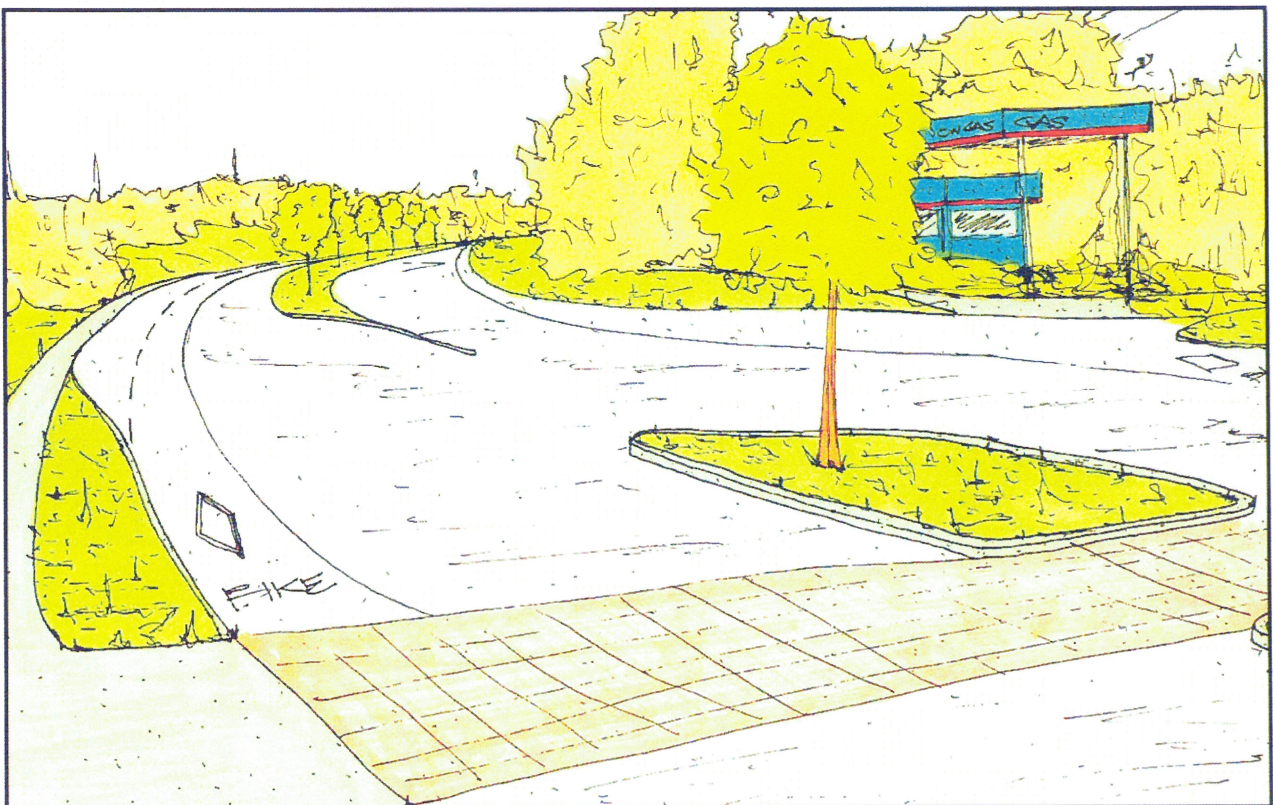


# West Saanich Road Streetscape



Streetscape Committee  
Saanich Planning + Engineering  
Departments  
2001/04/05

## **ROYAL OAK STREETSCAPE COMMITTEE**

- David Cubberley, Councillor
- Elaine Turnbull, President, Royal Oak Community Association
- Elisabeth Hietkamp, Royal Oak Community Association
- Gary Potter, President, Broadmead Area Residents Association
- Sergio Barbon, Royal Oak Automotive
- Graeme McCreath, Royal Oak Physiotherapy Clinic
- Ardele Ranson, Royal Oak Middle School Parents Association
- Jim Hartshorne, Royal Oak Shopping Centre
- Pam Hartling, Planner, Planning Department
- Anne Topp, Manager of Planning Services
- Peter Sparanese, Manager of Capital Works, Engineering Department
- Dave DeShane, Parks Manger, Parks and Public Works Department



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## 1. BACKGROUND

In 1998 the Municipality offered the former Chantecler Restaurant site for sale. As a result of the development proposals received, Council created a Task Force to review options for the Royal Oak Area. The result was the Royal Oak Design Charette completed in October 1998. This report was considered by Council in January 1999 along with a report from Councillors David Cubberley and Judy Brownoff. The following recommendations were endorsed by Council:

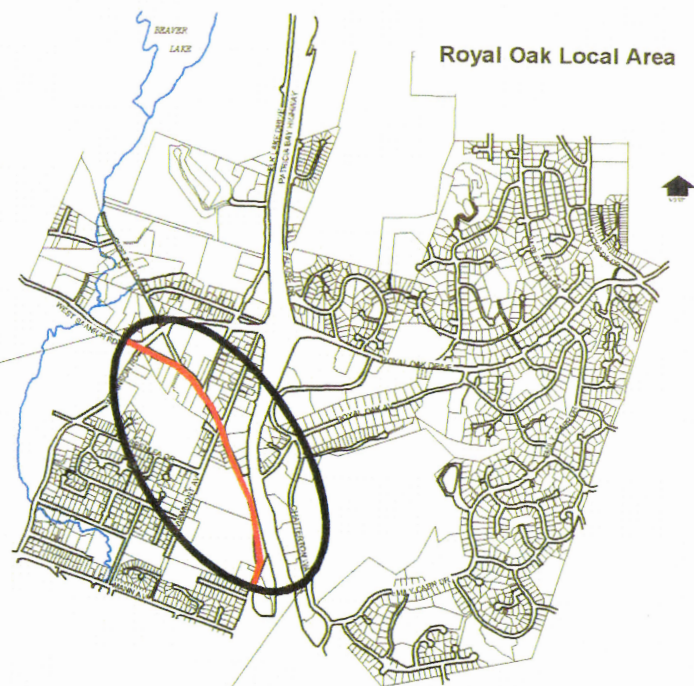
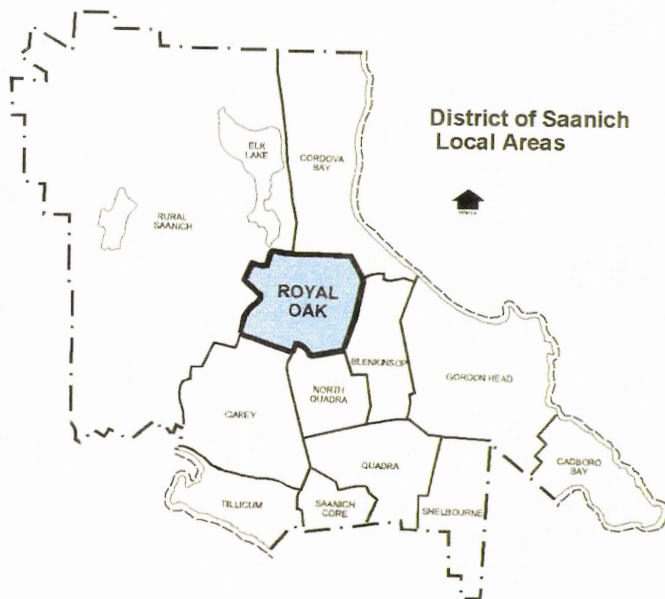
- A. *The basic concept outlined in the charette of the Village Green, Commercial and/or mixed use of the Chantecler building and its environs, and multi-family housing along the north and east boundaries be endorsed as the basis for future discussions and future land sales;*
- B. *The suggested changes to the form and alignment and intersections along West Saanich Road be referred to the streetscape project and not considered as part of the Royal Oak land sales;*
- C. *That the school house be moved from its current site to free up the sale of the property and that a call for Development Proposals be initiated;*
- D. *The Chantecler Building and the area immediately around it be sold or leased immediately and that any proposal from a potential purchaser that requires additional uses be considered in light of the overall context of the charette design; and*
- E. *The Task Force be restructured to tackle the Streetscape project.*

In response to Council's direction outlined in Item "E" a Streetscape Committee was formed that included a councillor and representatives of the Community Associations, local businesses and staff. A Terms of Reference for the project was created and endorsed by Council on May 17, 1999.

### Context

A streetscape is more than just dealing with movement of traffic and pavement width. Within Saanich the social and environmental aspect of streetscapes are becoming more and more important as the role the street plays in helping create a sense of "community" is better understood. This integrated approach is supported by the recently adopted "Manual on Policy





# **REGIONAL CONTEXT MAP** **1**

and Procedures for Traffic Calming in Saanich" June 2000, which clearly identifies the need to reclaim our roadways and improve the livability of our communities by focussing on the environmental, social, and historical aspects of the street.

The Royal Oak Design Charette recognized the concept of creating a "traditional" Village Centre. That document identified a number of concepts that have helped shape a streetscape design that supported creation of a village while recognizing the importance of individual design elements within Royal Oak.

The historical significance of the landscape and the cluster of historical buildings is a major feature of the Royal Oak community. Their importance is reflected in the "Saanich Heritage Management Plan 1999" which recommends establishment of West Saanich Road as a heritage conservation area. The Streetscape Study area is a significant component of the proposed conservation area containing five designated buildings and one inventoried residence. As the interface between urban and Rural Saanich, the village section of West Saanich Road provides an opportunity for redevelopment that respects the neighbourhood, the natural environment, the heritage resources and the traffic management needs. This approach relates to the concept of enhancing Urban Villages throughout Saanich.

A well designed road can connect neighbourhoods and respect community values while at the same time accommodating traffic. Future changes to the roadway can either enhance the community, its environmental attributes, and historical features or divide it.

## **Objectives**

- To identify streetscape elements for incorporation into future plans for that portion of West Saanich Road corridor from the Glanford/Quadra overpass to Wilkinson Road.
- To develop and implement a streetscape *concept plan* for West Saanich Road (Quadra to Wilkinson) creating a vibrant community centre with a diversity of viable businesses, attractive ambiance, heritage character, appealing social space for all ages, a safe and inviting pedestrian atmosphere, and accessibility for bicycle and vehicular traffic.

## **Terms of Reference and Committee**

A formal Committee terms of reference was prepared and endorsed by Council in May 1999. Council approval ensures that the selection of membership is transparent and the task of the Committee is clearly articulated. Of particular significance is that the terms of reference noted "product expectations". The complete terms of reference is in Appendix 1.

## **2. PLANNING PROCESS**

The development of the West Saanich Streetscape included: identifying existing conditions, establishing guiding principles fundamental to creating a new vision for this corridor, creating of an initial concept plan, analyzing the initial concept plan and adopting of a concept plan.

The Committee met seven times. It commenced with a walkabout in April 1999, held a workshop session in June 1999, and endorsed an initial concept in November 1999. Staff tested the concept against traffic growth and land use changes. This concept was presented to an Open House in May 2000.

### **Walkabout**

The walkabout permitted the Committee members to experience the streetscape as a group. They were able to exchange ideas about what they saw as being good and bad features of the streetscape. For example, there was a group perception of speeding traffic and not feeling safe, and that the overhead wiring and utility poles on both sides of the road dominate the streetscape. Engineering provided traffic data described in Existing Conditions.

### **Workshop**

The workshop was an opportunity for the Committee to spend half a day considering the broader aspects of streetscape improvements. Both planning and design issues were addressed. The planning discussion focussed on *What kind of place are we trying to create?* and *What are the key principles of design that should guide redevelopment?*

During the design part of the morning, the group concentrated on elements both existing and wanted within the right-of-way. These included laning (cross section), on-street parking, activity nodes, pedestrian crossings, landscaping, and identity.

The outcome of the workshop was a listing of Committee Goals relating to planning and Principles of Design related to specific design elements.

### **Open House**

More than 80 people attended the Open House held in the Royal Oak Shopping Centre. Staff from Engineering, Planning, and Parks were in attendance to explain the concept and answer questions. Several methods were used to record public reaction. Attendees were invited to record their comments on a plan of the proposed streetscape and to complete a response form. Twenty-seven response forms were returned and 96 % of those indicated that they generally supported the Streetscape Concept for West Saanich Road. The elements that were considered most positively related to aesthetic and pedestrian elements such as boulevard, cross walk, and



sidewalk improvements. Areas of concern included loss of parking for the smaller commercial parcels just north of the shopping centre, request for additional traffic signal locations, and concerns about reducing vehicle capacity. Question 5 asked about the two options for the Viewmont/West Saanich intersection. Twelve of sixteen respondents favoured improvements within the existing right-of-way to secure protection of the oak trees. See Appendix 2 for a copy of the response form data and mapped comments.

## **Committees and Agencies**

As part of the review process the concept plan was reviewed by the Bicycle Advisory Committee and the Administrative Traffic Committee. Points of concern noted included the Viewmont intersection, the parking bays and the lack of existing pedestrian traffic.

The Bicycle Advisory Committee supported the concept, noting that Option 1 for the Viewmont intersection was favoured because the oak trees are saved and there is no land acquisition.

BC Transit reviewed the concept and is supportive of the plan in general. There is a desire to remove bus traffic from Pipeline Road by improving the turning radius at West Saanich and Wilkinson Road. Adequate bus stops will need to be identified at the detailed engineering stage.

## **Existing Conditions**

The Committee examined existing conditions and identified strengths/opportunities and weaknesses/threats.

The information in the box details major factors about the existing conditions along West Saanich Road. Existing conditions are also illustrated in the photographs.

- Vehicles per day range from 8,200 between Wilkinson and Elk Lake; 14,200 between Elk Lake and Shopping Centre; and 16,300 between Shopping Centre and Glanford.
- Approximately 1450 vehicles per hour at p.m. peak flow.
- ROW width is generally 20m throughout.
- Number of lanes vary from 5 in front of Shopping Centre to 2 at either end.
- Road pavement widest at crosswalk in from of tunnel where it exceeds 5 lanes.
- Curbs, gutters and sidewalks are intermittent and what exists is mostly on the west side.
- Type and quality of pedestrian facilities varies with both concrete and asphalt, monolithic throughout.
- Overhead wiring and utility poles on both sides.
- Little on-street parking.
- Significant trees (mostly Garry Oak and Douglas Fir) at Chantecler and north or site; many on private land.
- Heritage buildings at Chantecler; old schoolhouse, Women's Institute.

## Existing Conditions



West Saanich Road looking south  
Note width of pavement

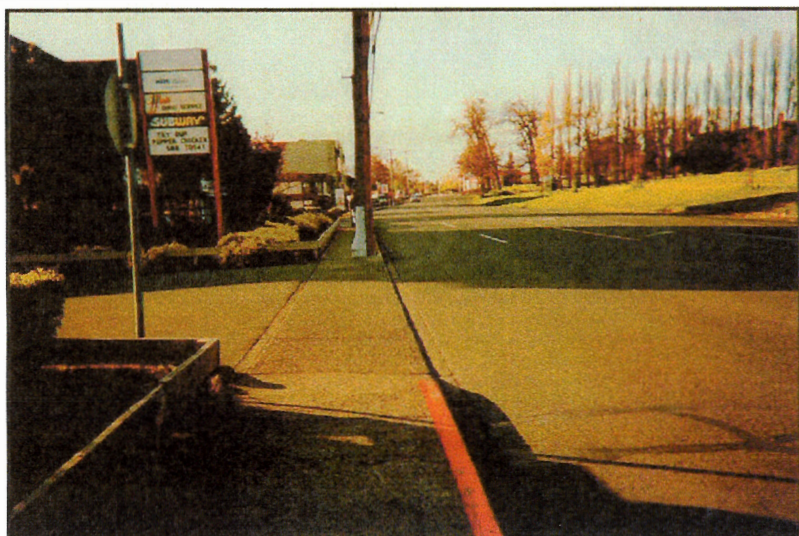


West Saanich Road looking North  
towards Fireside Grill Restaurant.  
Note lack of bicycle lanes and  
pedestrian facilities.



Chantecler property Oak trees  
to be preserved and historical  
buildings create heritage  
context.





Monolithic sidewalks, west side of West Saanich Road. Note the lack of boulevard and utility pole blocking pedestrian flow.



Highway 17 pedestrian underpass requires upgrading.



## **Strengths and Opportunities**

The strengths and opportunities indicate that there are many important elements that could contribute to improving the area.

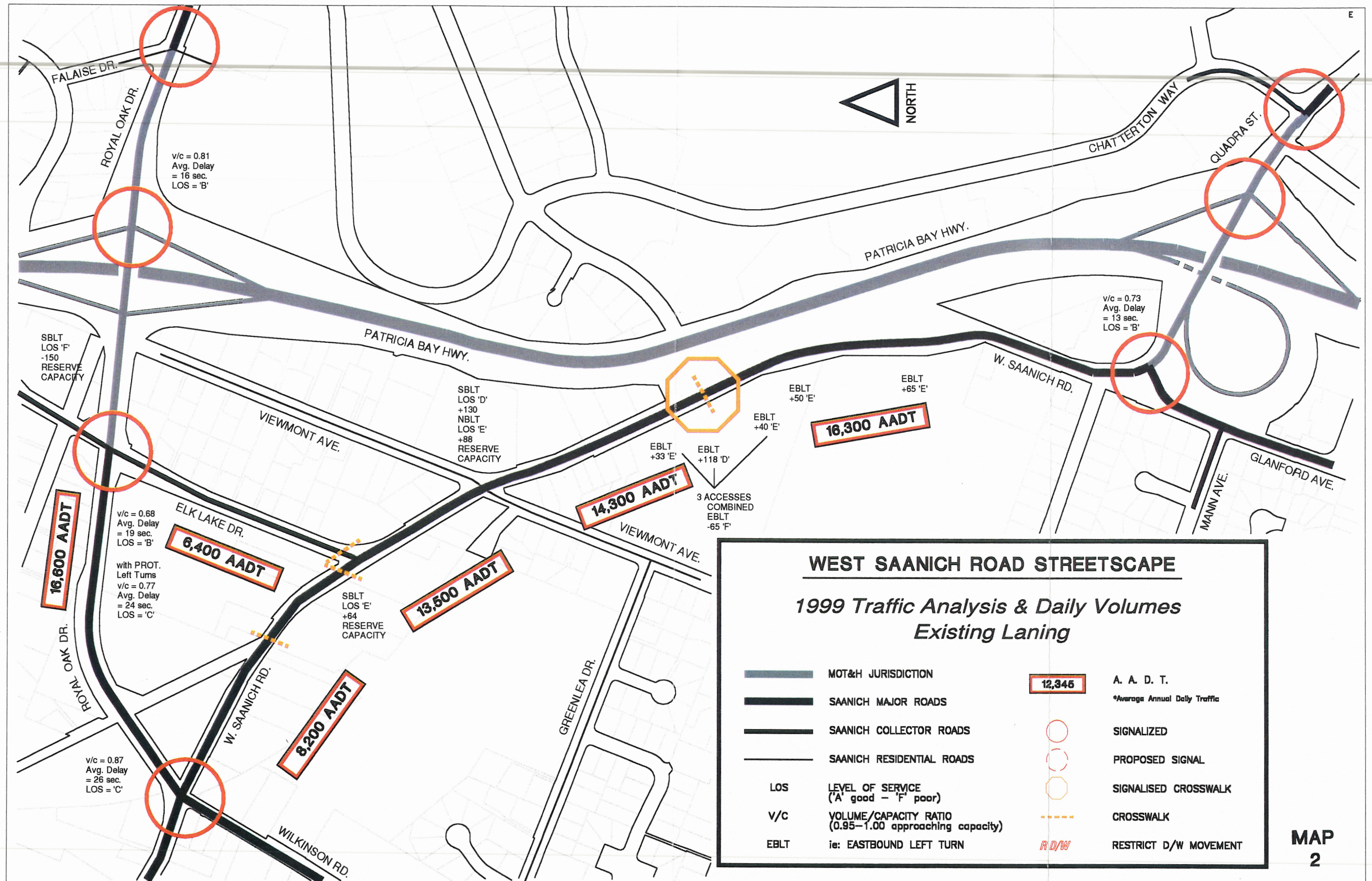
- topography and landscape provide scenic qualities
- significant heritage and natural vegetation at the Chantecler site
- owner of Royal Oak Shopping Centre interested in redevelopment of commercial property and may fund some improvements
- space in ROW is available
- possible redevelopment opportunities at Chantecler, BC Hydro, and school site
- pedestrian connection under Pat Bay Highway
- Pat Bay handles much north-south traffic
- densities are increasing in area
- major east-west connection for regional trail
- BC Hydro site offers possibilities
- a neighbourhood commercial node
- excess pavement to be removed or used for cycling or landscaping

## **Weaknesses and Threats**

The Weaknesses and Threats identify many of the difficult elements of the streetscape and highlight areas where improvement is needed.

- “sad” built environment not well planned
- “hostile” pedestrian environment with sidewalks up against road pavement, hydro pole obstruction, and discontinuous sidewalks
- many access points and driveways to West Saanich Road
- corridor is difficult to cross
- perception of wide expanse of road
- community reports speeding traffic
- commercial built environment not pedestrian-friendly
- Pat Bay Highway is clearly visible
- diverted traffic from Pat Bay is sent down West Saanich by MOTH
- poor alignment at Viewmont Avenue hazardous to cross

Existing conditions data is also provided on Map 2, *Traffic Volumes and Analysis*, which summarizes the number of vehicles travelling through the study area and the turning movements made. The traffic volume is the greatest at the south end of the corridor (16,300 vehicles per day) and decreases steadily proceeding north until the intersection at Elk Lake Drive. North of this intersection the traffic volume drops to 8,200 vehicles per day.





Traffic Analysis information on map 2 provides information about turning movements and intersection capacity. The traffic analysis for this corridor indicates that the left turn movements at most of the driveways and minor road connections to West Saanich operate at a LOS "E" during the p.m. peak hour. LOS "E" means that these intersections are operating at maximum capacity.

### Levels of Service (LOS)

Level of Service relates to the qualitative measure of motorist perception of operational conditions in traffic. These include factors such as speed and travel time, freedom to manoeuvre, traffic interruptions and comfort and convenience. Six levels of service are defined: A to F with 'A' representing the best operating conditions and 'F' failure. Level of Service 'E' generally corresponds to the maximum capacity of a road and for most design and planning purposes LOS 'C' or 'D' are used because they represent a more acceptable quality of service to users.

Traffic accident history from July 1995 to December 1998 was reviewed. Map 3 illustrates the 1998 accident history. This information indicates that the study area has a lower accident rate than other major roads in Saanich.



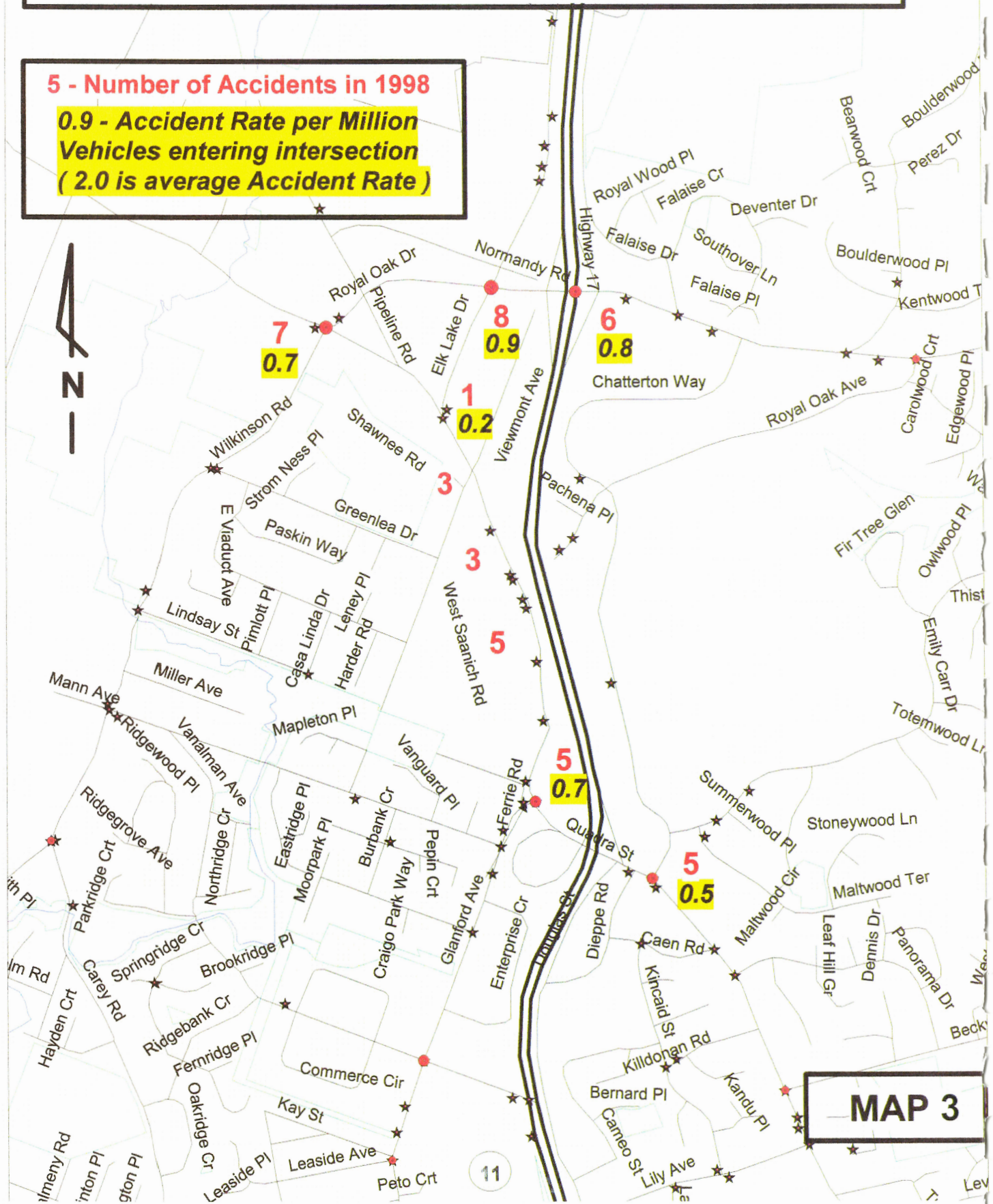
Royal Oak School entrance from West Saanich Road at Pipeline Road



# WEST SAANICH ROAD ACCIDENT STATISTICS

**5 - Number of Accidents in 1998**

**0.9 - Accident Rate per Million Vehicles entering intersection (2.0 is average Accident Rate)**



**MAP 3**

## Committee Goals

Using existing conditions information and the strengths and weaknesses brainstorming analysis, thirteen goals for the streetscape corridor were identified.

1. Emphasize pedestrian, bicycle, and transit mobility rather than focussing on automobiles.
2. Increase the opportunity for local residents to make short trips without relying on a car.
3. Separate and buffer pedestrian areas from the roadway.
4. Ensure pedestrian and bicycle mobility to and throughout the site.
5. Ensure integration of components and uses on the site.
6. Create a bicycle-friendly site with cycling amenities.
7. Provide attractive landscaping that enhances the viewscape of the corridor.
8. Promote an economically viable area that is diverse in land use and self-sustaining.
9. Moderate traffic speed so that vehicles, pedestrians, and cyclists can safely and comfortably co-exist.
10. Promote shopping areas that are pedestrian and bicycle-friendly.
11. Make linkages between pedestrian pathways through the site and to regional trails.
12. Strengthen a sense of community through community markets, craft sales, special events, and activities for seniors and youth.
13. Give the area an "identity" by giving it a recognizable name and using design elements such as signs, planting, and banners.

These goals emphasize elements other than vehicle traffic. Six of the thirteen goals specifically mention pedestrians and five talk about bicycle issues. The importance of the business community is also recognized.

As a whole, the goals create a vision of a streetscape that celebrates the needs of the community within a visually attractive, and economically viable, commercial and residential area.

### **3. DESIGN PRINCIPLES**

The Committee recognized that the strength of a concept is often in the details, both in the development of the concept and later at the implementation stage. The following design guidelines were created to direct concept development and more detailed design work.

#### **Roadway**

1. Use as narrow lane widths as possible (3.3 m to 3.5 m).
2. Continuous bike lanes should be established on either side of the road (1.2 m to 1.5 m).
3. The priority for action is the multi-lane section in front of the shopping centre. This section of road should be redesigned to accommodate bike lanes, single travel lanes, alternating centre turn lanes, landscaped medians, parking bays, and pedestrian facilities.
4. Design the roadway to moderate vehicle speeds.
5. Maintain safe and convenient access to commercial sites but not at the expense of other principles.
6. Consider establishing the right-of-way to the south of the shopping centre as the principle entry, and reassess the need for other entrances.
7. Coordinate streetscape modifications with developing sites.
8. Where space allows, alternate centre turn lanes with medians supporting landscaping and pedestrian refuges.
9. Utilities should be located as unobtrusively as possible.
10. Bus shelters should be conveniently located, visible, accessible, and have a strong presence on the street.
11. Use the road design to “knit together” the shopping mall site and parcels opposite.

#### **Pedestrian-Enhanced Environment**

12. Make pedestrian crossings safe and comfortable by narrowing the crossing distance, using audible signals where possible, and using different pavement textures in crossing areas that provide drivers with cues that they have entered a pedestrian area.
13. Redesign intersections (Elk Lake Drive-West Saanich, Viewmont Avenue-West Saanich) to be safer for pedestrians and cyclists and reduce vehicle speed.

14. Sidewalks or pedestrian pathways should be placed on both sides of the road. Generally, sidewalks should not be placed adjacent to a travel lane, and a landscaped boulevard should separate pedestrians from vehicular traffic. In some situations, on-street parking and bicycle lanes can be used to provide a buffer for pedestrians.
15. Enhance social space and encourage people to linger by providing benches and other furniture at meeting places.
16. Efforts should be made to relocate hydro poles or to widen sidewalks where hydro poles have been placed within the sidewalk and are obstructing pedestrian movement.

### **Landscaping**

17. Break the visual connection with Pat Bay Highway through berms, vegetation, and siting of structures.
18. Use landscaping to tie the site together, to beautify, and to create a more pleasant pedestrian environment (on both private and public lands).
19. Bold planting should occur in the boulevards and corresponding landscaped medians.

### **Design Elements**

20. Employ design of community elements such as signs, bus shelters, furniture, and street lighting with an identifiable heritage theme throughout the site.
21. “Define” the area through marking entrances, use of banners, landscaping, and surface textures and public art.

### **Built Form**

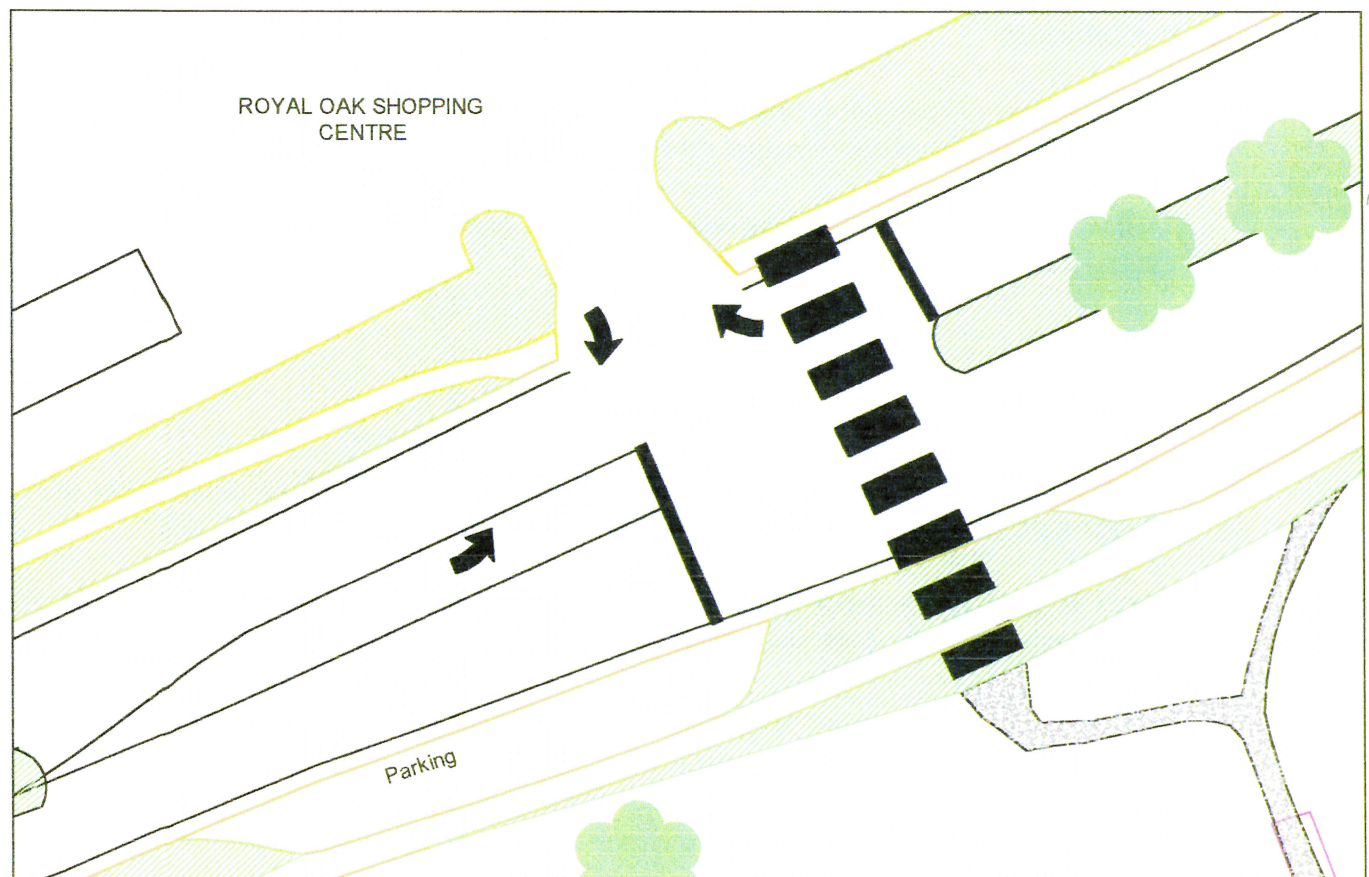
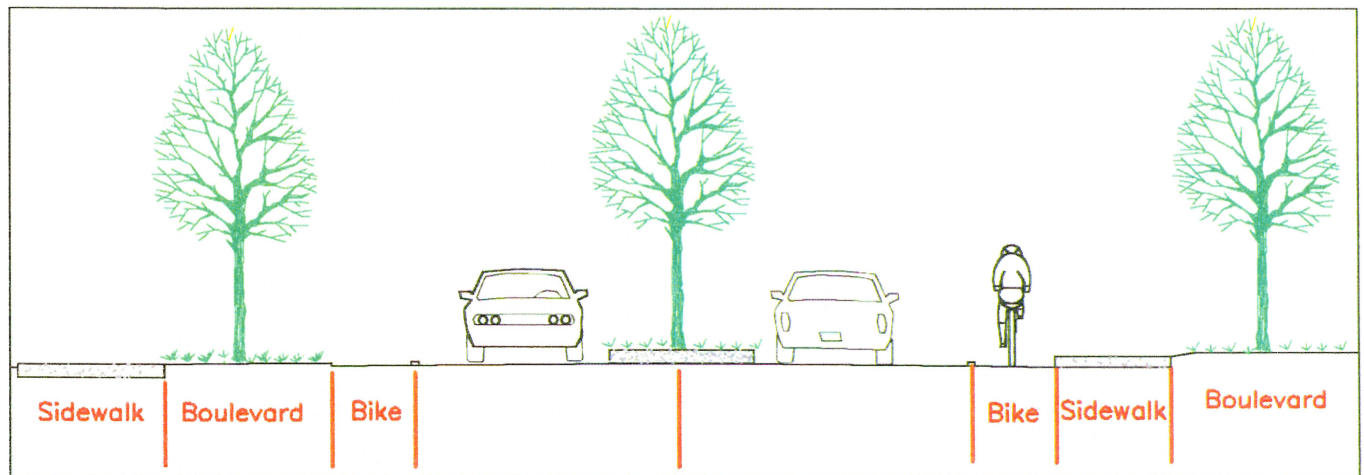
22. Design buildings at a pedestrian/human scale.
23. Consider incentives to developers such as density bonusing for provision of amenities that are consistent with the objectives and principles of this concept.
24. Amend the Development Permit Guidelines to clearly illustrate the heritage theme, reduce building setbacks from West Saanich Road, and require boulevard trees.



## Initial Concept Profile and Plan View

### Diagram 1

The integration of the goals and design guidelines were illustrated, for committee discussion purposes, in a drawing incorporating the following features: a two lane road with centre turning lane / landscape median and bike lanes, incorporating pedestrian and boulevard improvements.



## 4. ANALYSIS

Many factors are considered when analysing future infrastructure improvements: a planning horizon must be established against which projects can be evaluated; future land use and densities must be projected and extrapolated into future traffic; options for particularly difficult elements must be created and examined; and the goals and design principles must be considered.

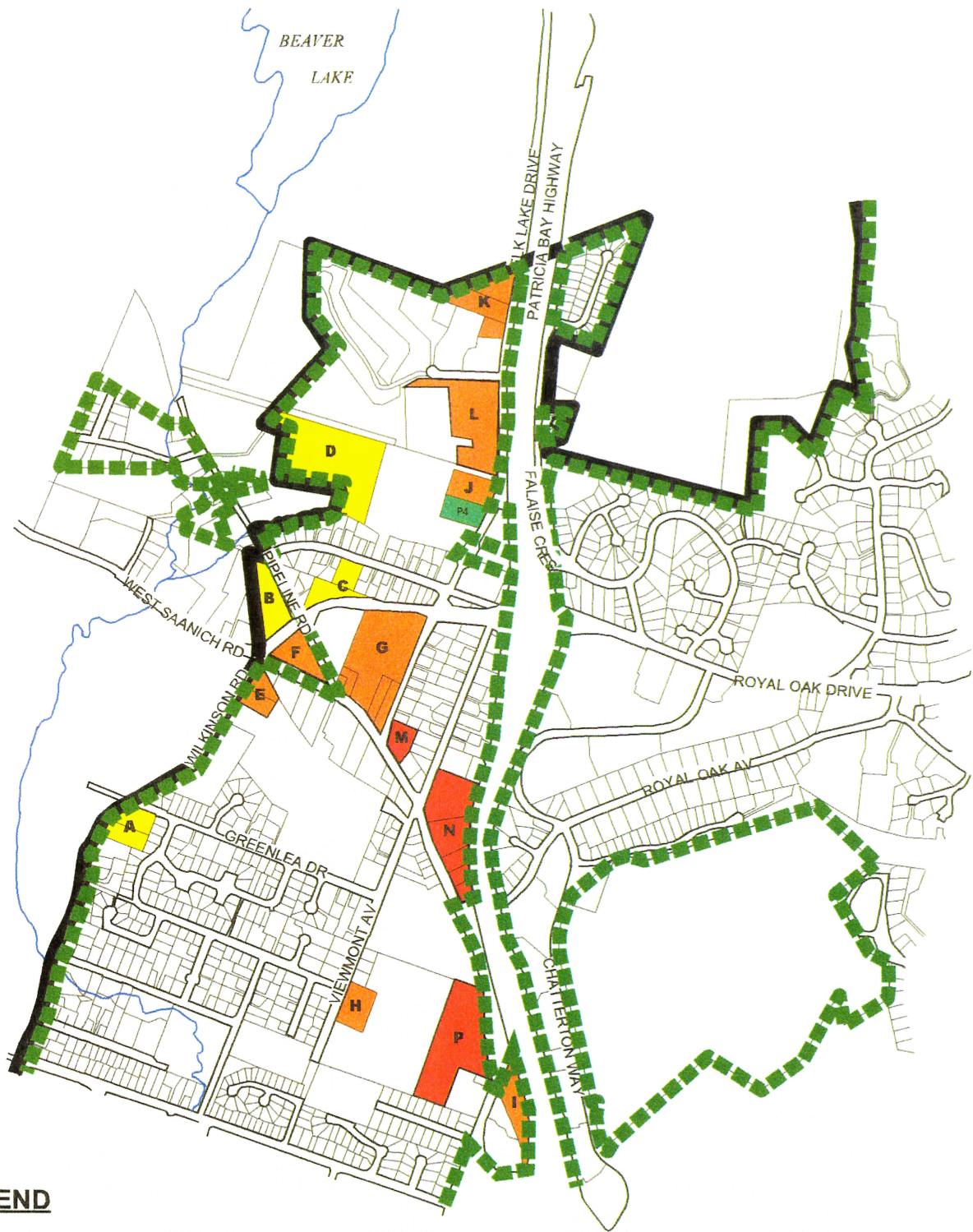
The following assumptions are basic to the analysis of the initial concept and the traffic projections

- A 20-year horizon
- A minimum parcel size of 665 m<sup>2</sup> based on RS-8 for single family residential
- Multi-family ranging from RT-1 to RT-3
- 30% write-down of gross residential units due to roads, road dedication, park dedication, setbacks, parking, etc.
- Commercial Floor Space Ratio (FSR) estimated at 0.4 in general for this area.
- Commercial Floor Space Ratio (FSR) for the Chantecler site of 0.26 due to open space requirements and heritage preservation (re: Royal Oak Design Charette)
- Use existing infrastructure where appropriate to minimize cost.

As part of the analysis, future land use and density projections were required. Map 4 identifies parcels available for future development or redevelopment. Table 1 identifies the density projections used to calculate traffic growth resulting from land use changes. Appendix 3 provides parcel unit density assumption and projections in more detail.

**Table 1**  
**Land Use and Density Projections**

Land Use	Net Units (70%)
Single Family	65
Multi Family	132 + 98 = 230 approved units
	Total floor space
Congregate Care	33,120m <sup>2</sup>
Commercial office and/ or Retail/Mixed	20,240m <sup>2</sup>



## LEGEND

### FUTURE LAND USE

- SINGLE FAMILY
- MULTI-FAMILY
- COMMERCIAL
- MIXED RESIDENTIAL
- URBAN CONTAINMENT BOUNDARY
- SEWER ENTERPRISE BOUNDARY

Letters correspond to tables  
3.1 and 3.4 on page 36 of  
Traffic Analysis

## TRAFFIC ANALYSIS\LANDUSE DENSITY PROJECTIONS (1999 DATA)

© PlanningStudyW. Saanich Streetscape\traffic\_landuse\_analysis\map4



To fully understand the implications on the movement of vehicles through the corridor, traffic growth and projected land use changes were analysed under two scenarios.

Maps 5 illustrates the impact of added traffic growth and development on traffic volumes and intersection capacity assuming no improvements to the lane configuration or traffic management on West Saanich Road. The results indicate that all the driveways and minor roads will fail from a traffic perspective during peak hour operations. This means that motorists using this intersection will experience difficulty entering or exiting at any of these locations. This scenario does not provide for any pedestrian, bicycle, or visual amenity improvements in accordance with the overall goals for the streetscape.

Map 6 illustrates the impact of adding future traffic growth with changes in land use and the streetscape concept plan. This analysis determined if projected traffic can be accommodated within the proposed streetscape. The result shows that the corridor can function from a traffic perspective over a 20 year design horizon with specific traffic management interventions such as traffic signals.

Installation of traffic signals at Elk Lake Drive and at the shared driveway between the Royal Oak Shopping Centre and the B.C. Hydro site will be required. Pedestrians will be accommodated through strategically located crosswalks at Wilkinson, Pipeline, Elk Lake, Viewmont, the underpass of the Highway, and at Quadra/Glanford.

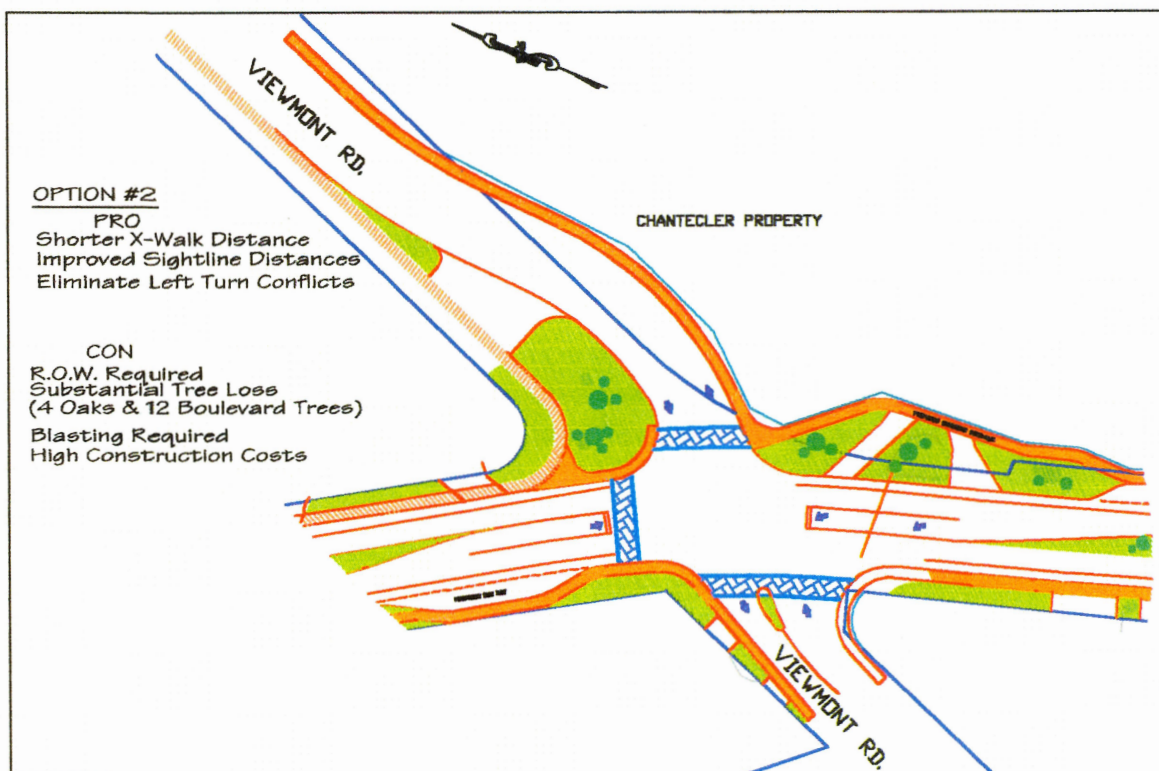
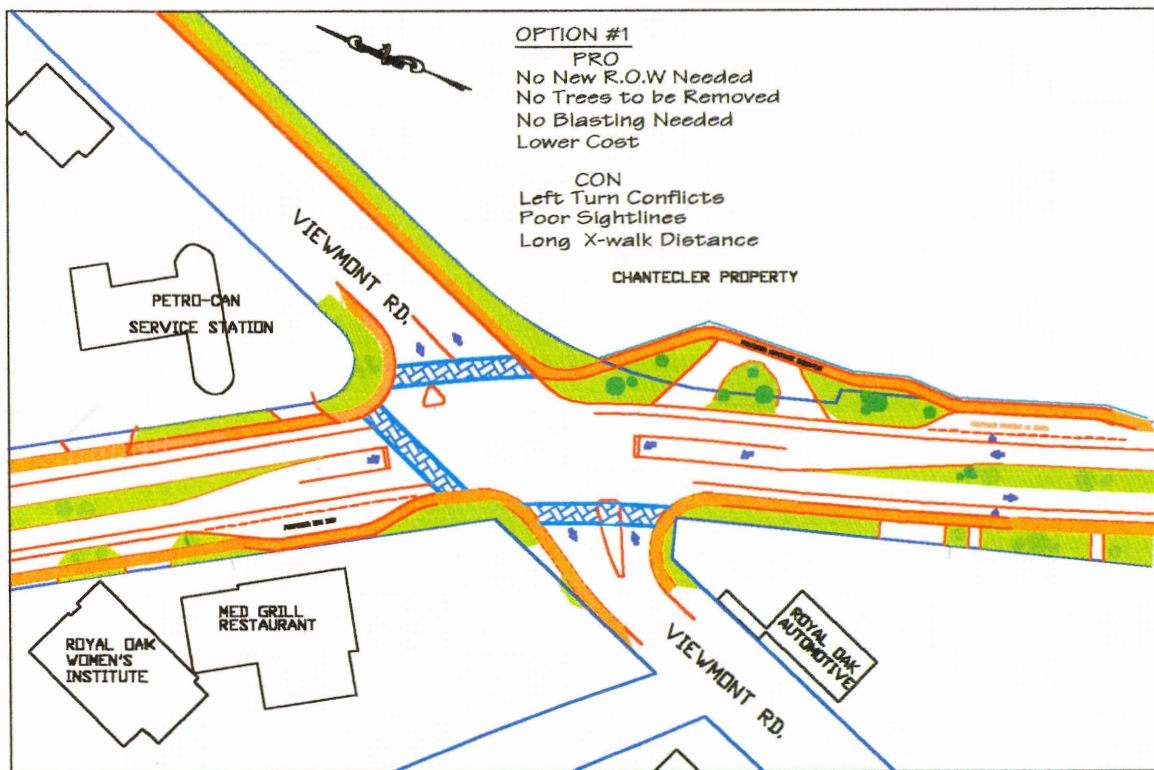
Both scenarios (Maps 5 & 6) provide for future traffic and land use, however, only Map 6, the streetscape proposal, acknowledges the other community values inherent in the design. Facilities for pedestrians and cycling are key elements, as are the introduction of landscape areas which will reflect the remnant open spaces and the natural history of the area.

The importance of the businesses in this commercial area were of considerable concern and every effort was made to address their needs. Balancing the accepted goals with the opportunities and constraints meant that the needs of all elements could not be maximized. This is most evident in the constraints on left turn access to all business locations by the landscape median.

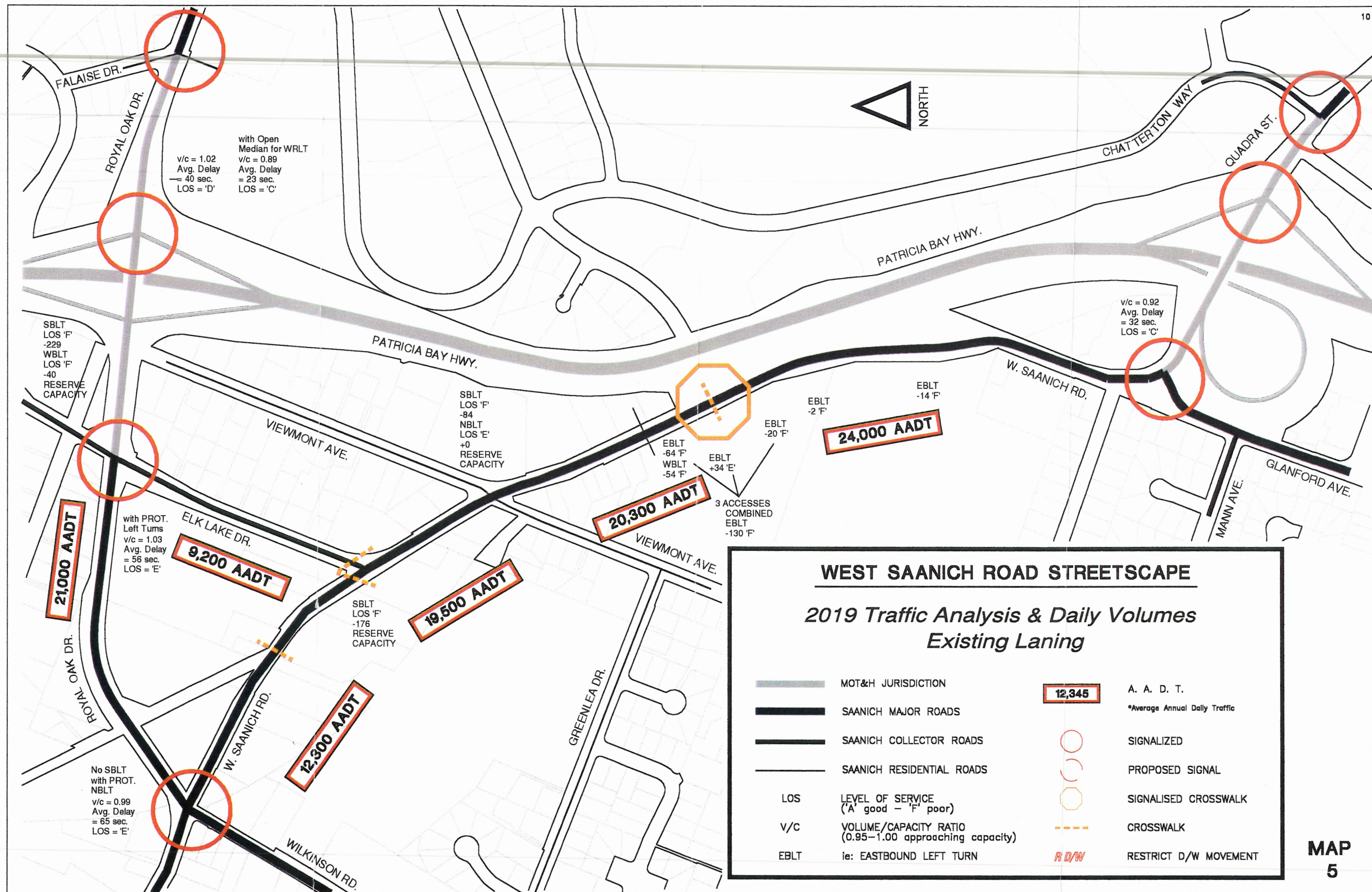
### **Viewmont Intersection**

The West Saanich Road / Viewmont Avenue intersection was of particular concern to both the committee and the respondents at the open house. As an illustration of the discussion about the various elements of the streetscape proposal, two alternatives were created for this intersection. Diagram 2 illustrates two alternatives evaluated by the committee and displayed at the Open House. While it is recognized that Option 1 does not address all of the concerns, on balance, it provides the best approach at the present time. This does not preclude further improvements at this location in the future.

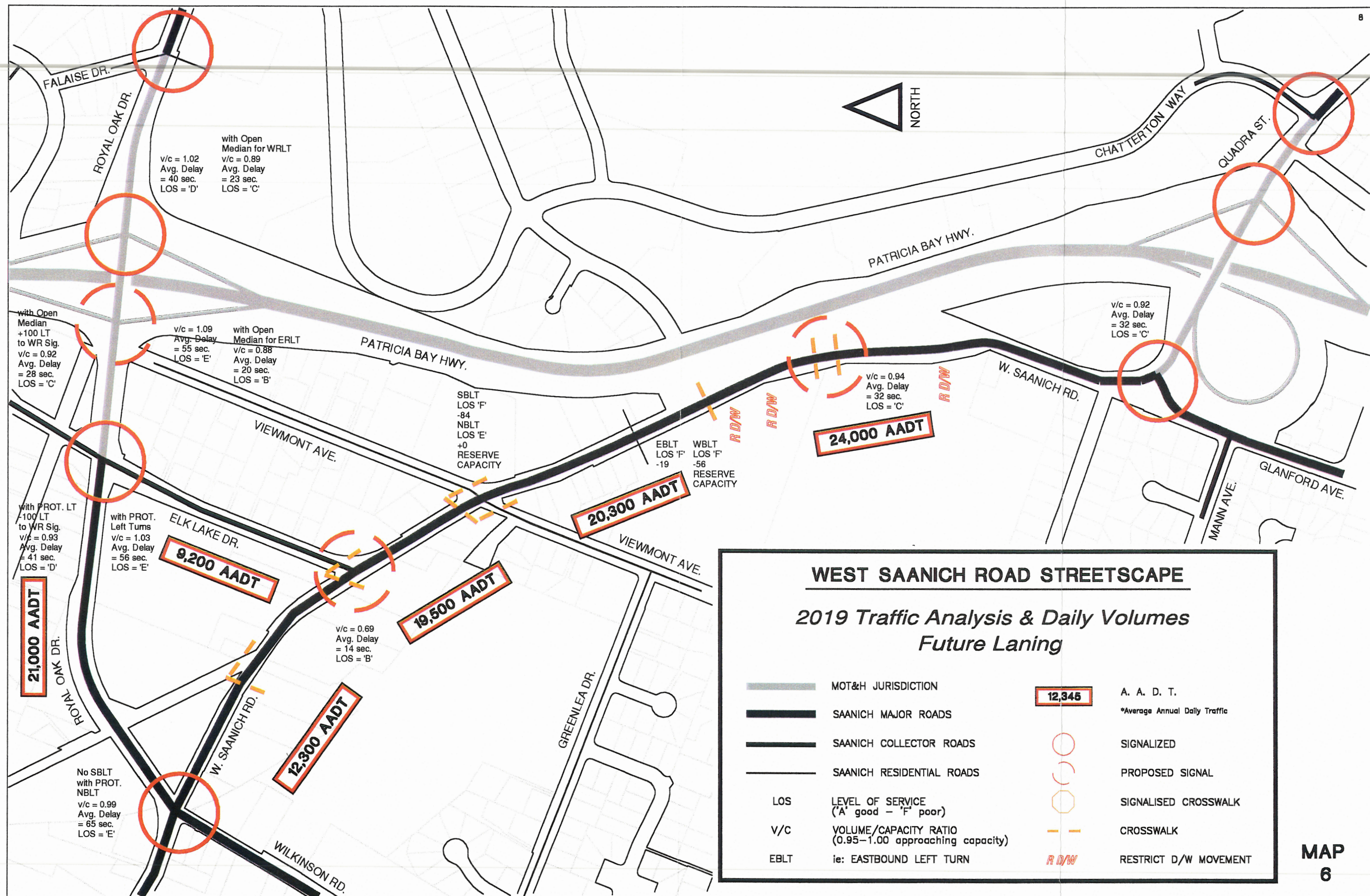
## Viewmont Road Design Options Diagram 2













## **5. CONCEPT PLAN**

The Streetscape concept, illustrated on Map 7, and in diagram 3, is based on two travel lanes and left-turn lanes. The concept includes enhancing the aesthetics and character of the corridor, promoting alternative modes of transportation such as pedestrians, cyclists, and transit, and balancing the functionality of the road between vehicle use and other values that contribute to the creation of an urban village. Inherent in this concept are a number of key elements that will be part of a future detailed engineering drawing leading to implementation.

### **Traffic Management**

#### **Elk Lake/West Saanich Traffic Signal**

- That this traffic signal only be installed as required based on land use and traffic generation changes.
- That the Municipality pays for the cost of installing the traffic signal, unless there is a significant change in land use that triggers the need to accelerate the installation of a signal.

#### **Northern Royal Oak Shopping Centre Traffic Signal**

- That this traffic signal only be installed as required based on land use and traffic generation changes
- Installation of the traffic signal will require that the Royal Oak Shopping Centre improves the on-site internal circulation to provide vehicle storage on site and restricts the north/south manoeuvring aisle adjacent to West Saanich Road to right in and right out movements.
- That driveway access to the municipal property (currently up for sale) be directly opposite the Royal Oak Shopping Centre's northern driveway and that this driveway could also service the Chantecler site via an easement agreement.
- That the Royal Oak Shopping Centre and the municipal property share the cost of installing the traffic signal.

#### **Southern Royal Oak Shopping Centre Traffic Signal**

- That this traffic signal only be installed as required based on land use and traffic generation change.
- That the Royal Oak Shopping Centre and BC Hydro continue to co-operate on the reciprocal access agreements.
- That the Royal Oak Shopping Centre and the Hydro Site share the cost of installing the traffic signal.

### **Transit**

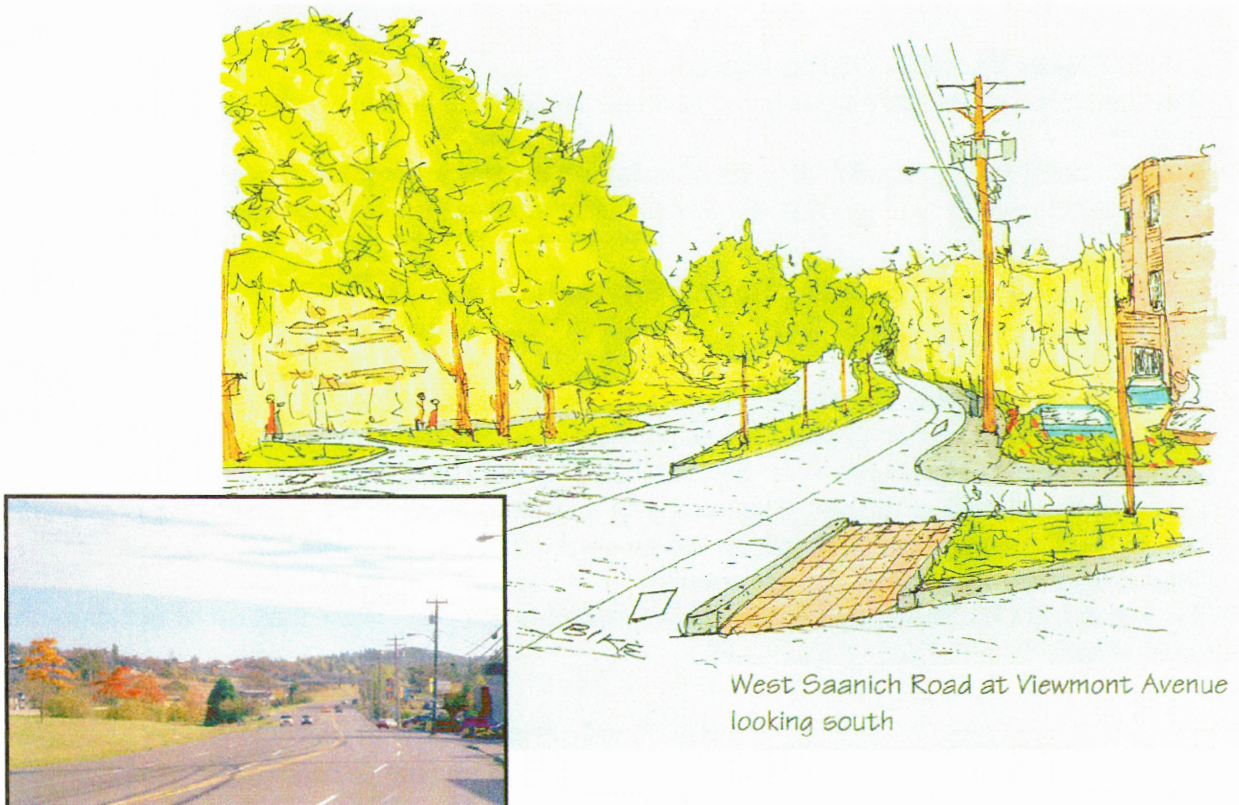
- That Transit be consulted during final engineering design to ensure adequate provision of bus stops and turning radius in support of the two way transit service within this corridor.

## Detailed Design

- That the design principles endorsed by the Streetscape Committee be used when completing detailed construction drawings. (See Pages 12 & 13)

In addition to the design principles, the following additional guidelines provide further direction when undertaking detailed engineering and or landscaping plans.

**Diagram 3** Artist's illustration of Streetscape Plan



- That trees growing to large and medium size be strategically planted to minimize the visual impact of above ground utility lines and poles and to maximize view to business signs.
- That low growing planting be incorporated that reflects the natural and social heritage of the community.
- That the detailed design include opportunities for public art, strategically located seating, feature planting areas, and village identity signs.
- That aesthetics and functional improvements to the Highway 17 pedestrian underpass be requested.

## **6. IMPLEMENTATION**

The terms of reference clearly described four product expectations of the West Saanich Streetscape Committee.

1. Principles and design concept.
2. Functional design (ensuring the principles and design concept can physically be accommodated in rights-of-way).
3. Detailed design (construction drawings).
4. Plan implementation (timing and funding).

The West Saanich Streetscape document meets the requirements of the first two expectations. Principles are listed in Section 2 as Committee Goals and the design concept is provided in Section 3 which describes design principles for five different elements of the streetscape. The concept plan shown on Map 7 and in Section 5 addresses issues of traffic management, reaffirms the design principles and addresses elements central to the functioning of the corridor

The third expectation, detailed design (construction drawings) is not provided as that is directly related to a future time after the concept has been endorsed and the project is being prepared for construction.

The fourth expectation, Plan Implementation (timing and funding) is more difficult. Communities throughout Saanich are anxious to reclaim the streets that are fundamental to the character of their neighbourhoods. This is an important initiative related to traffic calming and economic development. However the timing and funding of these projects is often difficult.

### **Timing & Funding**

Endorsing the West Saanich Streetscape concept plan and design guidelines establishes the vision for the street and provides direction to the community, the developer and staff about the form and character of future improvements. It is expected that implementation will occur over time based on availability of funding. A key component to timing is any future land use change and development permit approvals. Funding for this project may be derived from several sources including development cost charges, Provincial Capital Commission Greenway & Beautification programs, Cycling Network Program, development contributions and Municipal Sources.

Because of the amount of right-of-way available, implementation of some other parts of the streetscape concept such as relining traffic lanes and/or establishing bicycle lanes, particularly in front of the shopping centre, may be undertaken independently of new development. These changes are dependent on traffic signals being in place to address changes in road capacity. This would require consideration as part of the Municipal Budget process.







PATRICIA BAY HIGHWAY

PROPOSED ST. ANDREW'S DEVELOPMENT

ST. VINCENT DE PAUL SOCIETY

NOTE: EXTEND SIDEWALK TO QUADRA OVERPASS

EXISTING SIGNALIZED INTERSECTION

OZANAM SHELTERED WORKSHOP

QUADRA ST.

GLANFORD AVE.

FERRIE RD.

B.C. HYDRO SITE

RESTRICTED DRIVEWAY ACCESS

PROPOSED TRAIL FROM COLQUITZ CREEK

4392

4388

4384

4353

4349

4346

4344

4342

WEST SAANICH ROAD STREETScape CONCEPT

- TILED PEDESTRIAN CROSSING
- STAMPED INTERSECTION TREATMENT
- EXISTING CONCRETE SIDEWALK
- PROPOSED CONCRETE SIDEWALK

Page 1 of 5

SCALE 1:750

MAP 7





PATRICIA BAY HIGHWAY

HIGHWAY UNDERPASS  
TO RITHET'S BOG

PROPOSED PARKING (4 CARS)

PROPOSED PARKING (3 CARS)

PROPOSED BUS BAY

ROYAL OAK  
SHOPPING CENTRE

PROPOSED  
SIGNALIZED  
INTERSECTION

B.C. HYDRO SITE

B.C. HYDRO SITE

WEST SAANICH ROAD  
STREETSCAPE CONCEPT

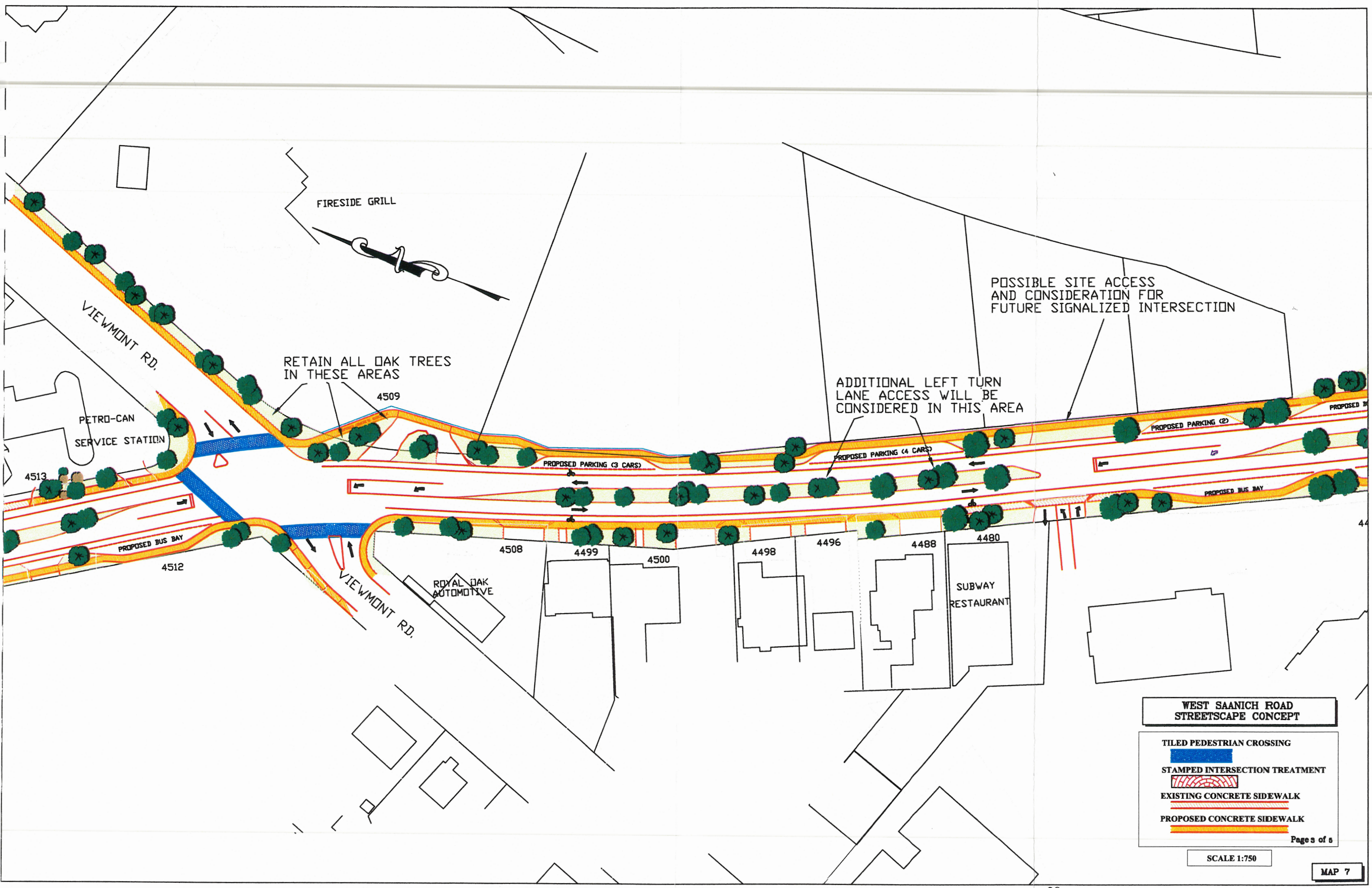
- TILED PEDESTRIAN CROSSING
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Page 2 of 5

SCALE 1:750

MAP 7



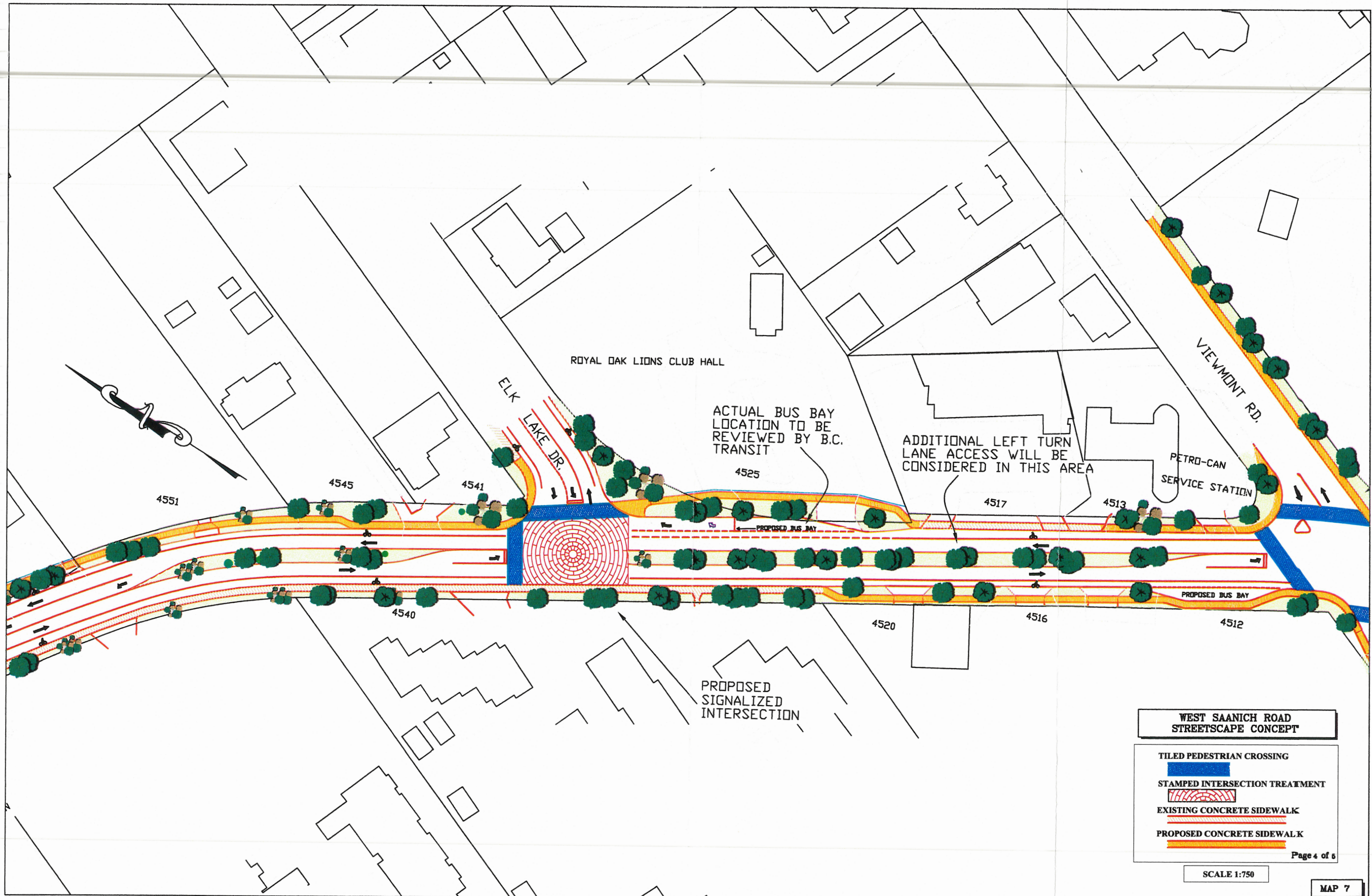


WEST SAANICH ROAD  
STREETScape CONCEPT

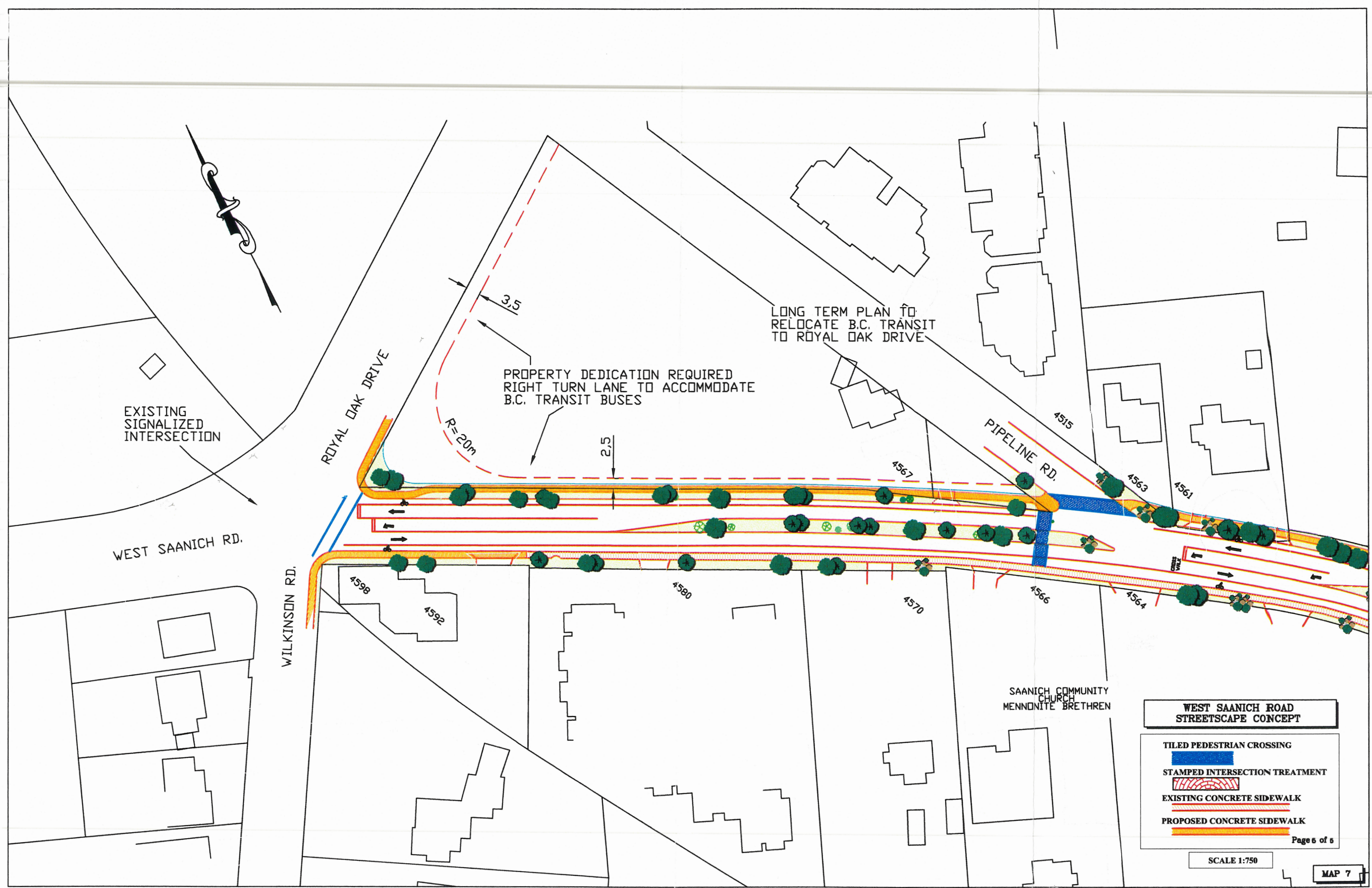
- TILED PEDESTRIAN CROSSING
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SCALE 1:750









## APPENDIX 1

### TERMS OF REFERENCE

**Purpose:** To identify streetscape elements to be incorporated into future plans for that portion of West Saanich Road right-of-way from the Glanford/Quadra overpass to Wilkinson Road.

#### COMMITTEE REPRESENTATION AND ROLE:

Royal Oak Community Association	→	2 members
Area business owner/operator	→	2 members
Royal Oak Middle School Parent Assoc.	→	1 member
Broadmead Area Residents' Association	→	1 member
Saanich Council	→	1 member
Planning Department	→	1 member
Engineering Department	→	1 member
Parks and Public Works Department	→	1 member
Ad Hoc Rep - Royal Oak Shopping Centre	→	1 member
Falaise Community Association	→	1 member

The role of the Committee is to develop a recommendation which reflects a local and municipal wide perspective on what the study area should look like and how it should function, taking into account a variety of interests. Final decision rests with Council after a public process.

#### OTHER AGENCIES

The committee may wish to invite representatives from agencies such as BC Transit, Ministry of Highways and Transportation, the cycling community and others as appropriate to provide input.

#### STUDY AREA

The study area comprises the West Saanich Road right-of-way from the Quadra/Glanford overpass to its intersection with Wilkinson Road/Royal Oak Drive. While the focus of the study is the area within the right-of-way, attention should be paid to the adjoining roads, adjacent land uses, site layout and landscaping.



## **ISSUES TO BE ADDRESSED**

The following is a list of factors that the Committee should examine when considering this stretch of road. They may wish to add factors and define issues in more detail to aid arriving at conclusions:

- pedestrian facilities
- cycling facilities
- landscaping
- turning lanes
- number of traffic lanes
- village concept
- traffic volume and speed
- transit facilities
- role of major road
- student drop-off locations
- intersections: specifically Viewmont Avenue and West Saanich Road and traffic signalization
- traffic calming techniques
- urban design
- viewscape
- other

## **PRODUCT EXPECTATIONS**

1. Principles and design concept.
2. Functional design (ensuring the principles and design concept can physically be accommodated in rights-of-way).
3. Detailed design (construction drawings).
4. Plan implementation (timing and funding).

## ROYAL OAK STREETSCAPE COMMITTEE

Name	Organization
David Cubberley	Councillor
Elaine Turnbull, President	Royal Oak Community Association
Elisabeth Hietkamp	Royal Oak Community Association
Gary Potter, President	Broadmead Area Residents Association
Sergio Barbon	Royal Oak Automotive
Graeme McCreath	Royal Oak Physiotherapy Clinic
Ardele Ranson	Royal Oak Middle School Parents Assoc.
Jim Hartshorne	Royal Oak Shopping Center
Pam Hartling, Planner Anne Topp, Manager of Planning Services	Planning Department
Peter Sparanese, Manager of Capital Works	Engineering Department
Dave de Shane, Parks Manager	Parks and Public Works Department

## APPENDIX 2

### RESPONSE FORM RESULTS

**1. In general do you support the Streetscape Concept for West Saanich Road?**

Yes	25
No	1

**2. What elements of the concept do you like the most?**

The responses related mostly to pedestrian and landscape features.

**3. What elements of the concept concern you and should be changed?**

The responses to this question were varied. The pedestrian tunnel was a focus noting that improvements should be considered. Other comments related to concerns about reducing the vehicle capacity of the road and the desire for more traffic control signals particularly at Viewmont and no concerns.

**4. What changes to the concept would you like to see?**

Suggested changes included ensuring retention of oak trees at Viewmont, safety concerns near the Quadra / West Saanich / Glanford intersection and the need for a fifty year planning framework.

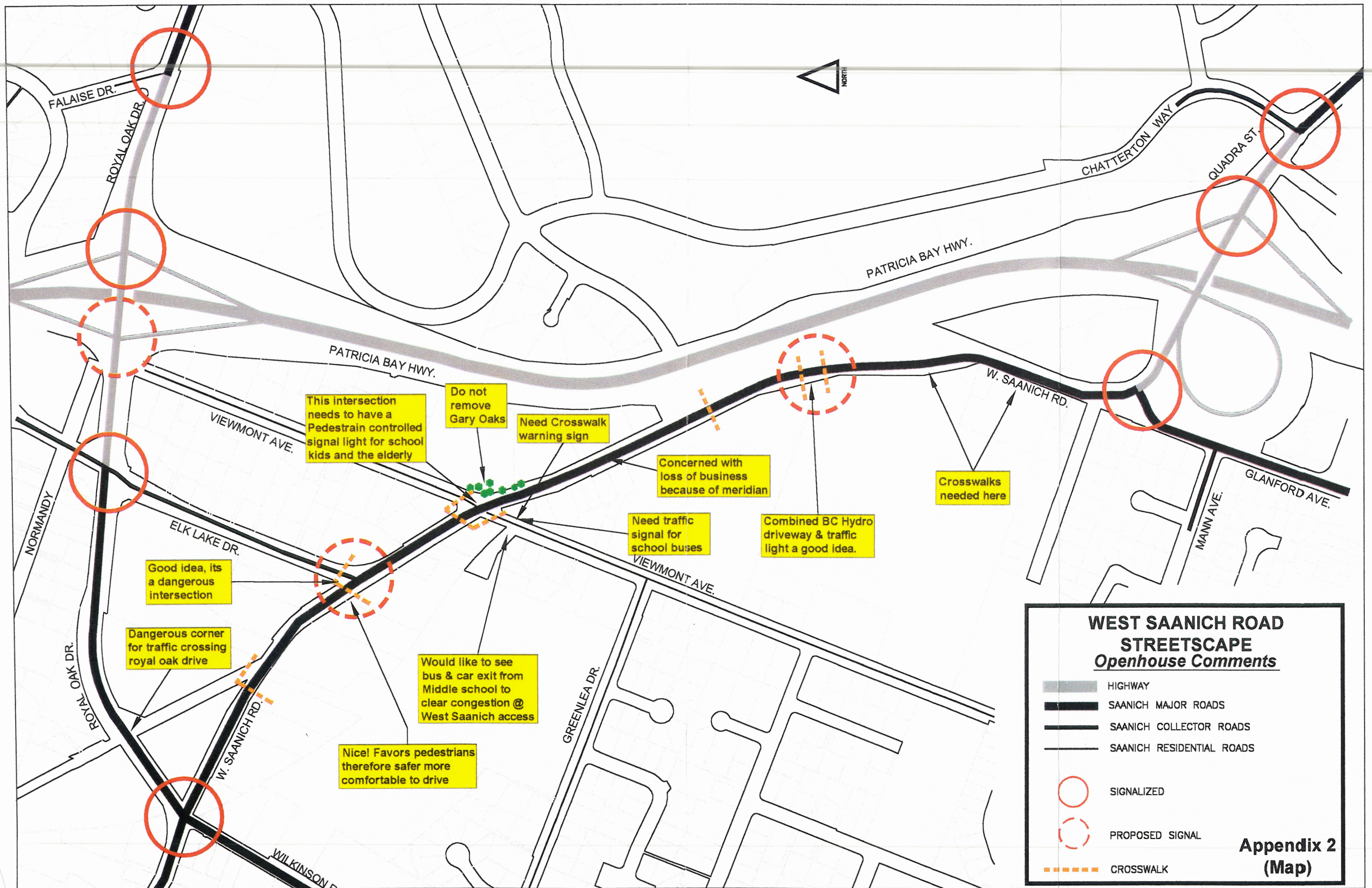
**5. In the concept, two options are presented for the improving the Viewmont/West Saanich intersection. Which do you prefer?**

Twelve of the sixteen responses favoured improvements to the Viewmont / West Saanich intersection to occur with the road right-of-way.

**6. Comments:**

General comments focused on the balance of safety aspects of the concept, environmental issues of the oak trees at Viewmont, general encouragement for the proposal and a desire to see it happen.







## APPENDIX 3 DENSITY ESTIMATES

The following tables illustrate the density estimates used to estimate future traffic generation.  
See Map 4

**Table 3.1  
Single Family Residential**

Parcel	Gross units	Net units (70%)
A	13	9
B	10	7
C	10	7
D	60	42
Total		65

**Table 3.3  
Multi-Family**

Parcel	Gross units	Net units (70%) + Approved units
E	22	15
F	20	14
G	85	59
H	16	11
I	22	15
J	26	18
K	--	98
Total		230

**Table 3.4  
Congregate Care**  
*From lower\* to higher\*\* density scenario*

Parcel	Land Use	FSR	Total Floor Space
L*	Congregate care (RP-1)	0.6	16,560 m <sup>2</sup>
L**	Congregate care (RP-2)	1.2	33,120 m

**Table 3.5  
Commercial**

Parcel	Land Use	FSR	Total Floor Space
M	Office/Mixed use C-2/C-4	0.4	1,850 m <sup>2</sup>
N	Retail/Mixed use C-2	0.26	7,430 m <sup>2</sup>
P	Office/Mixed use C-2/C-4	0.4	10,960 m <sup>2</sup>
Total			20,240

