

“Building the Plan” Workshops

WHAT’S HAPPENED SO FAR

A lot of community engagement has been undertaken to find out what is important to Cordova Bay residents. We did:

- Visioning Open Houses
- Visioning Survey
- Village Design Charrette
- Cordova Bay Day
- Younger Age Groups Workshop



NEXT STEP: WORKSHOPS TO HELP “BUILD THE PLAN”

Through the workshops, we are looking to get feedback on policy ideas and explore some issues in more detail. Information is organized in the following way:



HOW TO PARTICIPATE

1. Review the display boards and provide feedback and additional ideas. Tell us your highest priority policy concepts. Let us know if we are on the right track.
2. Talk to staff for clarification and to share ideas.
3. Participate in a facilitated workshop discussion to explore some community issues in more detail.

WORKSHOP TOPICS - TRANSPORTATION AND MOBILITY

6:00 to 6:45 A Community Vision for Streets on the Ridge

7:00 to 7:45 Improving the Cordova Bay/Fowler/Sayward Corridor

8:00 to 8:45 Lochside Drive – Guidance for a Future Road Design Concept

THANK YOU FOR COMING!

TRANSPORTATION AND MOBILITY

Cordova Bay/Fowler/Sayward Corridor

WHAT WE HEARD

- Speed and volume of traffic is a concern
- Pedestrian safety, comfort and lack of facilities
- Need more/improved pedestrian crossings and better observation by drivers
- Incomplete bike lanes
- Lack of breaks in traffic makes entering the roadway difficult
- Boulevards are in poor condition and parking is a problem
- Poor visibility at some intersections
- Lack of public amenities within the corridor (i.e. benches, bike racks)

CONTEXT

The Cordova Bay/Fowler/Sayward corridor runs between Royal Oak Drive and Highway 17 and includes Cordova Bay Road, Fowler Road, and Sayward Road. The corridor is classified as a major road, and is an alternative north-south emergency route. Because of the topography and limitations to the road network, the corridor handles much of the traffic in Cordova Bay.

Saanich Engineering plans pedestrian and cycling improvements to the corridor using approximately \$5 million collected in Development Cost Charges (DCC). The project is expected to get underway within five to 10 years. The project will implement the remainder of the Cordova Bay Streetscape Action Plan (2000).

The recommendations of the Village Design Charrette held May 2018 identify road design elements and land use changes that are intended to reduce the perceived width of the roadway, slow traffic, improve the pedestrian environment, and enhance the character of the village.

CORDOVA BAY STREETSCAPE ACTION PLAN

PREPARED BY:
DISTRICT OF SAANICH PLANNING DEPARTMENT
ORIGINAL PLAN ENDORSED BY COUNCIL IN 1997
UPDATED AND REVISED IN JUNE, 2000
ENDORSED BY COUNCIL OCTOBER 17, 2000

POLICY IDEAS

- Ensure that **future modifications** to the Cordova Bay major road corridor support the community's goal to moderate traffic speeds and strengthen the Village core
- Complete the Cordova Bay Streetscape Action Plan 2000 through the implementation of the **DCC improvements**
- Within five to 10 years, implement the DCC project and complete the **sidewalk and cycling networks** along the corridor
- Develop **design principles** to inform corridor improvements
- As part of the DCC improvements and through re-development, install **design elements** such as curb bulges, landscaped boulevards and medians, and tree planting, to visually narrow the road, reduce traffic speeds, improve pedestrian safety, and create a sense of place
- Through redevelopment, encourage street furniture, public art, active building frontages, and other **amenities** to enhance the public realm
- Implement **land use and zoning changes** to allow small-scale commercial buildings to front the east side of Cordova Bay Road to add to the animation and vibrancy of the street and reduce traffic speeds
- Install additional **pedestrian crosswalks** in optimal locations and pedestrian-activated lights where warranted to provide safe crossings and provide breaks in traffic
- At Fowler Road, consider designing and installing **"gateway" treatments** to visually "taper" the roadway to mark the entrance to Cordova Bay and slow traffic such as boulevards, landscaping, curb bump-outs, and signage
- Consider expanding the 40 km/hr **speed limit** to other parts of the corridor

COMMENTS?

Are we on the right track?

Yes

No

TRANSPORTATION AND MOBILITY

Lochside Drive

WHAT WE HEARD

- Cyclists, pedestrians and cars share the road and this leads to conflicts and safety issues
- Stop signs at Lochside Drive and Walema Avenue are hard to see
- A desire to have “rules” for the shared use of the road
- Poor or no street lighting
- There is a lack of east/west connections to Lochside Drive and a desire for better pedestrian crossings at these connections.
- Further reduction in through-traffic should be considered
- Improve access to the Village and beach from Lochside Drive and raise awareness of these destinations.

CONTEXT

Lochside Drive, between McMinn Park and Lochside Park, is part of the regional trail system. This section of the trail is of considerable community concern as the different user groups are sharing the roadway.

Saanich’s Active Transportation Plan (ATP) identifies pedestrian and cycling networks, as well as priorities for the next 30 years. The local area plan process represents an opportunity to explore design principles and investments to ensure Lochside Drive is considered as part of a connected mobility network. The ATP identifies Lochside Drive as a medium-term priority for pedestrian and cycling improvements.



POLICY IDEAS

- Develop **design principles** for the long-term development of Lochside Drive as a shared-use road and a critical link in a regional trail system
- Discourage **drive-through traffic** on Lochside Drive and continue to support vehicle access to local properties
- Explore options to remove **on-street parking** while encouraging owners and tenants to park on their properties
- Improve **east-west pedestrian crossings** at key intersections with Lochside Drive such as Haliburton Road, and Doumac and Walema Avenues
- Where possible prioritize **north-south travel** to improve safety and reduce conflicts
- Explore reducing the **speed limit to 30 km/hr**
- Identify locations for **amenities** to support cyclists and pedestrians such as benches, water fountains, bike repair kitchens, public art, and interpretive signage.
- Explore options to **pilot temporary facilities** including bollards, planter boxes, road paint and other non-permanent alternatives to sidewalks and bike lanes as low-cost options to improve cycling and pedestrian safety in the short-term.
- Update the Subdivision Bylaw to allow Saanich to require **sidewalk/trail and road improvements** at the time of redevelopment along Lochside Drive.

COMMENTS?

Are we on the right track?

Yes

No

TRANSPORTATION AND MOBILITY

Pedestrian and Cycling Facilities

WHAT WE HEARD

- Improve safety on shared streets
- Increase east/west connections to/from the Ridge
- Protect and enhance treed streetscapes to enrich the pedestrian experience
- Improve connections to Elk Lake
- Improve intersections to prioritize pedestrians first and increase visibility
- Better lighting needed on pedestrians routes, trails and pathways
- More pedestrian crossings needed to key destinations
- Add sidewalks on busier streets
- Better pedestrian facilities needed on routes to schools
- Complete existing bike lanes on Cordova Bay Rd corridor and Mt Doug Parkway
- Improve the cycling experience and reduce conflicts on Lochside Drive
- More bike parking at key locations

CONTEXT

Cordova Bay's density, topography, street pattern, and landscape present both obstacles and opportunities for pedestrians and cyclists. While the discontinuous street network and tree-lined streets provide a pleasant recreational environment, the lack of sidewalks and cycling facilities can create challenges to safety, accessibility, and convenience in some locations.

Saanich's Active Transportation Plan identifies pedestrian and cycling networks and priorities for the next 30 years. The local area plan process represents an opportunity to identify local improvements to build on and make the most of these initiatives.



POLICY IDEAS

- Develop options to create **better shared streets** and safer intersections
- Identify key **pedestrian and cycling routes** to important community destinations to support the development of a well-connected network
- Support the community in undertaking a community trails **mapping and wayfinding** program
- Develop **design principles** to help inform upcoming improvements to Lochside Drive as a shared-use route
- Identify locations for **amenities** such as bike racks, water fountains, bike kitchens, benches, and public art
- Consider **traffic calming** elements suitable for the road classification to slow traffic and improve safety
- Maintain **existing pavement widths** to protect street character and encourage low vehicle speeds
- Work towards a **treed boulevard** and separated sidewalks in the long term through retention and plantings
- Enhance **boulevard areas** where trees must be removed for driveway, servicing, and sidewalks and where potential exists for more trees to be added
- Educate the public on the Boulevard Bylaw and their responsibility to trim vegetation to **maintain visibility** and reduce encroachment of vegetation on pedestrian facilities
- Consider the use of bollards, planter boxes, road paint and other **non-permanent alternatives** to sidewalks and bike lanes as low-cost and short-term options

COMMENTS?

Are we on the right track?

Yes

No

TRANSPORTATION AND MOBILITY

Transit

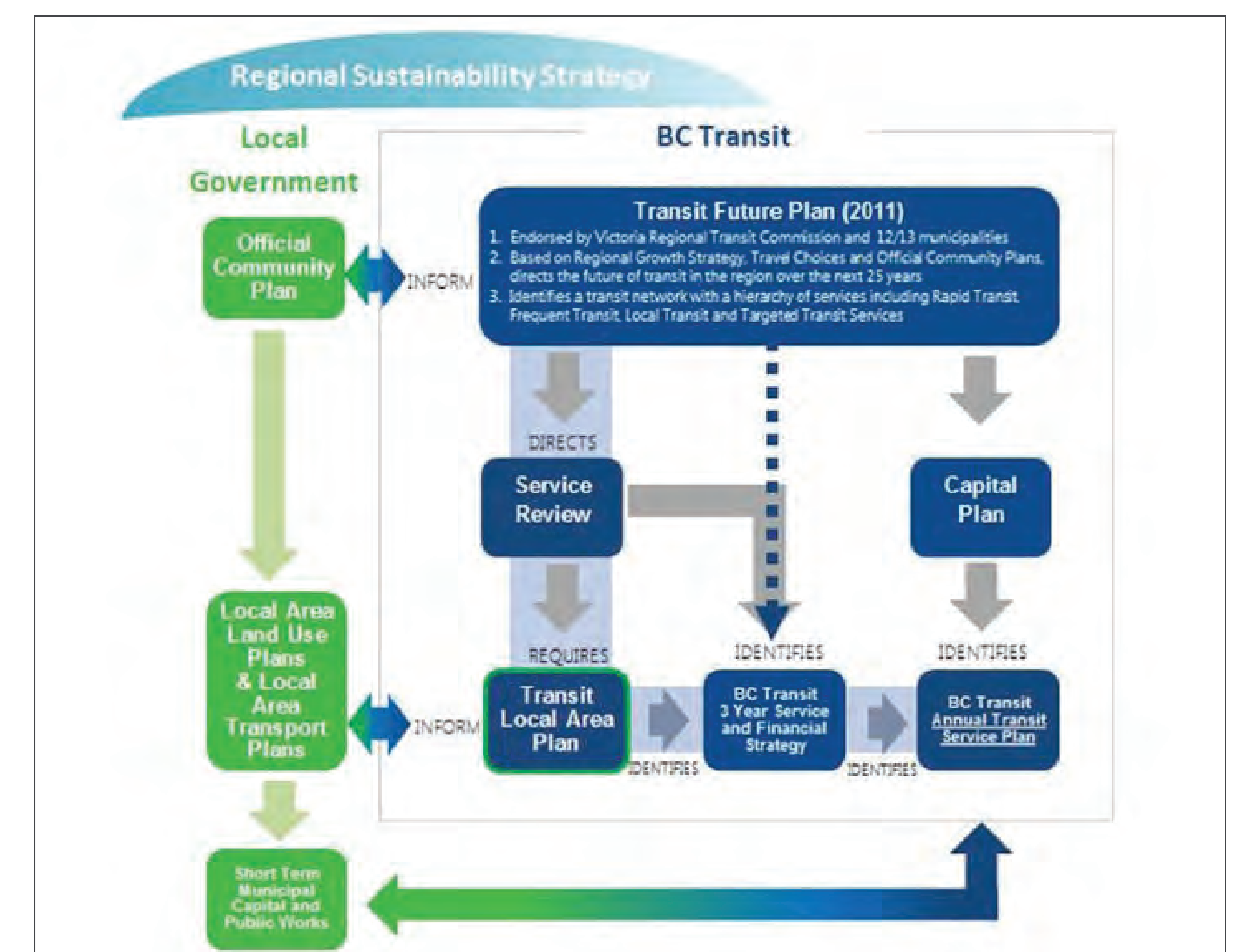
WHAT WE HEARD

- Transit service is not frequent enough
- Bus service stops too early in the evening
- More direct and faster routes are needed to downtown/ferry
- Need better bus service to UVic
- Transit stops need amenities
- Lack of bus pull-outs slow traffic
- Better sidewalks are needed to bus stops and school bus stops
- Many parts of the Ridge do not have bus service

CONTEXT

BC Transit provides bus service to Cordova Bay. Transit service levels are tied to rideshare demand, often based on an area's population and employment density. Currently, the BC Transit offers a "basic" level of service to Cordova Bay.

There are informal park-and-ride facilities located on road shoulders where Haliburton and Sayward Roads intersect with Highway 17. These locations do not provide safe, easy access to bus stops and are not weather protected.



POLICY IDEAS

- Work with BC Transit to improve transit **infrastructure, access, and service levels** in Cordova Bay
- Work with BC Transit and MOTI to improve and formalize **park-and-ride facilities** at Haliburton and Sayward to encourage transit use, and improve "first mile last mile" connections
- Provide safer pedestrian access across **Highway 17 to the transit stops** southbound and northbound at Haliburton and Sayward
- Support additional **housing options and density** within the Village to increase the viability of more frequent transit service
- Consider transit service to the **Trio site** as it redevelops
- Ensure **pedestrians facilities and crossings** are linked to transit stop locations

COMMENTS?

Are we on the right track?

Yes

No

TRANSPORTATION AND MOBILITY

Vehicle Access and Circulation

WHAT WE HEARD

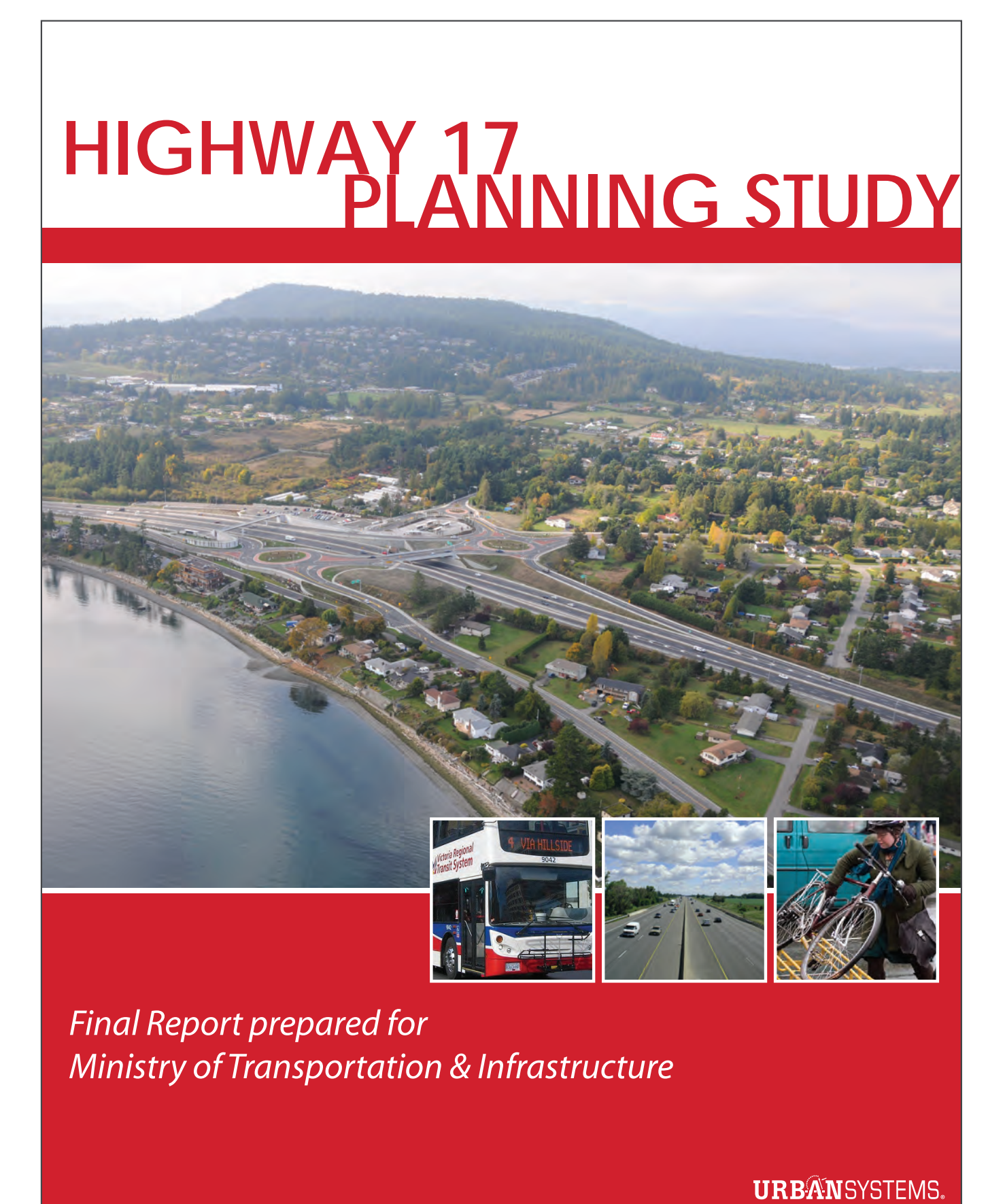
- Access to Highway 17 is slow and difficult
- Future closures along Highway 17 will have an impact
- Vehicles use routes such as Santa Clara and Cordova Bay/Fowler/Sayward corridor to shortcut highway traffic
- Vehicles are illegally parking on boulevards
- Boulevards need to be maintained for better visibility
- Traffic speeds on residential streets
- There is a lack of vehicle connectors between Ridge and Cordova Bay Road
- Street lighting is too minimal
- Cordova Bay is very car-dependent

CONTEXT

The network of roads serving Cordova Bay is designated as part of a classification system based on function and volume, and include arterial highway, major road, collector road, and residential street.

Highway 17 is a key route to and from Cordova Bay for local residents, especially for those living on the Ridge and Sayward areas. The recent installation of an advance left turn southbound at Haliburton has improved access.

Highway 17 is under the jurisdiction of the provincial Ministry of Transportation and Infrastructure (MOTI) and carries 60,000 vehicles daily on average. The future of the corridor is outlined in a 2007 Corridor Strategy and a 2014 Highway 17 Planning Study. Long-term improvement strategies include grade-separated connections at key intersections, and closure of minor road connections and site accesses.



POLICY IDEAS

- Maintain a **two-lane major** road cross-section for Cordova Bay Road corridor
- As part of a proposed development of the Trio gravel pit, **assess impacts** and require improvements to the road network to accommodate increased traffic
- Continue to enhance the corridor right-of-way to provide space for active transportation, trees and landscaping, and well-designed and **attractive pedestrian space**
- Work with the MOTI to improve **Highway 17 access**, wait times, and safety at Haliburton and Sayward intersections
- Make transportation and land use decision in support of the long-term plan to close **minor access roads** on the east side of Highway 17
- Request **dedicated left-turn** at Sayward Road south-bound on Highway 17 from MOTI
- Work with MOTI and BC Transit to improve access to transit and **park-and-ride facilities** along the Highway 17 corridor for bus commuters at Sayward and Haliburton

COMMENTS?

Are we on the right track?

Yes

No