9 Ensure sidewalks are separated from vehicle traffic by boulevards, bike lanes or utility strips.
- 7.2.10 Define a four to six storey street wall along Douglas Street to frame the street (See Figures 7.1 and 7.2).
- 7.2.11 Design street corners with additional tree/landscaping plantings and benches to create interest and community interaction.
- 7.2.12 Ensure all new developments have zero or minimal setbacks on Douglas Street to create a pattern of continuous commercial frontages.
- 7.2.13 Orient building entrances to Douglas Street and ensure storefronts are transparent and invite activity and interaction.
- 7.2.14 Design Douglas Street as a major commercial and transit corridor, with active uses at street level, wide sidewalks and branding elements that highlight its role as a rapid transit corridor.

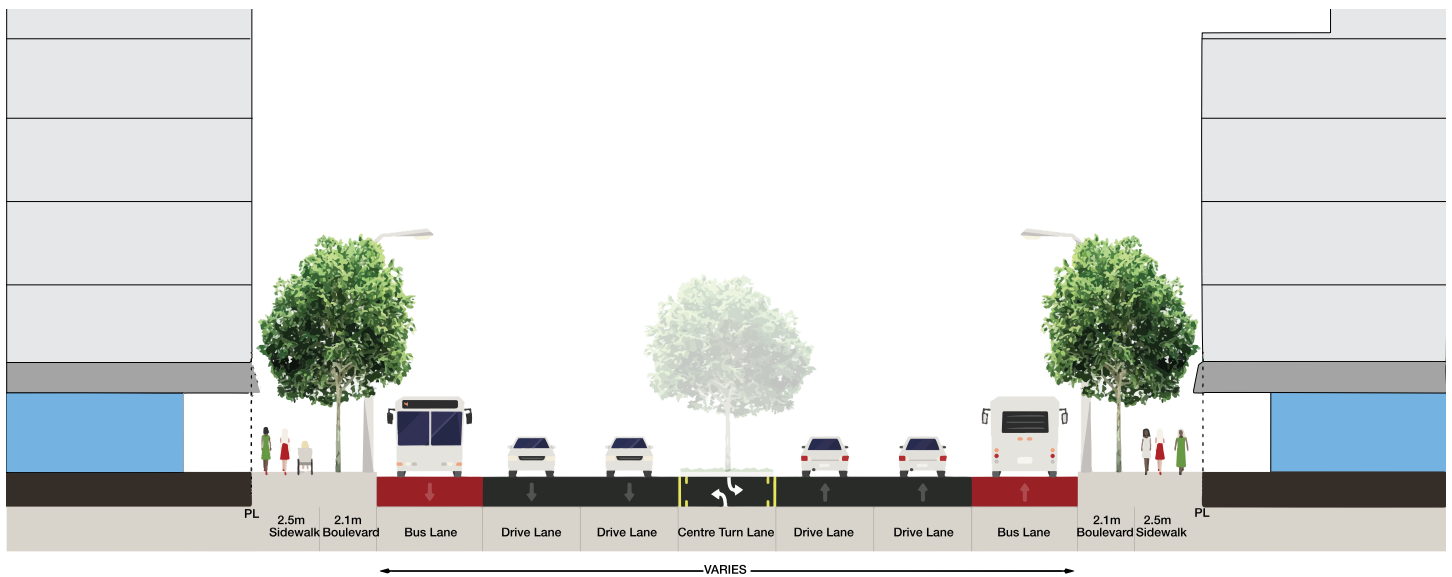


Figure 7.1: Conceptual cross section for Douglas Street within existing Right of Way (variable width)

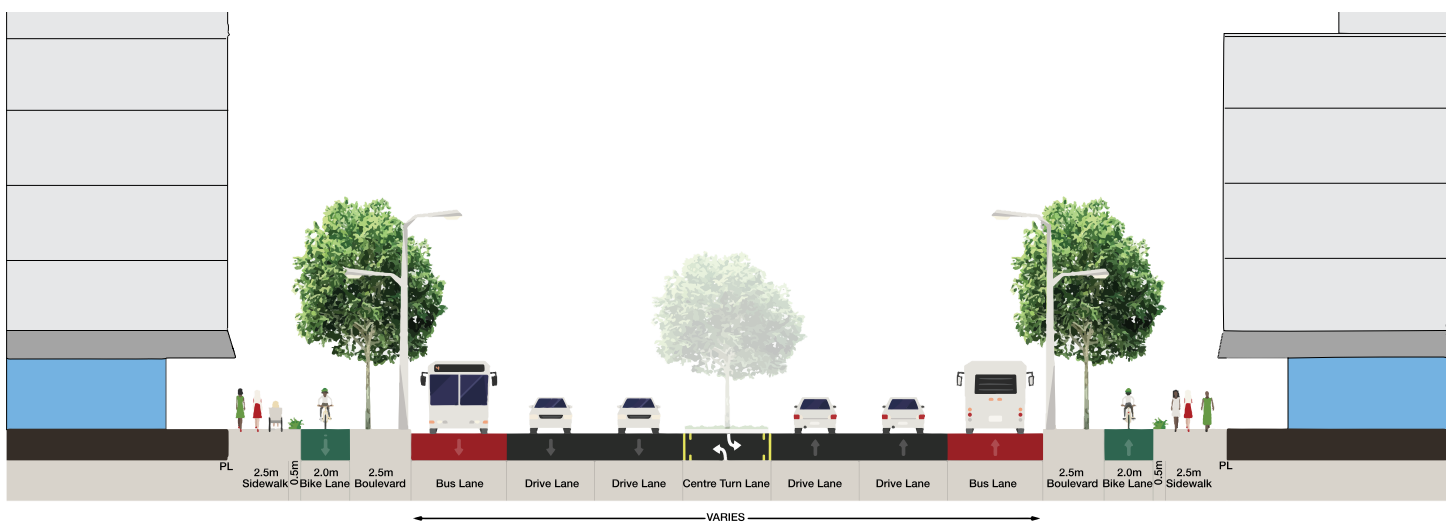


Figure 7.2: Long-term conceptual cross section for Douglas Street within an expanded Right of Way (generally 35-40 metres)

7.3 BLANSHARD STREET

Blanshard Street is a major corridor that has a primary role in carrying high vehicle traffic volumes. It forms a couplet with Vernon Avenue at its juncture with the Patricia Bay Highway and transitions to a six-lane road that continues into the City of Victoria. The southern portion contains a wide treed median,

narrow, unseparated sidewalks, narrow bike lanes and land uses that are largely disconnected from the street. As the Uptown–Douglas (UD) area evolves, Blanshard Street will transition to a complete street that supports walkability and connects buildings to the street.



Looking Southeast towards Seymour Place

POLICIES

- 7.3.1 Acquire additional right-of-way, as redevelopment occurs, from properties on the north side of Blanshard Street between Vernon Avenue and Saanich Road to achieve a minimum 22 metre right-of-way on the one-way section of Blanshard Street.
- 7.3.2 Work with the Ministry of Transportation and Infrastructure (MOTI) to analyze the feasibility of reducing the one-way section of Blanshard Street to three lanes, similar to the reduction being undertaken on Vernon Avenue.
- 7.3.3 Implement the conceptual design identified in Figure 7.3 on one-way sections of Blanshard Street, subject to the results of the analysis identified in Policy 7.3.2.
- 7.3.4 Implement the conceptual design identified in Figure 7.4 on two-way sections of Blanshard Street
- 7.3.5 Where feasible, reduce intersection crossing distances, increase signal crossing times and introduce median/green refuge islands to support two-stage crossings.
- 7.3.6 Work with MOTI to plant large canopy trees and introduce public art in the Blanshard Street median.



Figure 7.3: Conceptual cross section for Blanshard Street – One way (22 metres)

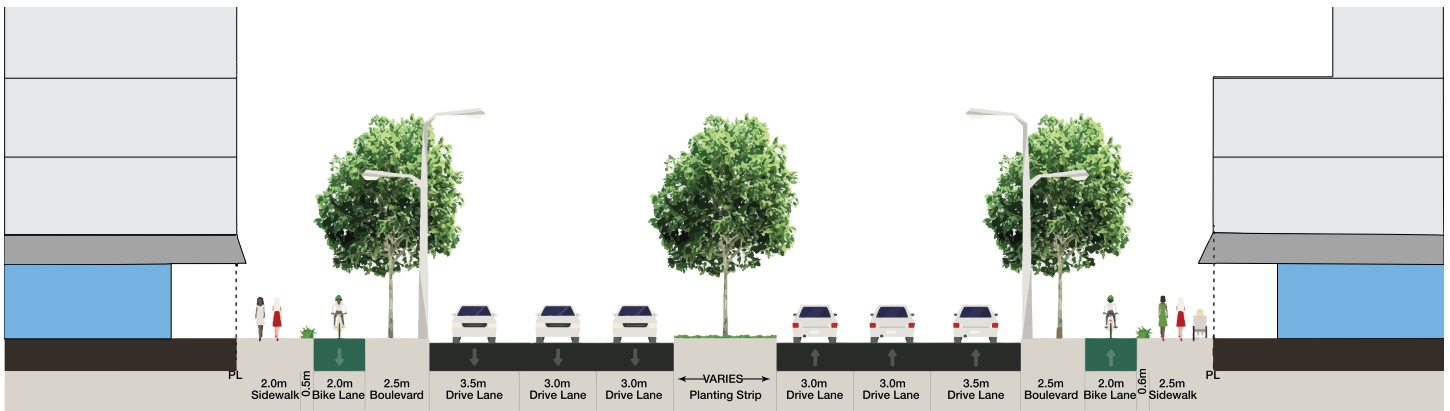


Figure 7.4: Conceptual cross section for Blanshard Street – Two-way (variable width)

7.4 VERNON AVENUE

Vernon Avenue is a one-way street that is approximately one kilometre in length and forms one half of the couplet that transitions from the Patricia Bay Highway to the urban core of Saanich and the two-way segment of Blanshard Street. This road is short, but connects some important landmarks in the Uptown–Douglas (UD) area, including the Municipal Campus, Saanich Plaza, Lochside Regional Trail and Nigel Valley. The road was originally designed as a highway and that is reflected in the narrow sidewalks and bike lanes, lack of landscaping, high number of vehicle lanes and auto-

oriented land uses. Major sites along Vernon Avenue will redevelop over the time frame of this Plan, starting with the Nigel Valley development. This provides an opportunity to redesign Vernon Avenue as a street that connects, rather than divides the community. From a design perspective, this includes a complete street design that meaningfully accommodates pedestrians, cyclists, landscaping and vehicles, as well as street-oriented land uses that help to reinforce a vibrant and active public realm.

POLICIES

- 7.4.1 Where necessary, acquire additional right-of-way, as redevelopment occurs, from properties on the south side of Vernon Avenue to achieve a minimum 22 metre right-of-way on Vernon Avenue.
- 7.4.2 Implement the conceptual design identified in Figure 7.5 on Vernon Avenue.
- 7.4.3 Work towards the removal of deceleration lanes on Vernon Avenue.
- 7.4.4 Orient new development towards Vernon Avenue including through entrances that connect to the pedestrian realm.
- 7.4.5 Work with the Ministry of Transportation and Infrastructure (MOTI) to add an additional pedestrian crossing on Vernon Avenue between Saanich Road and Ravine Way.
- 7.4.6 Explore options to better integrate and connect the Nigel Valley site and Municipal Campus site to the rest of the UD area, including through streetscape improvements on Vernon Avenue and active transportation connections.

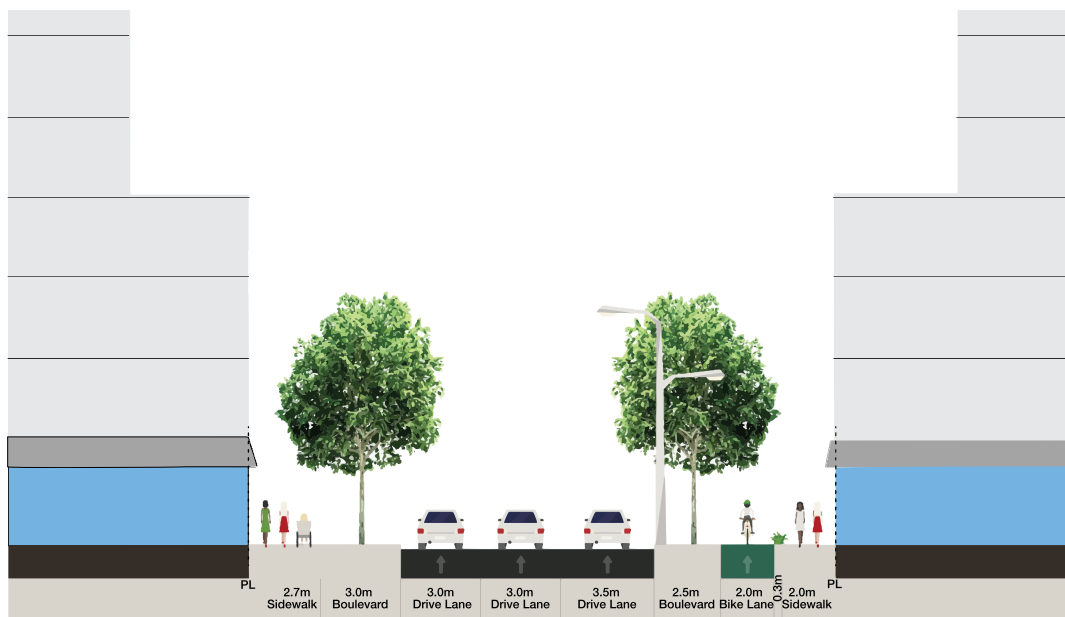


Figure 7.5: Conceptual cross section for Vernon Avenue (22 metres)

7.5 RAVINE WAY

Portions of Ravine Way have begun to transition toward a complete street through the Uptown Shopping Centre development.

The continued transition of Ravine Way to a complete street will include the development of an inviting and connected pedestrian realm with access to adjacent commercial and residential uses, a two way bike lane and a two way road way. In future, it is also envisioned that access to the Lochside Regional Trail is improved and an additional connection point is explored.

POLICIES

- 7.5.1 Implement the conceptual design identified in Figure 7.6 on Ravine Way.
- 7.5.2 Where possible, add a sidewalk facility at street level on the west side of Ravine Way, either within the road right-of-way or within the Lochside Regional Trail right-of-way.
- 7.5.3 Explore adding a new connection to the Lochside Regional Trail from Ravine Way.
- 7.5.4 Explore opportunities to enhance transit priority on Ravine Way.

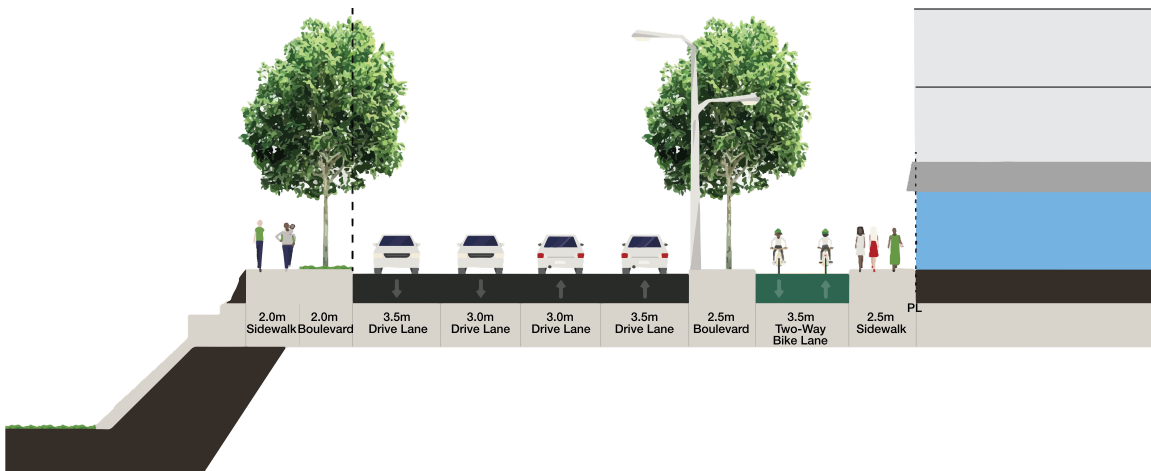


Figure 7.6: Conceptual cross section for Ravine Way (20 metres)

7.6 SAANICH ROAD

Saanich Road is an important connection within Saanich and the Uptown-Douglas Corridor. Classified as a major road, Saanich Road combines with Boleskine and Harriet Roads to form an east-west connection through Saanich. Saanich Road is a transit corridor and functions as an important link for all travel modes. The section of Saanich Road between Douglas Street and Tattersall Road is subject to particularly high traffic volumes during peak times. As congestion is a regular occurrence in this section, the District of Saanich continues to implement improvements and work with the

Ministry of Transportation and Infrastructure (MOTI) with the goal of improving movement for all users.

Saanich Road will remain an important commuter and circulation route and will connect key community destinations by foot, bike, transit and motor vehicle. It will be designed to welcome an influx of people that will live, work and recreate in the area, connecting a pedestrian oriented Oak Street and Uptown Shopping Centre.

POLICIES

- 7.6.1 Where necessary, acquire additional right-of-way, as redevelopment occurs, from properties along Saanich Road between Douglas Street and the intersection of Tattersall Road, to achieve the conceptual design identified in Figure 7.7.
- 7.6.2 Implement the conceptual design identified in Figure 7.7 on Saanich Road.
- 7.6.3 Accommodate additional turn and/or auxiliary lanes at major intersections when required.
- 7.6.4 Continue to work with the Ministry of Transportation and Infrastructure (MOTI) to improve the safety and movement of all modes and the quality of the public realm along Saanich Road.
- 7.6.5 Support the development of high-quality transit stops on Saanich Road by requiring additional right-of-way, supporting designs that integrate transit stops into buildings and provide landscaping at the edges of pedestrian circulation areas.
- 7.6.6 Explore opportunities to enhance the pedestrian and vehicular connection between Oak Street and Uptown Shopping Centre, including through prominent planting, lighting and/or public art.
- 7.6.7 Consider intersection safety when implementing the conceptual design for Saanich Road and other streets which it connects with or crosses.
- 7.6.8 Install a traffic signal at the intersection of Saanich Road and Tattersall Road which includes a left turn signal from Saanich Road onto Tattersall Road, as per the Active Transportation Plan.

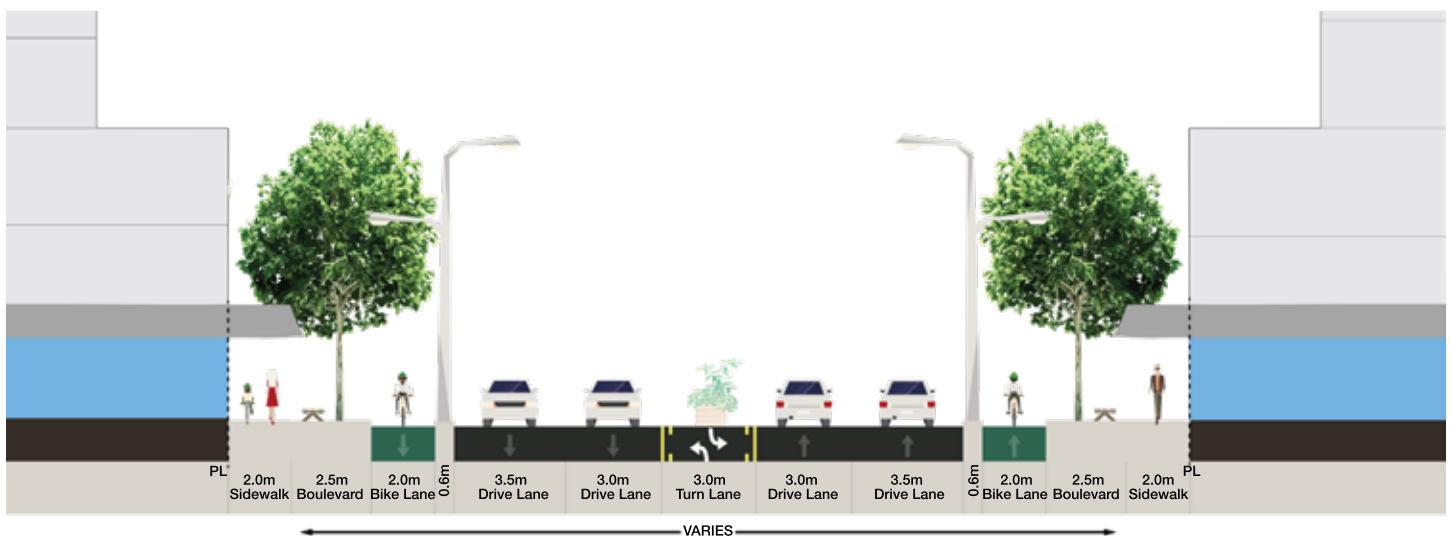


Figure 7.7: Conceptual cross section for Saanich Road (width varies)

7.7 BOLESKINE ROAD/HARRIET ROAD (SOUTH)

Boleskine Road and Harriet Road (south) provide an important western link directly through the center of the plan area, via a continuation of Saanich Road west of Douglas Street. This route has seen some recent changes, including the addition of a new pedestrian crossing at the north end of Rudd Park and Harriet Road.

The neighbourhood surrounding this corridor is likely to see a moderate shift in land use. Properties along Boleskine Road will continue to be a mix of commercial, light industrial

and residential but with increases in density. Properties along Harriet Road will transform from primarily single detached residential to a low-medium density townhomes, stacked townhomes and apartments. This added density, along with planned capital expansion and improvements to Rudd Park, requires a complete design of the right-of-way that is safe, accessible and comfortable, and that prioritizes the needs of the adjacent residents of the neighbourhood.

POLICIES

- 7.7.1 Implement the conceptual design identified in Figure 7.8 on Boleskine Road and Harriet Road.
- 7.7.2 Install a new traffic signal at the intersection of Boleskine Road and Tennyson Avenue.
- 7.7.3 Support commercial and mixed-use developments that improve the streetscape design of Boleskine Road.
- 7.7.4 Work with the City of Victoria to ensure consistency in design at the intersection of Harriet Road and Burnside Road East.
- 7.7.5 Explore opportunities to enhance the pedestrian connection between Boleskine Road /Harriet Road (south) and Rudd Park, including through signage, park access points, prominent plantings, lighting and/or public art.

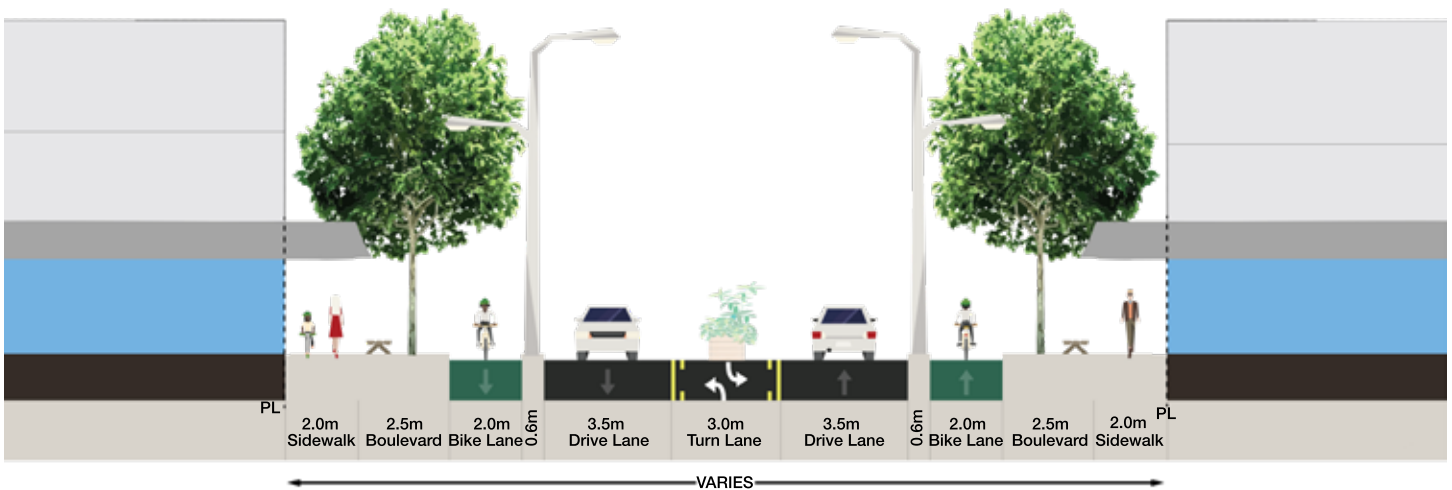


Figure 7.8: Conceptual cross section for Boleskine Road (width varies)

7.8 OAK STREET

Oak Street is one of the few significant streets in the Uptown–Douglas (UD) area that is not heavily impacted by high traffic volumes. It is currently lined by almost exclusively commercial businesses, including a number of car dealerships. Oak Street is situated between Douglas Street and Blanshard Street with direct links to Uptown Shopping Centre and Mayfair Mall, it provides unique opportunities for its future design and role in the UD area.

Oak Street will be designed as a central high street, integrating bikes, a pedestrian promenade and amenities with active and engaging mixed-use buildings framing the street. Livability will be the primary consideration in the design of the street and the buildings fronting it.

POLICIES

- 7.8.1 Implement the conceptual design identified in Figure 7.9 on Oak Street.
- 7.8.2 Design Oak Street as a featured pedestrian street with street trees and street furniture (including benches, pedestrian lighting, movable seating, and resting places).
- 7.8.3 Support developments that improve streetscape design of Oak Street that serves to enhance its role, function and appearance as a pedestrian-oriented main street.
- 7.8.4 Define a three-storey street wall along Oak Street to frame the street and reflects its smaller scale character (See Figure 7.9).
- 7.8.5 Support changes on Oak Street that increase animation and pedestrian orientation, including the addition of parks, plazas, patios and active uses.
- 7.8.6 Support the installation of parklettes along Oak Street that use parking spaces to create temporary pocket parks.
- 7.8.7 In collaboration with the business community, support temporary closures of Oak Street for festivals or other community celebrations.
- 7.8.8 Strengthen the pedestrian connections to the existing Uptown Boulevard where Oak Street and Saanich Road intersect, including through paving, wayfinding and intersection design.
- 7.8.9 Restrict access points off of Oak Street, locating access on side streets or from Audley Crossing, where possible.
- 7.8.10 Provide street lighting with separate light sources for pedestrians and vehicles.
- 7.8.11 Explore opportunities to plant Garry Oak trees in park spaces or feature areas along Oak Street to celebrate the Street's name and the area's natural history.



Oak Street

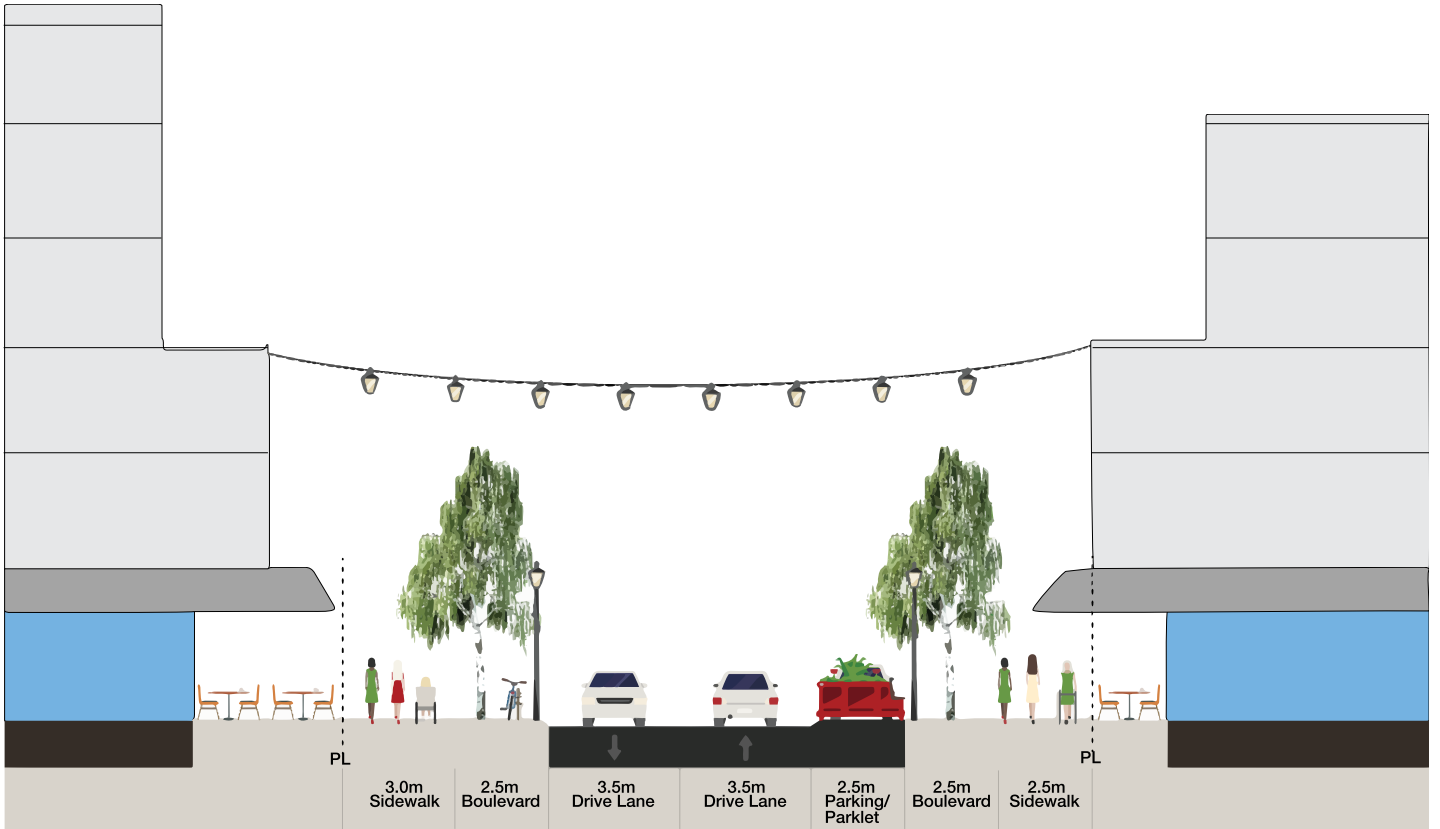


Figure 7.9: Conceptual cross section for Oak Street (20 metres)



Oak Street

7.9 AUDLEY CROSSING

Audley Crossing is a new laneway planned to be introduced through the development process. The lane will run between, and parallel to, Oak and Douglas Streets, commencing as an extension of Short Street and connecting all the way to Tolmie Avenue. Audley Crossing's primary intentions are to break up the large blocks and massing of surrounding developments, enable adequate on-site servicing, loading and access and provide additional opportunities for ground-oriented residential and commercial uses. The desired placement of the lane will align with and link the future community park acquisition and Audley Transit Station and provide opportunities for added connections to activated public space.

Audley Crossing will be designed as a pedestrian-oriented, activated shared street, bringing character while ensuring functionality of the space through the use of reduced speeds, distinctive and varied paving materials, landscaping, lighting and other features. The lane will contribute to making this an attractive and inviting public realm while retaining the shared purpose of service and access.

POLICIES

- 7.9.1 Create a new laneway, Audley Crossing, through the development process, generally based on the conceptual alignment identified on Figure 7.11.
- 7.9.2 Implement the conceptual design for Audley Crossing identified in Figure 7.10.
- 7.9.3 Design Audley Crossing as a shared lane with pedestrian priority, including features such as planters and living walls, street furniture and pedestrian lighting, on the buildings.
- 7.9.4 Define a two-storey street wall along Audley Crossing to frame the lane and reflect its pedestrian-scale character (See Figure 7.10).
- 7.9.5 Through the redevelopment process, work with developers to ensure optimal outcomes for Audley Crossing, including through easements, adjustments to the alignment and consideration of community contributions.
- 7.9.6 Encourage opportunities for integrating Audley Crossing as part of large redevelopment projects on Douglas Street and Oak Street, and support residential and commercial mixed-use developments (up to 3 storeys, stepped back at 2 storeys) that front onto the lane and serve to enhance its role, function and appearance as a shared thoroughfare.
- 7.9.7 Strongly encourage active commercial developments along Audley Crossing that frame the lane, provide commercial activity and pedestrian orientation and offer a spilling-out of uses into the space (e.g. cafes, patio seating).
- 7.9.8 Provide pedestrian, bicycle, local vehicle and loading/delivery access while creating an exceptional pedestrian-oriented lane that accommodates recreational and social activities.
- 7.9.9 Expect all loading access and bays to be on-site and integrated into building design (see guidelines 9.2.5 ii).
- 7.9.10 Consider public open space linkages (i.e. new park acquisition) and other improvements that create unique areas along Audley Crossing including pocket parks, enhanced seating areas and public art.

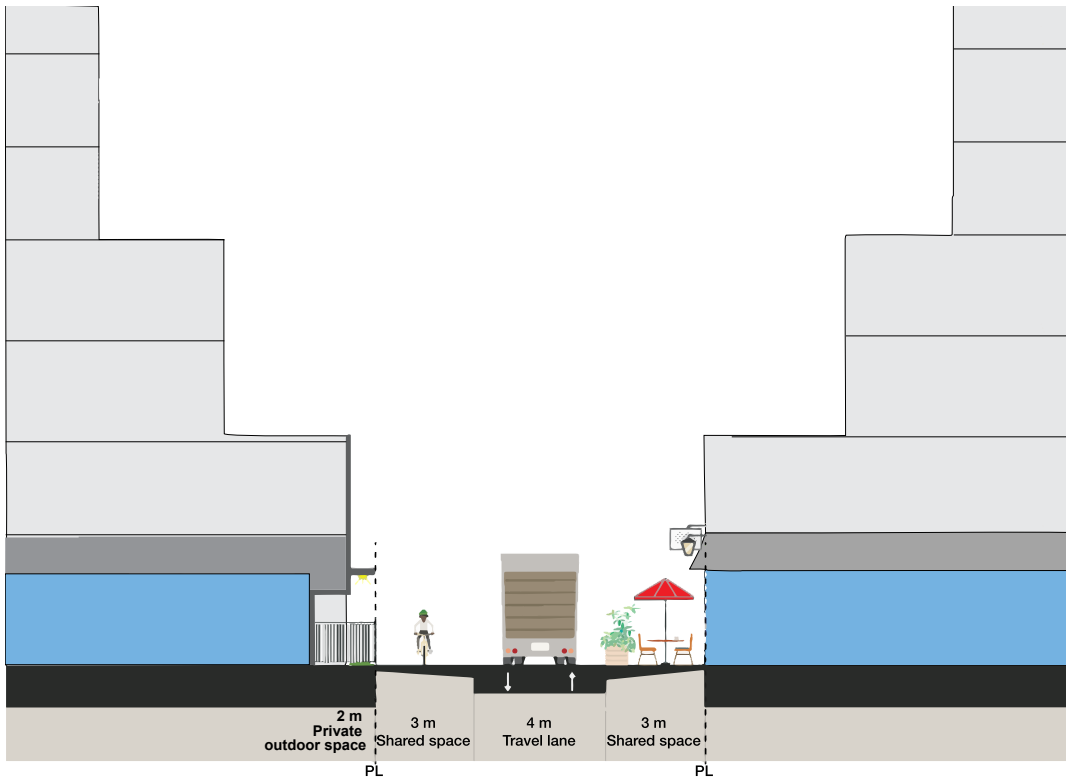


Figure 7.10: Conceptual cross section for Audley Crossing (10 metres)

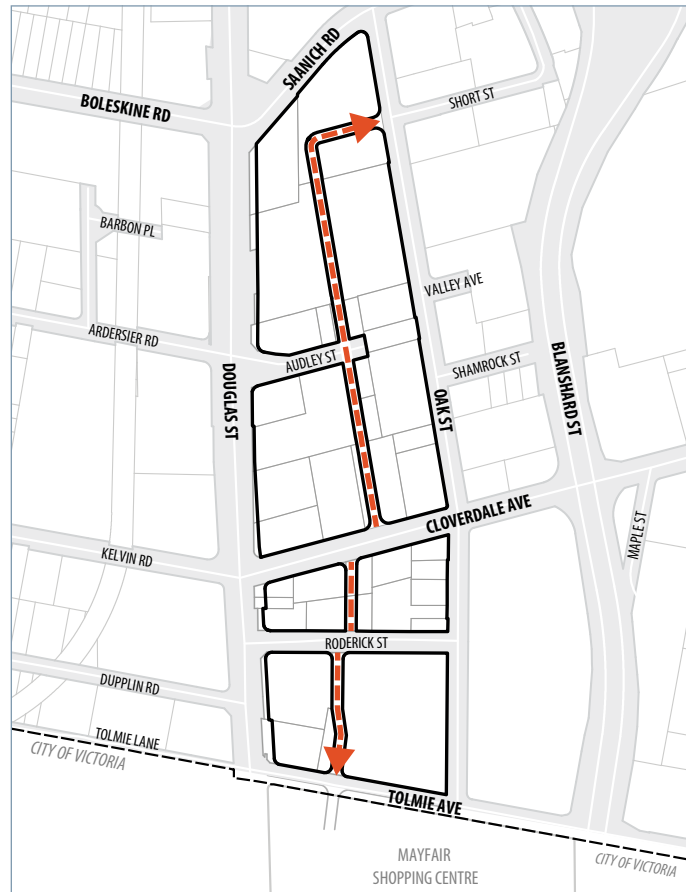


Figure 7.11 Conceptual alignment of Audley Crossing