

# GORDON HEAD ACTION PLAN

**Greenways, Bikeways, and Pedestrian Mobility**

PREPARED BY:  
DISTRICT OF SAANICH PLANNING DEPARTMENT

**ENDORSED BY COUNCIL May 18, 1999**



# TABLE OF CONTENTS

	Page
<b>INTRODUCTION</b> .....	1
Vision Statement .....	2
<b>1. GREENWAYS</b> .....	3
A. Local Area Greenways.....	4
B. Neighbourhood Greenways .....	5
C. Streetscape Protection .....	16
<b>2. BICYCLE MOBILITY</b> .....	22
<b>3. PEDESTRIAN MOBILITY</b> .....	25
A. Pedestrian Mobility and Access .....	25
B. School Routes.....	29
<b>4. IMPLEMENTATION</b> .....	34
Table 1: Priority Project Plan.....	35

**APPENDIX I:** Design Guidelines for Pedestrian-Friendly Rights-of-Way

**APPENDIX II:** Significant and Heritage Tree Inventory

The Gordon Head Action Plan is a stand alone document endorsed by Council at Public Hearing May 18, 1999. It is linked to the Gordon Head Local Area Plan through amended policies 8.10, 9.10, 9.13 and new policy 9.14 that were adopted by Bylaw 7991, which amended Bylaw 7044 being the Official Community Plan Bylaw 1993.



## INTRODUCTION

When the Gordon Head Local Area Plan was revised in 1997, it directed that “a Greenways Action Plan (be undertaken) to expand on the Gordon Head Community Association Greenways concept identified in Map 8.5” (of the Local Area Plan). This was to be done in conjunction with Policy 9.13 to undertake “a Pedestrian/Bicycle Friendly Community Action Plan that includes safe and convenient pedestrian and bicycle routes to destination points within the community.” It also directed that a “streetscape protection study (be undertaken) in conjunction with the Greenways Action Plan”.

Through meetings with the Greenways Committee, it became clear that safe routes to schools were linked to these topics. The Committee asked that discussions be held with the schools to include this issue.

Planning Department representatives met with the Gordon Head Greenways Committee, community residents, and school representatives to undertake this process. A questionnaire was distributed at the Gordon Head Residents’ Association AGM to get input to the vision statement and principles. In October 1998, a draft report was presented at an Open House, followed by a discussion at the General Meeting of the Gordon Head Residents’ Association. Both events provided an opportunity for public input.

The following is a long term plan to implement greenways in Gordon Head and to improve mobility for those who wish to leave the car at home, and experience all the area has to offer on foot, by bike, in a wheelchair, with stroller or by baby buggy. Some of the actions can be implemented immediately and others over the long term. The results will add up to a more liveable community for future generations.

The Action Plan looks at three elements: greenways, bikeways, and pedestrian mobility.

## VISION STATEMENT

The intent of the Gordon Head Greenways Plan is to increase the opportunities for safe and pleasant walking and cycling to schools and other major destinations through an identifiable system of greenways.

### PRINCIPLES

- there should be fairness in access and use of greenways for all including seniors and users of wheelchairs or prams;
- greenways should seek to preserve and restore the ecology of natural areas and encourage appreciation of the area's natural history;
- there should be safe pedestrian pathways and routes to schools;
- greenways should make connections to key places and encourage access by foot, by bicycle, by wheelchair, and by public transit;
- each greenway should be distinct based on its own unique features and thereby, offer diversity in experience and use;
- the community should come together to develop, maintain, and preserve greenways; and
- greenways should provide an opportunity to protect diverse habitats.

## 1. GREENWAYS

### WHAT ARE GREENWAYS?

Greenways are linear green corridors that link natural areas, scenic views, coastal areas, parks, and important destinations.

Greenways can be on both public and private land and may include remnant natural areas, beaches, pathways, streets, and bikeways.

They provide opportunities for wildlife habitat, outdoor recreation, and enhance the experience of nature in the city.

The purpose of greenways varies in different areas depending on the features and characteristics of the area and the goals of the community. Gordon Head is suburban with few remaining undeveloped natural areas. Open space is provided by formal parks, allotment gardens, schools and institutional uses, and some private properties. Major natural features are the coastal area and Mt. Douglas Park.

Gordon Head has some greenways. Residents have designated a Pacific Greenway, which connects Margaret Bay with Hollydene Park through a series of beach walks, paths and walkways, parks, and streets. More connections are desired to extend the greenway along the foreshore area to Mt. Douglas Park, and to keep the greenway along the waterfront and away from the busier streets.

Greenways on streets include Arbutus, Ferndale, Glendenning, Mt. Douglas Cross, and sections of Cedar Hill, Gordon Head Road, Shelbourne, Torquay, Tyndall and San Juan. These are lined with significant stands of arbutus, Garry oak, London plane, and Douglas fir. Neighbourhood greenways include street closures at Feltham, Robinwood and Columbia where pedestrian and bike pathways wind around landmark trees. It also includes a series of residential streets and trails identified by local residents that lead to the Pacific Greenway. Beyond these examples, a more extensive network is desired.



*Gordon Head already has some greenways such as this closed right-of-way on Columbia Drive.*

## THE ECOLOGICAL CONNECTION

Greenways often have a strong ecological connection. Native vegetation such as trees and hedgerows can be preserved and restoration of damaged areas can occur by using native plantings. Greenways can connect natural areas and serve as wildlife corridors. Connecting diverse habitats supports species diversity. Other ecological features that can be incorporated into greenways are streams and riparian zones, shorelines, and rocky outcrops.

Within Gordon Head, the purpose of greenways is:

- to make connections with Mt. Douglas Park and the coastal areas which are the key natural features;
- to provide more pleasant and safe pedestrian and bicycle connections to important destinations throughout Gordon Head and encourage alternatives to driving; and
- to link open space.

By connecting open spaces, parks, natural areas, and oceanfront, the whole will be greater than the sum of the parts.

Developing greenways in Gordon Head can involve a number of activities. Where greenways follow streets, tree planting can occur. Protecting significant trees can also be undertaken. There are a number of significant and heritage trees in Gordon Head inventoried and designated by the Saanich Heritage Tree Society and Saanich Parks (see Appendix 2).

Improving mobility and access by acquisition, negotiating easements and seeking dedication through the subdivision process can enhance greenways. Environmental restoration projects can also be undertaken.

Other activities can include road redesign, creating public gardens, traffic calming, installing benches and pedestrian amenities, trail development, outdoor lighting, and encouraging community art and heritage monument projects. Private property owners can also contribute to the public greenway by providing stewardship of significant trees on

their property, and by building gardens and hedgerows along greenway routes. Funding can come through neighbourhoods, municipal budgets and contributions from development projects, and sponsors.

## A. LOCAL AREA GREENWAYS

Local Area Greenways provide opportunities for broad paths of green across Gordon Head. They can also make important connections to key commercial and recreational destinations and existing pedestrian and cycling linkages (see base map and overlay, Map 1).

Seven Local Area Greenways have been identified (see Figure 1). In some cases, there are trails where there is separation from road traffic. Some are within road rights-of-way, where a better co-existence between vehicle traffic, pedestrians and cyclists is encouraged. A description of each, its connections, and its greenway concept can be found in the **Guidelines for Greenways** (see Figure 2).



*The Feltham Trail is a natural greenway running through a remnant Garry oak forest.*

## B. NEIGHBOURHOOD GREENWAYS

Improvements can be undertaken at the neighbourhood level to areas which are not identified as Local Area Greenways. These could include linear routes that connect to an identified greenway. They could also include public meeting areas with outdoor furniture,



tree and shrub plantings, community gardens, road improvements to enhance pedestrian /bicycle mobility, signs, and public art and monuments to mark special places. Community initiative and interest will drive these projects.

### SHORT TERM ACTIONS

1. Adopt the **Local Area Greenways** in Figure 1.
2. Adopt the **Guidelines for Greenways** in Figure 2.
3. Update the Significant Tree Inventory and Heritage Tree Inventory (see Appendix 2), and consider expanding to include heritage landscapes.
4. Include Gordon Head Greenways in the work plan by Parks and Public Works Departments, and establish San Juan as the first priority for tree planting (see #1, Figure 2, **Guidelines for Greenways**). Undertake a sidewalk design concurrently to ensure that any future sidewalk construction will not conflict with newly-planted trees.
5. Develop the Gateway Project, on north Shelbourne between Arbordale and Mt. Douglas Park. The project could involve elements such as adding bike lanes, completing the sidewalk on the east side, sidewalk/intersection improvements for pedestrians, and tree planting /landscaping (see #4, Figure 2).
6. Develop a Water-a-Tree Program in order to minimize costs and to reduce tree loss, and encourage property owners to volunteer.
7. Support Greening of the Schools with boulevard planting for area schools, perhaps in partnership with other agencies such as the Tree Foundation of Canada and PCC. Support community priorities for public outdoor seating. These could include busstop benches, commemoration

bench donations, and incorporating seating in public art projects.



The centre boulevard on Shelbourne planted with London planes. Note that road widening has removed trees on the west boulevard.

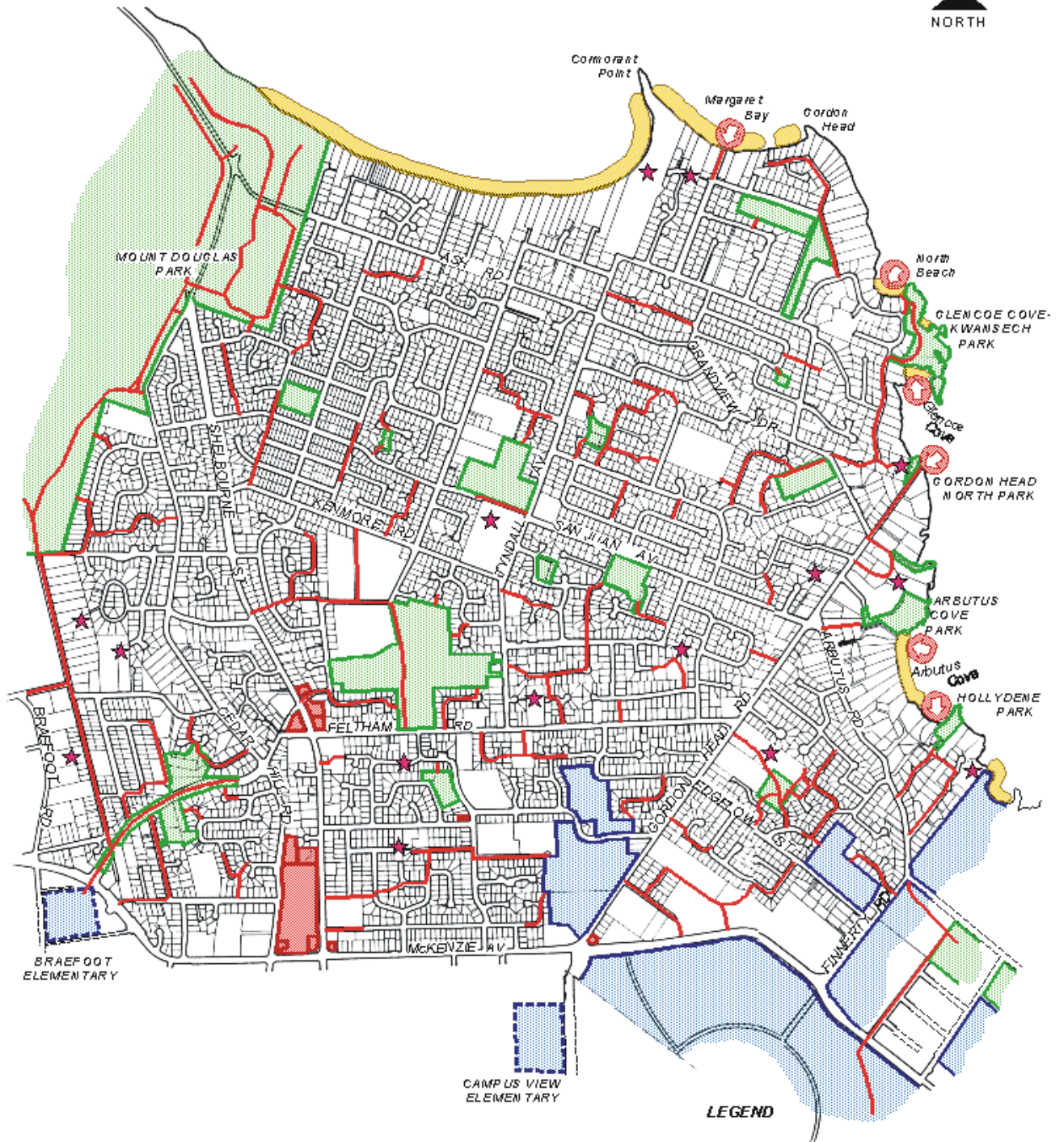
8. Use public art to celebrate community features. Support the community with a public art and monuments program for identifying and marking key places/entrances. Ensure that access is not diminished (refer to guidelines in *Taking STEPS* manual).
9. Support community gardens as productive greenspace.
10. Develop an awards program to recognize private gardens along greenway routes, in particular, those which use native plantings.

### LONG TERM OBJECTIVES

1. Throughout greenways, improve the status of pedestrians and the quality of the pedestrian environment by expanding the network of safe, convenient, and attractive alternatives to the car for short trips.
2. When designing pedestrian facilities in greenways with the road right-of-way, refer: **Design Guidelines for Pedestrian-Friendly Rights-of-Way** (Appendix 1).
3. Through acquisition, dedication and easement continue to improve access along the Pacific Greenway.
4. Plant tall, long-living shade trees in greenways that will grow to canopy the street. Trees should be planted to accommodate separated sidewalks as much as possible (see Appendix 1).



# Map 1 Greenways Base Map



BRAEF OOT  
ELEMENTARY

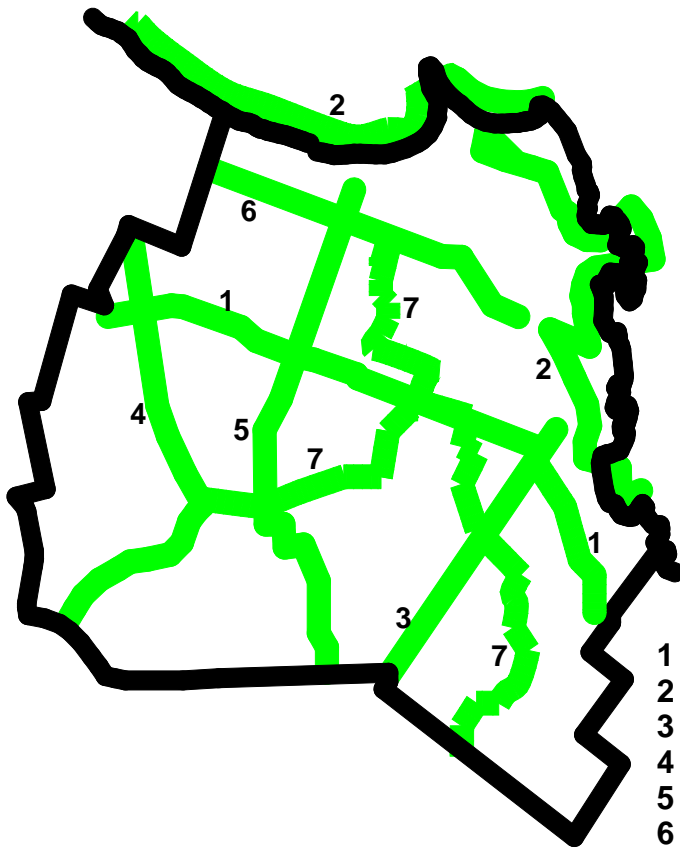
CAMPUS VIEW  
ELEMENTARY

### LEGEND

- PEDESTRIAN LINKAGES
- BEACH WALK
- BEACH ACCESS
- PUBLIC OPEN SPACE / PARK
- INSTITUTIONAL
- COMMERCIAL
- ★ FUTURE PEDESTRIAN LINKS TO BE CONSIDERED AT TIME OF SUBDIVISION

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## Local Area Greenways



- 1 San Juan-Arbutus
- 2 Pacific Greenway
- 3 Gordon Head
- 4 North Shelbourne-Feltham
- 5 Torquay-Larchwood
- 6 Ash-Grandview
- 7 The Ridge

5. Amend the Subdivision Bylaw to require boulevard street tree planting at the time of subdivision.
6. Amend the Shelbourne/McKenzie Development Permit Area 15.10 to state:
 

*Planting of street trees, similar in size and character to the existing London planes along north Shelbourne, should be incorporated into front yard landscape areas to restore the tree canopy along Shelbourne Street.*
7. Support Neighbourhood Greenway projects. These projects would be initiated by the neighbourhood, and undertaken in partnership with Saanich and other groups or agencies.
8. Petition the Province to raise title on closed streets (Columbia, San Juan, and Robinwood). Zone and designate bylaw as Park.
9. Encourage private contribution to greenways by building awareness, designating significant and heritage trees, and encouraging tree planting.

## 1. SAN JUAN-ARBUTUS

### DESCRIPTION

The western end of San Juan is characterized by flat topography with few boulevard trees. The pavement widens to 12.7 m where it was built to standard of a major east-west thoroughfare to complement McKenzie Avenue. The eastern end of San Juan and Arbutus is a true “greenway” with tree canopies from the Douglas fir and arbutus trees planted in the boulevard. San Juan crests between Tyndall and Gordon Head Road, and then slopes toward the water.

Between Tyndall and Torquay, the right-of-way is closed along the southern edge of Tyndall Park and a gravel trail has been created.

### CONNECTIONS

San Juan-Arbutus is a key east-west route, linking the ocean and Mt. Douglas Park. It provides access to the University of Victoria. Other key destinations are the many parks that can be accessed from this route, such as Tyndall, Sierra, Arbutus Cove, and Hollydene Parks.

### CONCEPT

The greenway for the San Juan portion is intended to address the vastness of the street and give it a “sense of place.” The planting of tall shade trees is the key activity. By planting these trees the perception of pavement width will be reduced. As much as possible, the trees should be planted to allow for possible separated sidewalks in the future. With underground servicing, there is an opportunity for unobstructed vertical growth. In the long term, pedestrian pathways can be installed.

Other projects could include parking bays to narrow the paved surface where it is widest. Chicanes could be installed at intersections such as Shelbourne and Torquay to define the entrance with greenspace, slow traffic, and shorten crossing distances. Bike lanes could also be added where the road width allows and the trail between Tyndall and Torquay upgraded.

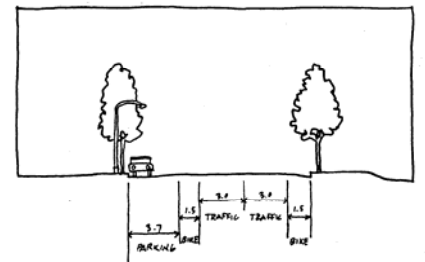
At the eastern end of San Juan, the existing street trees should be protected and any future sidewalk be separated from the roadway.

Along Arbutus, efforts should be made to retain the streetscape. Any trees which must be removed due to age or disease should be replaced. Minimal road widening in support of bike lanes should be considered. The rural road character should be maintained through use of pedestrian pathways and gravel shoulder instead of concrete sidewalks, curb, and gutter.

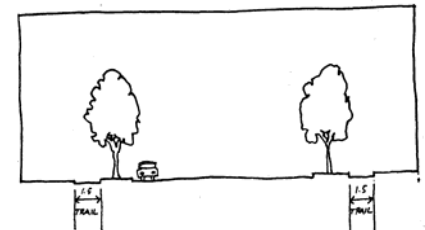


*San Juan's streetscape gives the perception of a vast expanse of roadway.*

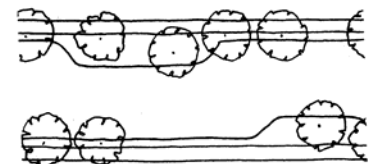
### ALTERNATIVES:



A. BIKE LANES



B. PEDESTRIAN PATHWAYS



C. CURB EXTENSIONS AND PARKING BAYS

## 2. PACIFIC GREENWAY

## DESCRIPTION

The Pacific Greenway links ocean accesses along the north and east coastline of Gordon Head. The greenway begins at the foreshore area of Cormorant Point and Margaret Bay. It follows a series of trails, roadways, and accessible foreshore areas to Hollydene Park. This route was identified by local residents who wanted to have a quiet and safe walking route away from traffic with ocean views and accesses.

## CONNECTIONS

The greenway connects Gordon Head with the ocean. The key ocean accesses are: Cormorant Point, Margaret Bay, North Beach, Glencoe Cove, and Arbutus Cove. Along much of the coastline, private lots front the water and the view is obscured. This route provides access and vistas of the water.

This greenway also connects open space. There are some formal parks, such as Vantreight, Glencoe-Kwansech Cove, Arbutus Cove, and Hollydene. Others are undeveloped, such as Ferndale Forest and Houlihan.

## CONCEPT

The purpose of this greenway is to improve pedestrian access and mobility, link open space, and provide access to ocean parks and vistas while keeping the trail as close to the shore as possible. The greenway concept can be reinforced by tree planting in some areas, such as Hollydene Park with screening along the roadway. There is also a concept plan for Glencoe Cove-Kwansech Park which includes establishing a plant edge between the park and the new residences.

Trail development should be minimal in keeping with the concept of a natural park. The community has supported the idea of a trail through Ferndale Forest, as an alternative to walking on Vantreight Road. Trail improvements could include trail markers, trail entrance improvements, and interpretative signs. In other developed areas such as along the road right-of-way, rest stops with benches and waste bins could be installed along with public art. These features could reinforce the concept of a natural linear park.

Pedestrian mobility could be enhanced in the future with easements over some key properties at the time of subdivision or by dedication.



*View from Glencoe Cove-Kwansech Park's South Beach.*



### 3. GORDON HEAD ROAD

#### DESCRIPTION

Gordon Head Road is classified as a major roadway from McKenzie to Feltham, and a collector from Feltham north. The road changes dramatically from a four-lane highway with long sight lines, to a narrow country lane with a magnificent tree canopy.

At the south end, the character of the road is wide and open. There are 15 year old red oaks that have been planted in the boulevard, and some young trees have been planted in front of Mt. Douglas Senior High school. At the north end, Douglas firs along the roadway provide a significant vertical dimension.

Problems with speeding traffic are common as vehicles leave the four-lane area, and enter the downhill two-lane portion to the north. The intersection at Gordon Head, San Juan, and Arbutus is dangerous for pedestrians, cyclists, and motorists because of speeding traffic and the convergence of three collectors.

#### CONNECTIONS

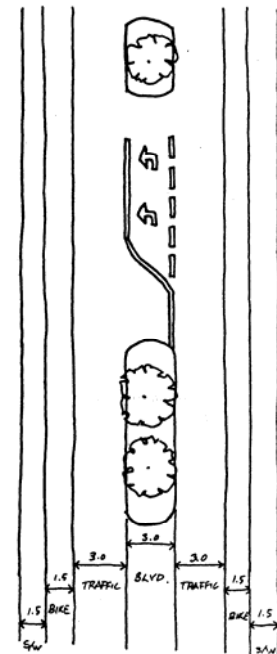
Gordon Head Road is a key entranceway to the residential area of Gordon Head from the east. The southern part of Gordon Head Road (from McKenzie to Laval) is heavily travelled with links to some key destinations including Mt. Douglas Senior High, University of Victoria Gordon Head Complex, University of Victoria, and two schools. The most heavily travelled portion of Gordon Head is McKenzie to Laval.

#### CONCEPT

The purpose of the greenway is to provide a better transition along Gordon Head Road, and improve the pedestrian and cycling environment. At Feltham, improvements such as landscaping, or pinching the road with a raised median island or curb extensions could reinforce this as a key pedestrian and cycling crossing point. This could also serve to define the entrance and slow traffic.

The southern part of Gordon Head Road could be enhanced with a centre turn lane broken by a series of raised median islands. These islands could provide greenspace, narrow the perceived width of the pavement, and shorten the crossing distance for pedestrians. Bike lanes could also enhance the use of the street.

Reconfiguring the intersection at San Juan, Gordon Head, and Arbutus is another opportunity to meet several objectives, such as enhancing the greenway, slowing traffic, creating safer pedestrian walkways and crossings, and defining an entrance to Gordon Head.



A. POSSIBLE ROAD IMPROVEMENTS



Douglas-firs line Gordon Head Road where it narrows

## 4. NORTH SHELBOURNE-FELTHAM

### DESCRIPTION

Shelbourne was once going to be called Memorial Way to honour the soldiers of World War I. The London plane trees were planted all along Shelbourne after the war. Through road widening, some of the trees have been removed. The north bound lane has a full tree canopy of London plane trees. At Arbordale, the dual carriageway begins and a centre boulevard provides a grand entrance to/from the park.

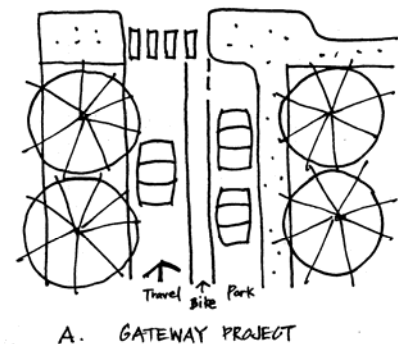


*The tree boulevard on Shelbourne is a grand entrance to Mount Douglas Park.*

The Shelbourne greenway connects with the Feltham Trail which is a major trail connector between Gordon Head and destinations to the south-west. It preserves part of a native Garry oak forest and hedgerow.

### CONNECTIONS

Shelbourne is the gateway to Mt. Douglas Park. It connects Gordon Head – and points south (Victoria, Oak Bay) – with Mt. Douglas Park, Cordova Bay, and the Saanich Peninsula. Shelbourne is also a designated route on the commuter bicycle network.



The Feltham Trail is a green pedestrian entrance to Gordon Head connected to the pedestrian walkway bridging McKenzie Avenue and to key destinations such as Reynolds School and Saanich Centre. In 1999, Saanich Parks plans to upgrade this trail and install gravel surfacing suitable for bikes.

### CONCEPT

Streetscape protection measures should be taken to maintain the existing greenway on Shelbourne. Trees that must be removed due to death or disease should be replaced with similar trees. The greenway should be enhanced by replanting trees, particularly along on the west side of the street, to Feltham. New trees should be similar in character to the existing London planes.

Consideration should be given to how to “green” Shelbourne between Feltham and McKenzie. A process with commercial property owners, community members, and the Municipality to green the area is a possibility.

The pedestrian environment should be improved by continuing the separated concrete sidewalk on the Shelbourne east side to the park and providing wheelchair access to two bus stops. In addition, improvements should be made to the pedestrian crossing to Feltham Park at Cedar Hill Road.



*The Feltham Trail is a natural green corridor and an important pedestrian link to the Quadra area.*

Bicycling mobility could be improved by installing bike lanes on north Shelbourne between Arbordale and Mt. Douglas Park. The street could be redesigned to allow on-street parking, a bike lane, and one travel lane (see “Gateway Project” above) in both the north and south bound lanes.



## 5. TORQUAY-LARCHWOOD

### DESCRIPTION

The Torquay-Larchwood route passes through the middle of Gordon Head running the full length from north to the south. The two collector streets are connected by Lambrick Park and are distinctly different. Torquay is more established, with remnant arbutus stands near Ash Road, and a mix of native and non-native deciduous and evergreen. Torquay slopes up to the north. Torquay has a paved width of approximately 8 m.

Larchwood is a newer street with some remnant evergreens. The topography is flat, and the perception is wide, open, and vast. The roadway is about 9 to 10 m wide.

### CONNECTIONS

This north-south route connects with open spaces at Lambrick Park and Blair Park. It provides access to University of Victoria and links to Torquay, Gordon Head and Fairburn Elementary schools and Lambrick Secondary.

The southern part of this route provides a visual connection with Mt. Tolmie. The straight alignment of the street frames a view of the landmark.

### CONCEPT

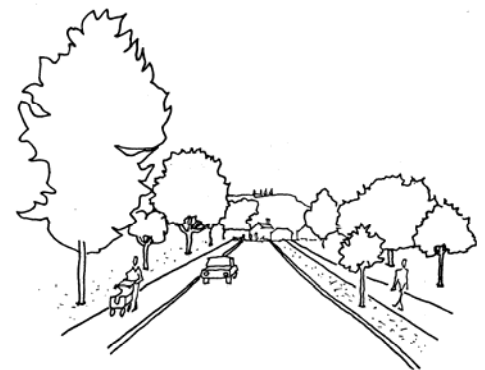
Larchwood is another “entranceway” to Gordon Head. This entrance could provide a “green doorway” from McKenzie Avenue, which is a heavily travelled corridor.

The greenway on Larchwood needs to be developed with tree planting to provide the dimension of height in an area of flat topography. Along the straight section of Larchwood at the south, tree plantings within the boulevard would enhance the vista of Mt. Tolmie. This is an important asset of this street as the landmark helps to orient pedestrians and make Larchwood a memorable street.

The greenway on the Torquay section should be maintained and enhanced by select tree planting. Sidewalk improvements could add to the pedestrian environment of the street.



*Torquay south of Kenmore is a green tunnel that connects to Lambrick Park*



**A. THE VISTA OF MOUNT TOLMIE FROM LARCHWOOD COULD BE ENHANCED WITH BOULEVARD TREE PLANTING.**

## 6. ASH-GRANDVIEW

### DESCRIPTION

Ash-Grandview is an east-west route across the northern edge of Gordon Head. The topography at the entrance to Mt. Douglas Park is flat and the perception is wide and open. Ash rises to Torquay and a remnant stand of arbutus at the intersection which begins a treed section at the plateau. There are native and non-native evergreens. On Grandview as the road slopes toward the east, there are fewer tall boulevard trees. At Greentree, the vista opens up with a view of the ocean.

Ash-Grandview is designated as a collector, and Commuter Bike Route. The road width is approximately 8 to 9 m with a paved monolithic sidewalk separated with an extruded curb in some sections.

### CONNECTIONS

Ash is an entranceway from the north part of Gordon Head to Mt. Douglas Park. Ash-Grandview is part of a popular driving and cycling route between Cordova Bay, through Mt. Douglas Park, to Cadboro Bay.

### CONCEPT

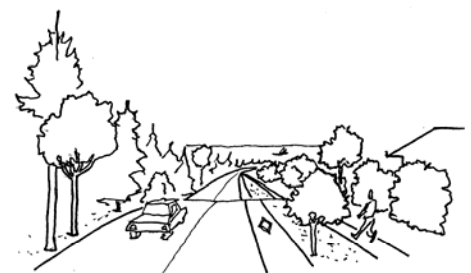
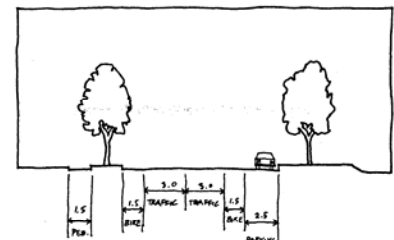
A better transition is needed from the park along Ash Road to “bring Mt. Douglas Park into Gordon Head”. Planting of tall trees that will canopy the road will provide some variation to the flat topography at the western end of Ash, and link to the trees at the plateau.

On the east side, the upper part of Grandview requires some trees to canopy the road and also link with treed plateau. From Greentree, the road straightens to provide a vista of the ocean. This “blue view” should be framed by planting tall trees on the north side of Grandview, but using shorter varieties on the south.

The road character should be maintained by limiting pavement widening. Where possible, the road should not be curbed and natural drainage maintained (possibly along Ash). Road design should be creative to minimize width while providing for bike lanes and parking on one side. Separated sidewalks should be a priority.



*Ash facing west toward the canopy of arbutus at Torquay*



## 7. THE RIDGE

### DESCRIPTION

The Ridge is the high point of land running from north-central Gordon Head south-east to the University of Victoria. This trail is a desire-line: by following a series of residential roads, paths, and trails, pedestrians and cyclists are able to stay to the high point of land and avoid hills.

At Sierra Park, a second fork connects to Lambrick Park via pedestrian pathways at Francisco Place and San Capri Terrace. The greenway crosses the park to access the Feltham Trail.

### CONNECTIONS

This greenway connects residences in the “north-central” area to destinations in the south-east and south-west corners. To the east, it is a preferred route for students accessing a number of schools including University of Victoria, Arbutus Secondary, Campus View, and Mt. Douglas High. It is used by commuters and those accessing the university and the University of Victoria’s Gordon Head Complex.

This greenway also makes connections to greenspace outside of Gordon Head. There are a number of trails and pathways on the campus of the University of Victoria. Beyond the University, the greenway connects to Haro Woods, Mystic Vale, and other points in Cadboro Bay.

To the west, the greenway links with two important “greenspaces”, Lambrick Park and the Feltham Trail. It accesses a commercial node at Feltham and Shelbourne. Feltham Trail also connects to destinations beyond Gordon Head.

### CONCEPT

This route is appealing as it stays off the main roads. Over the long term, care should be taken to ensure that important connections are not lost as development occurs. In addition, opportunities to enhance the greenway through negotiating easements, acquisition, or by dedication should be considered. Specifically, easements or dedication could be considered at the time of subdivision to allow access through Sierra Park to San Lorenzo/Longview.

Better connections could be made through King Alfred Park, Lambrick Park. Entrances could be better defined and trails considered. Over the long term, access through the allotment gardens to Montague Park should be formalized.

There are opportunities to “green” this area as well. The greenway concept could be reinforced with tree planting and landscaping along the routes. Signs, benches, and public art could enhance the use of the greenway as social space.



*The greenway follows this section of San Juan between Chartwell and San Pedro/Longview, where it stays on the high point of land.*



*The community garden, on lands owned by the Catholic Church Victoria Diocese, provides 196 garden plots and working open space.*

## C. STREETScape PROTECTION

Streetscape protection is for roadways or sections of roadways which are “green” already. The existing trees add much to the character of the street. Through streetscape protection designation, this character can be maintained, protected, and enhanced.

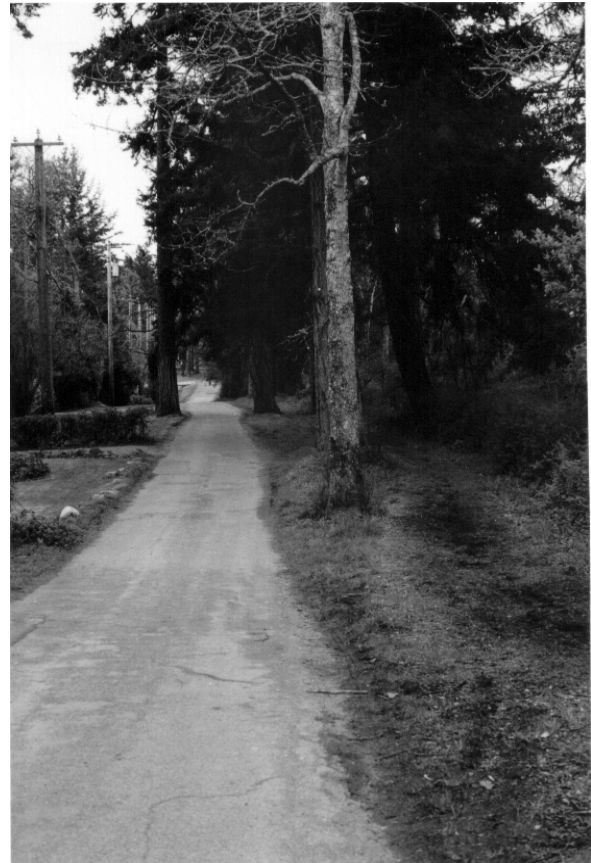
Some road features that contribute to the character of the streetscape include tree canopy, curves, and elevation changes, sidewalk placement, and road width. A set of streetscape protection road design guidelines for each road can identify what features the community wishes to preserve to ensure that through routine road maintenance and upgrades, the character is not lost.

### SHORT TERM ACTIONS

1. Designate the roads shown on Map 2 for **Streetscape Protection**.
2. Adopt the **Design Guidelines for Protected Streetscapes** in Figure 3.

### LONG TERM OBJECTIVES

Require re-planting of desirable trees that are removed in a Streetscape Protected Area with the same species, or a species with similar characteristics.



Glendenning is characterized by tall Douglas firs, narrow road, and walking trail.



The narrow rural road and tree canopy on Ferndale should be protected.

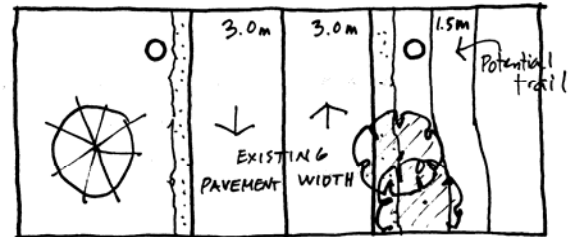
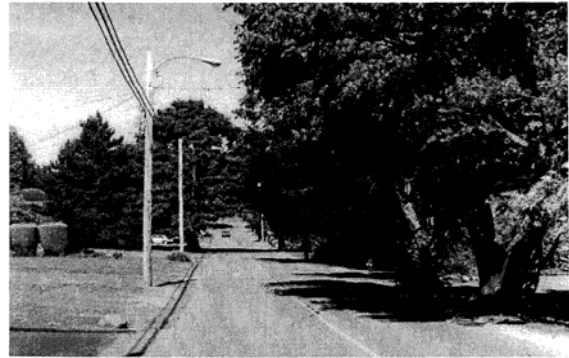


## STREETSCAPE PROTECTION DESIGN GUIDELINES

### FERNDALE ROAD

Protect rural character:

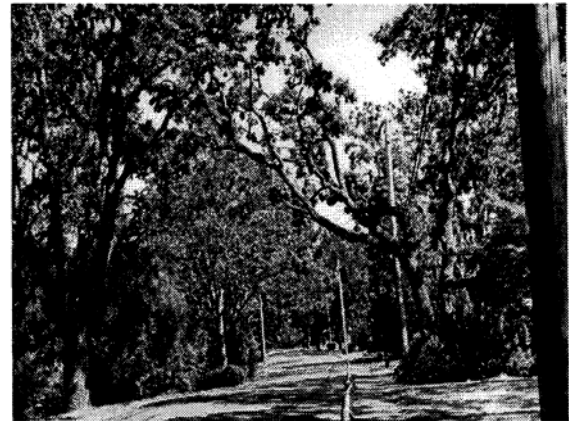
- no widening of paved road surface;
- maintain gravel shoulders and natural drainage;
- sidewalk should be constructed on north side of Ferndale, connecting existing sections of sidewalk;
- separate sidewalk and meander around significant vegetation;
- consider alternatives to concrete such as asphalt trail in unbuilt sections to reflect rural character; and
- maintain and enhance tree canopy.



### CEDAR HILL ROAD

Maintain semi-rural character:

- avoid widening or straightening ;
- maintain tree canopy and enhance at north end south of Mt. Douglas Park;
- north of San Juan pedestrian facilities should be provided via a trail on the west side of Cedar Hill;
- south of Feltham should be designated for concrete sidewalk in the future; and
- long term plan for replacing the temporary asphalt sidewalks and extruded curb on Cedar Hill north of Feltham may require concrete sidewalk that meanders around mature trees and in and out from the asphalt. A special design process with community input may be considered. Retrofitting the street will be challenging due to topography, trees, pedestrian safety concerns, and character.



## ARBUTUS ROAD

Protect the rural character:

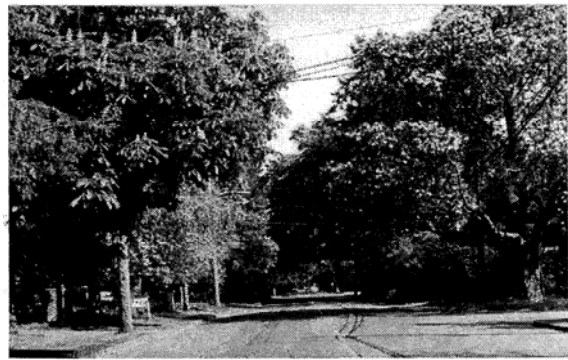
- no significant road widening except consideration for bike lanes;
- no “urban” sidewalk treatment;
- maintain and expand use of separated asphalt pedestrian trail where possible;
- maintain gravel shoulders and enhance with bays for on-road parking where suitable;
- minimize use of curbs except where required for water control; and
- maintain and enhance tree canopy.



## TYNDALL AVENUE (NORTH)

Protect tree canopy:

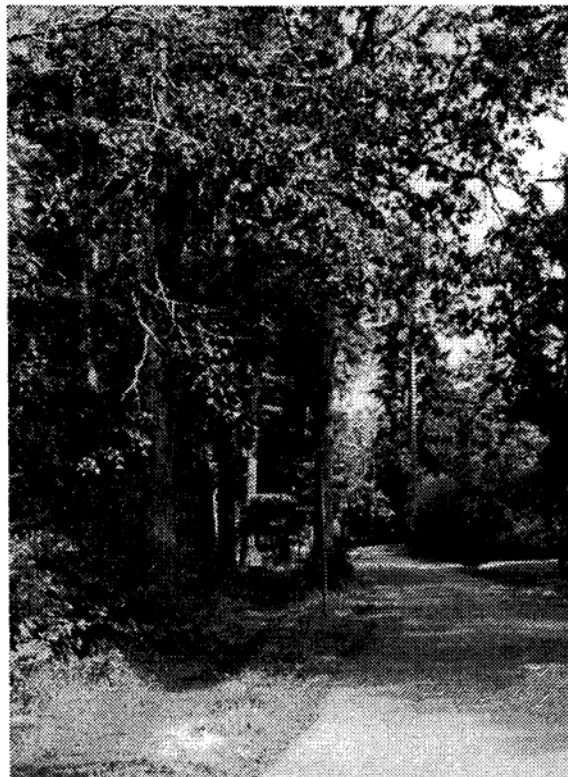
- maintain road width to Ferndale;
- separate sidewalk on west side where possible between El Sereno and Grandview; and
- consider parking bays to preserve green space.



## GLENDENNING ROAD

Protect rural park-like character:

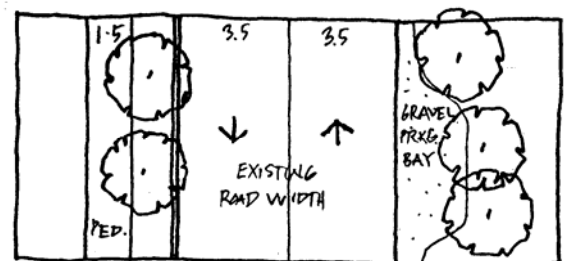
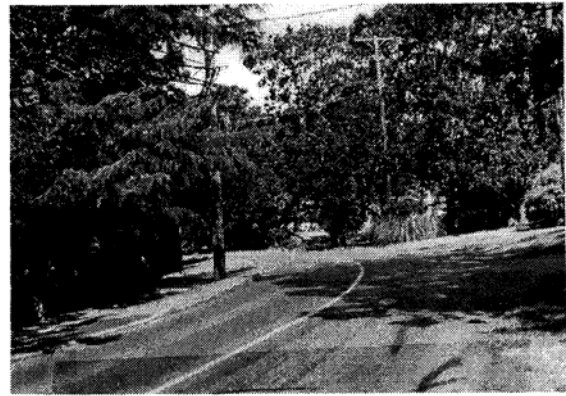
- maintain tree canopy;
- maintain road width and natural drainage; and
- maintain soft pedestrian/equestrian trail (no hard surfacing).



## MOUNT DOUGLAS CROSS ROAD

Protect rural road character:

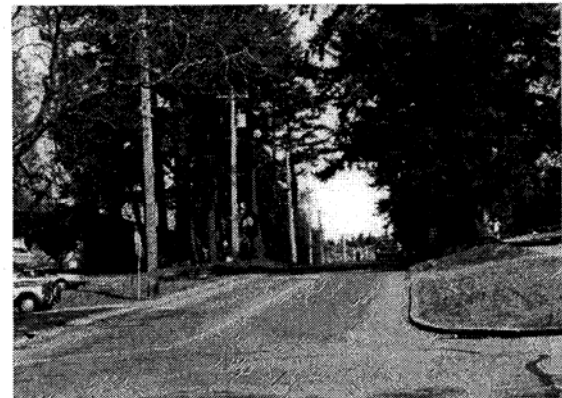
- no significant changes to road width;
- any road widening should be sensitive to trees;
- accommodate on-road parking only where practical by developing non-uniform parking bays on north side (opposite sidewalk);
- maintain winding, rural road character;
- maintain tree canopy and enhance with tree planting where required; and
- continue the separated sidewalk on the south side, meandering to protect trees.



## TORQUAY

Protect tree canopy and character:

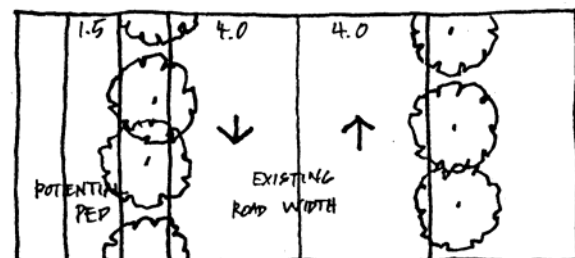
- maintain road width;
- maintain tree canopy and enhance where required; and
- in the long term, upgrade paved asphalt shoulder and extruded curb on west side to concrete sidewalk, separating wherever possible



## SAN JUAN (EAST)

Protect trees and character:

- maintain pavement width;
- maintain line of Douglas firs along street and install any future sidewalk with a separating boulevard from the road; and
- maintain gravel shoulders.

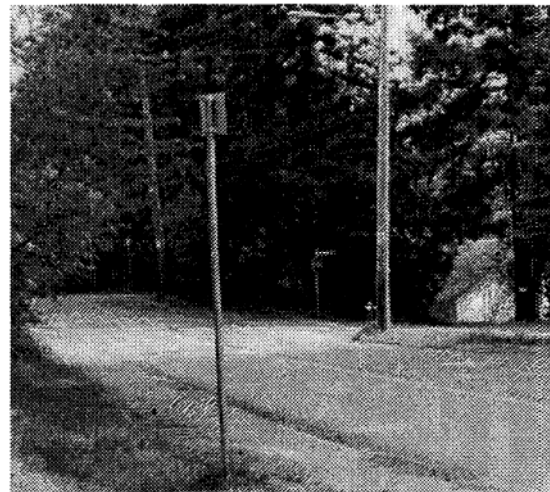
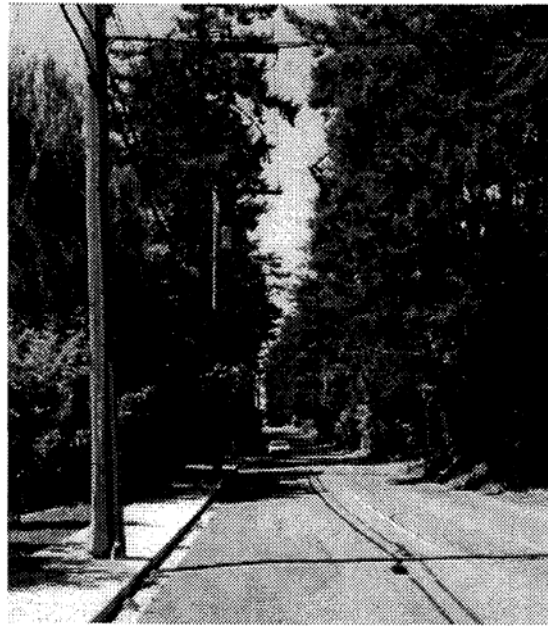




## GORDON HEAD (NORTH)

Protect character and tree canopy:

- maintain pavement width;
- retain boulevard trees and canopy;
- in the long term, upgrade pedestrian pathways;
- north of San Juan, continue concrete sidewalk on east side, separating where possible, and requiring that the full sidewalk width be maintained where hydro poles are situated; and
- south of San Juan, maintain separated sidewalk/trail on the west side.



## 2. BICYCLE MOBILITY

Saanich has a hierarchy of bicycle routes. The Commuter Bikeway Network, identified in the Saanich General Plan, is a series of routes that are favoured by cyclists to move them in a direct route throughout the municipality. Once these routes are designated, physical improvements such as bike lanes may be made as road improvements are undertaken. For example, a section of Cordova Bay Road through Mt. Douglas Park has undergone road widening and installation of commuter bike lanes in conjunction with drainage works.

In the mind of the community, there are three other levels of bicycle routes in Gordon Head: local connectors, neighbourhood routes, and all residential streets. Local connectors are needed to serve local residents, and to provide a safe, pleasant, flat, and fairly direct route away from major traffic thoroughfares.



Local connectors are designed to provide a safe and pleasant route for recreational users.

Neighbourhood routes are less direct routes that serve a specific neighbourhood and can link to local connectors. As a general rule, all residential streets should be bicycle friendly. In Gordon Head, however, the street design (cul-de-sacs and curvilinear pattern) or the amount and speed of traffic can make many residential streets unattractive for cycling.

The community also expressed an interest in two key destinations outside Gordon Head – the Lochside Trail and downtown. In the case of a downtown connector, some residents prefer to follow an indirect route via Garnet -

Wende-Reynolds connecting the Galloping Goose. Although Shelbourne has been designated as a Commuter Bikeway, many users are concerned about safety in sharing the lane, given the speed and quantity of traffic. Another option, Cedar Hill, is narrow and hilly, and has steady traffic flows making it uncomfortable for users.

The proposed local cycling connectors for Gordon Head are illustrated on Map 3. One proposed local connector is the Mt. Douglas Park-University of Victoria connector which runs between Mt. Douglas Park and the University of Victoria. This route is intended to move commuter and recreational bike users between these two destinations, and to link with key recreational destinations along the way (Mt. Douglas Park, Majestic Park, Gordon Head Recreational Centre, University of Victoria's Gordon Head Complex) and elementary and secondary schools. The Bicycle Advisory Committee proposes directional signs for this route.

A spur off this local connector directly accesses Mt. Douglas Park. Another spur connects to the University Heights Shopping Centre to the south, a key commercial destination.

The purpose of the east-west San Juan route is to provide access at the east end to University of Victoria via Longview Drive, and to Arbutus Cove Park. To the west, the Bicycle Advisory Committee is developing a connection to the Lochside Trail.

A north-south local connector along Tyndall provides direct access for local commuters between Ash and the Feltham Commuter Bikeway. A route along the ridge from King Alfred Park to Chartwell, and to Longview provides a quieter option. Finally, there is a coastal local connector that stays to the perimeter along the coastline, and links with some key parks.

The University of Victoria Bike Committee is active in supporting bicycle mobility to and from the university. It publishes on its web site suggested routes through Gordon Head

(see web site at <http://web.Universityofvictoria.ca/uvbikes/map.html>). There is general congruence with the proposed local connectors. The Greater Victoria Cycling Coalition also recommends certain cycling routes in this area. The local connectors proposed, also coincide with routes suggested by the GVCC.

### SHORT TERM ACTIONS

1. Designate the routes as shown on Map 3 as **Local Bicycle Connectors**.
2. Adopt directional signs proposed by the Bicycle Advisory Committee for local connectors (see Figure 4). Sign pilot projects: Mt. Douglas Park-University of Victoria trail, and San Juan / Longview Drive.
3. Develop the Mt. Douglas Park-University of Victoria Trail. Undertake improvements such as signs and trail development through Lambrick Park and adjacent to Gordon Head Elementary.
4. Develop bike lanes on north Shelbourne Street through the Gateway Project.
5. Develop an East-West connection between Gordon Head and the Lochside Trail.
6. Develop a sign for cul-de-sac with pathways to indicate pedestrian and bicycle access.

### LONG TERM OBJECTIVES

1. Develop a downtown connector.
2. Design and construct cul-de-sac barriers to accommodate bicycle trailers.
3. Work with the PCC and CRD and adjacent municipalities to identify and develop an east-west multi-use trail to connect Mt. Douglas Park with Goldstream Park.

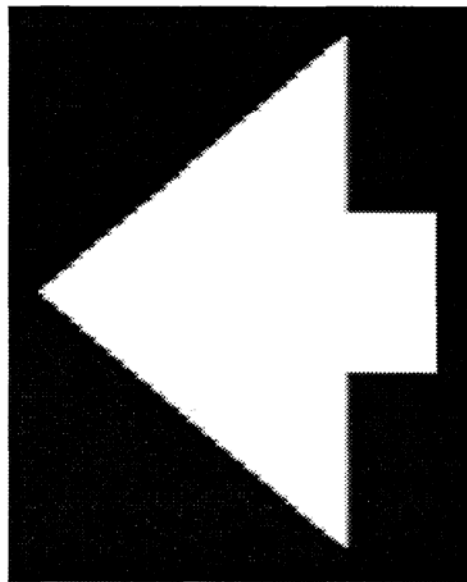
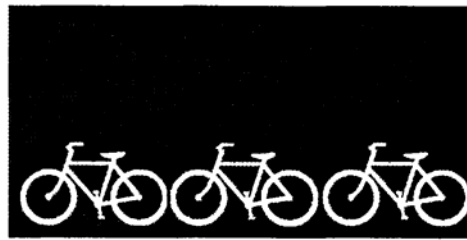
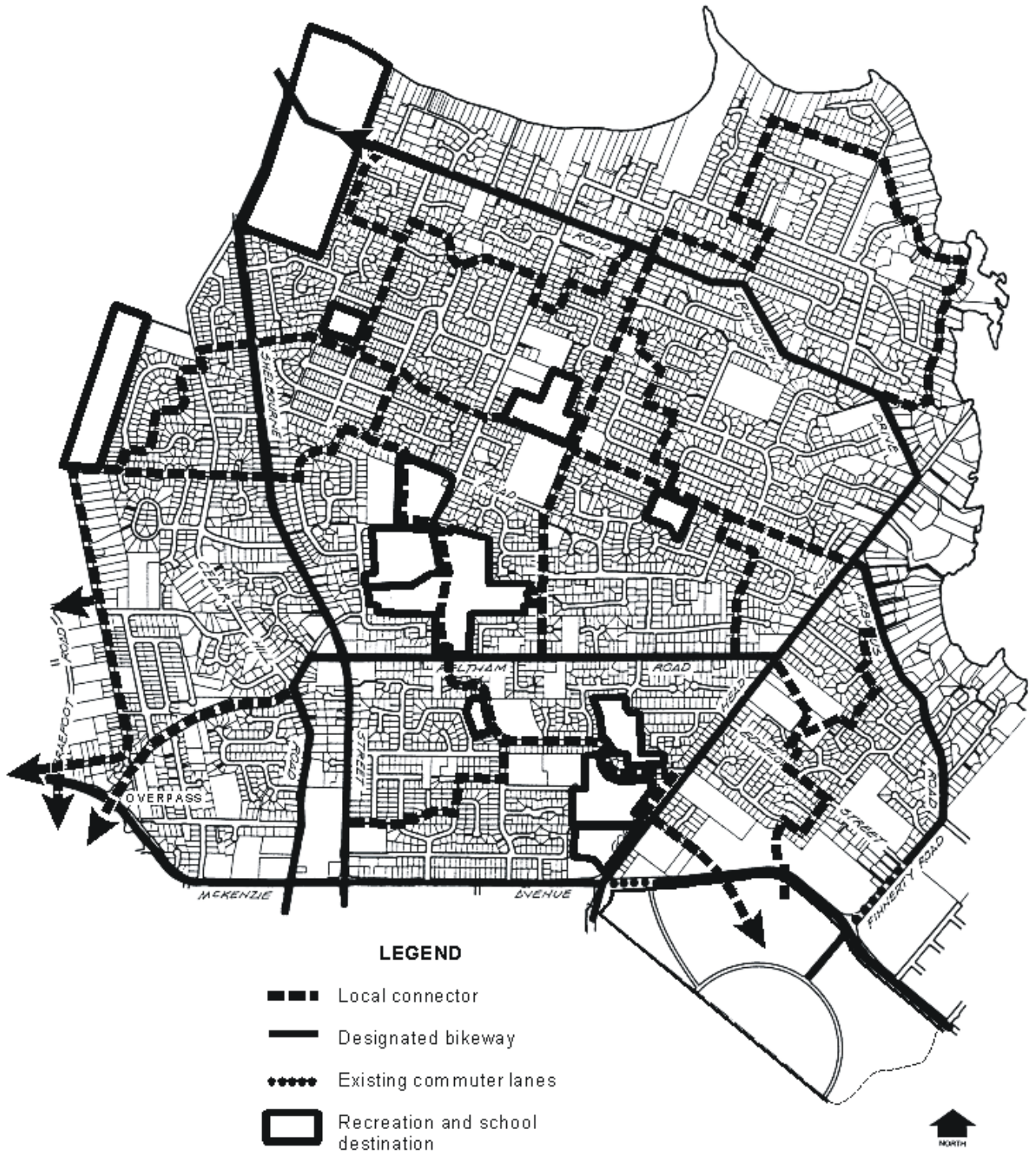


Figure 4: The logo and arrow will be taped on sign posts along the local connector route.

4. Through the process of road upgrading and parks development, undertake intersection and road/trail improvements that provide a better cycling environment along designated local connector routes.
5. Through the Engineering Department capital budget process, install bike lanes between McGill and Finnerty at the University of Victoria.
6. Continue to upgrade Commuter Bikeway routes within Gordon Head (Ash/Grandview, Gordon Head, Arbutus, Shelbourne) with improvements such as bike lane markings and pavement widening that is consistent with the other strategies of this Plan.

# Map 3

## LOCAL CYCLING CONNECTORS

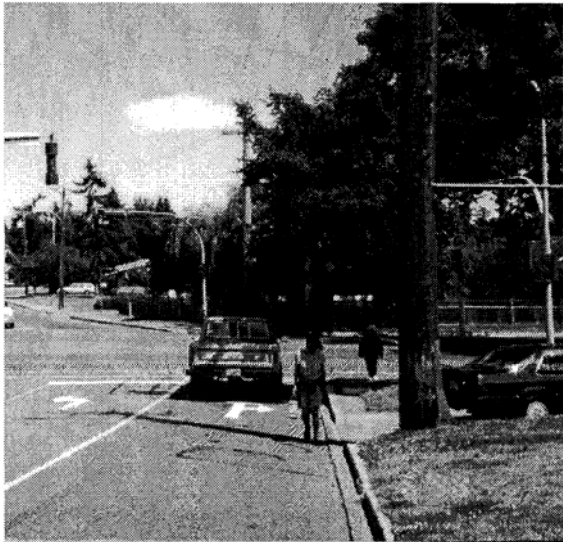


### 3. PEDESTRIAN MOBILITY

#### A. Pedestrian Mobility and Access

Much of the street pattern in Gordon Head was designed in the 1960s and 70s when suburban development was popular. It was a car dominated design, with curvilinear streets and cul-de-sacs, and little consideration for pedestrians. While there are some advantages to this type of design – like privacy and reduced traffic to some streets – this pattern creates problems such as funnelling traffic to a few busy streets and restricting pedestrian mobility options.

Low density development makes sidewalk construction costly. In addition, the mostly residential uses in Gordon Head mean that there are limited commercial/office uses within walking distance and a tendency to drive for convenience. There is an important connection between land use and a successful pedestrian system, and this will have to continue to be addressed through the Local Area Planning process.



A pedestrian uses the road where no sidewalk exists.

The lack of pedestrian facilities is a problem. Most residential - and some collector - streets have no sidewalks, and in some situations, a sidewalk terminates part way down a block or street. Limited public seating and wheelchair access at bus stops also act as a disincentive to pedestrian mobility and public transit use.

The poor pedestrian environment is another concern. This is a particular problem along collectors where traffic can be heavy. Examples are paved asphalt shoulders separated by extruded curb, and the placement of concrete sidewalk and curb adjacent to the asphalt pavement without a separating boulevard. The closeness, noise, and speed of traffic can and does discourage walking.

The condition of pedestrian walkways is an issue, particularly for the most vulnerable members of the public such as seniors, wheelchair and buggy users, the blind, and others with mobility limitations. Cracks, buckling pavement, and poorly designed curb cuts can lead to falls. Saanich policy directs that problem areas be addressed on a complaint basis, and not based on a regular inspection schedule.

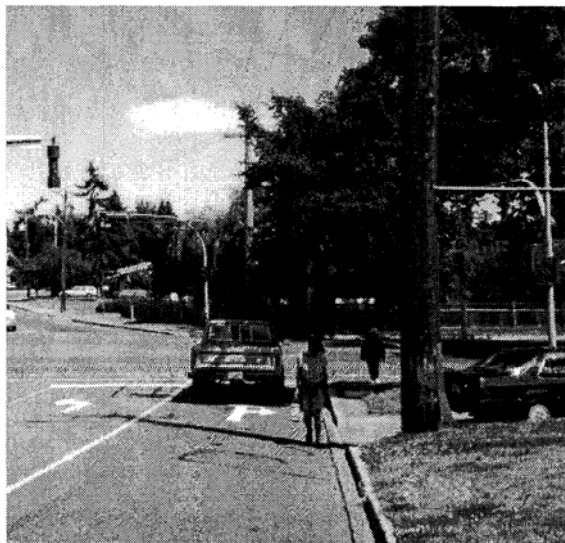
Improvements to the pedestrian environment in Gordon Head will require retrofitting existing rights-of-way, and negotiating for pedestrian accesses through the subdivision process. Because of limited resources, setting priorities for sidewalks construction is an important process. In low-traffic areas where no pedestrian facilities exist (Ferndale, San Juan) alternatives such as separated gravel or paved asphalt pathways should be considered. Upgrading temporary asphalt sidewalks and paved shoulders in the highest pedestrian traffic areas should be a priority.

Access is a challenging issue in developed neighbourhoods. There are some opportunities to achieve pedestrian access through subdivision as identified on Map 4. Retrofitting cul-de-sacs to provide pedestrian access is another possibility, although an expensive one. This could be achieved by negotiating an easement between two properties and developing a pathway, or purchasing an available parcel and subdividing a pathway and a narrow lot before reselling.

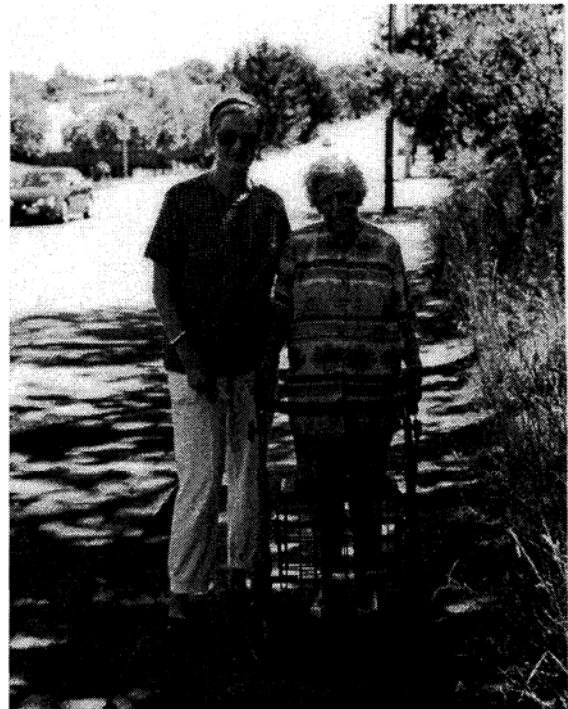
Good design that seeks to provide an environment that will encourage walking is critical. Consideration of a safe and comfortable pedestrian environment must be considered along with tree preservations, engineering efficiencies, property owners' interests, and maintenance issues.

### SHORT TERM ACTIONS

1. Create a safe and high quality pedestrian environment when constructing/improving sidewalks. Adopt **Design Guidelines for Pedestrian-Friendly Rights-of-Way** in Appendix 1.
2. Amend the Boulevard Bylaw (no. 4806) to address the disincentive issue to resident maintenance of boulevards.
3. Adopt the Sidewalk and Trail Priorities as shown on Map 4.
4. Repair uneven sidewalks and pathways, at Kensington Seniors pathway at 4055 Shelbourne, and behind Arbutus Secondary School.



The north end of Cedar Hill lacks pedestrian facilities. A trail in the right-of-way on the west side of the street would be an appropriate entrance to the park.



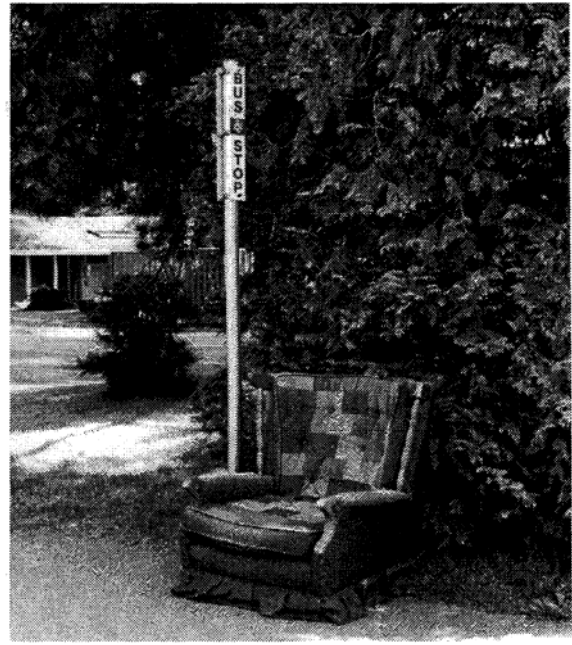
A resident of Berwick House with a wheeled walker on Feltham. The condition and limited network of sidewalks in Gordon Head is a concern for seniors.

5. Develop a sign for cul-de-sacs with pathways, to indicate pedestrian and bicycle access.
6. Support the development of a community map illustrating pedestrian and bicycle routes.

### LONG TERM OBJECTIVES

1. Improve the status of pedestrians and the pedestrian environment by expanding the network of safe, convenient, and attractive alternatives to the car for short trips.
2. Acquire, through the subdivision process, easements for pedestrian access through key parcels as shown on Map 4.
3. Re-build temporary sidewalks in the highest pedestrian traffic areas with durable, safe sidewalks that provide a high quality pedestrian environment.

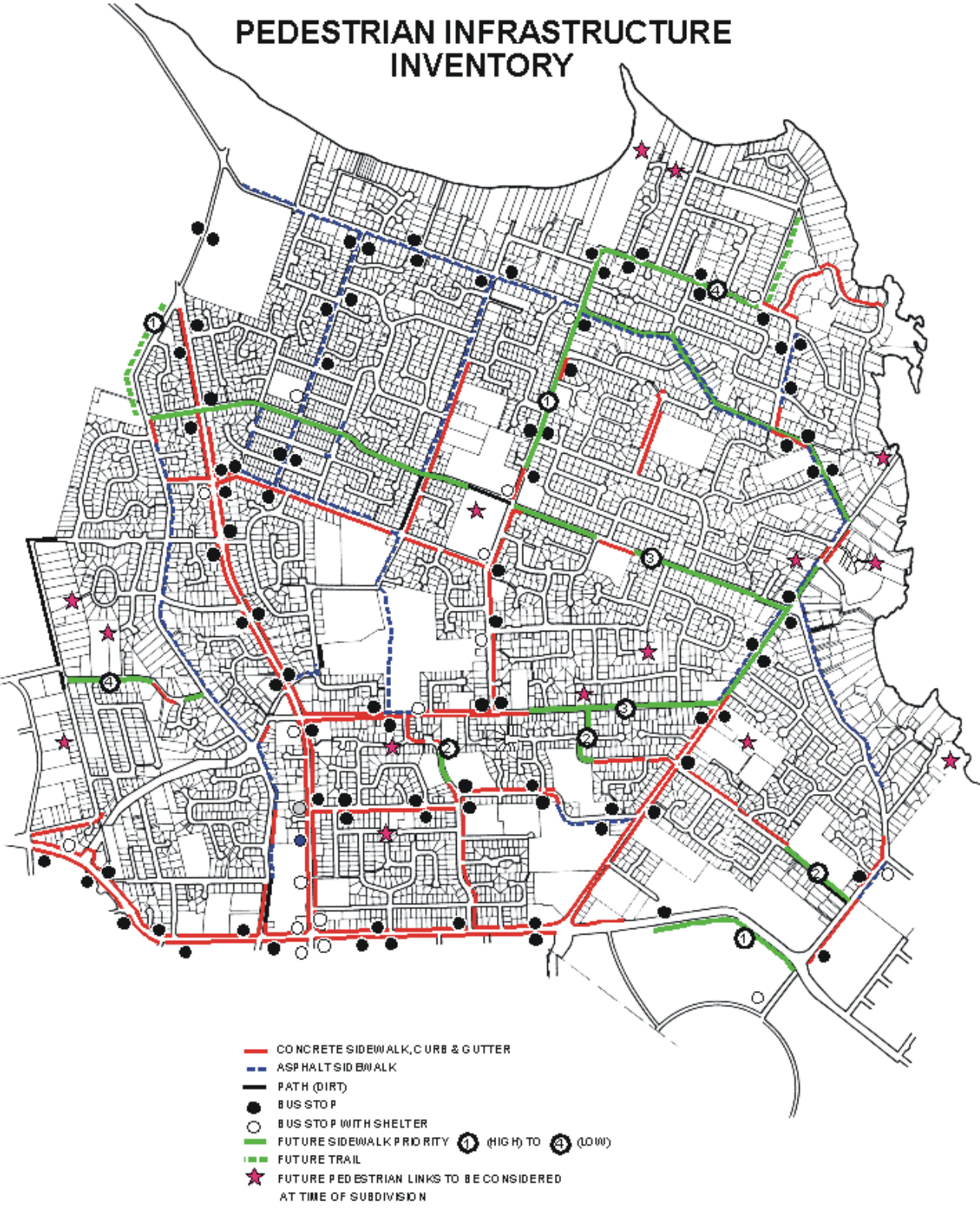
4. Complete discontinuous sidewalks, and continue to expand sidewalk facilities and wheelchair accesses to bus stops.
5. Through the Local Area Planning process, continue to address the need for land use changes to increase the mix of uses (office, commercial) and reduce car dependency.
6. Refer to the guidelines in the *Taking STEPS Manual* when reviewing designs for pedestrian infrastructure to ensure that they are suitable for high-risk users.
7. Retrofit cul-de-sacs identified by the Community Association as the most critical to allow pedestrian and bicycle access by acquiring easements from property owners or by purchasing and reselling lots as they become available.



The lack of bus stop seating has produced this temporary solution on Ferndale.

# Map 4

## PEDESTRIAN INFRASTRUCTURE INVENTORY



Q:\Project\_GreenHopping\Color Plans\Map GreenMapRev1.mxd  
 Rev: 17 February 1999



## B. SCHOOL ROUTES

The District of Saanich has a Safe Route to School Policy which states the “responsibility for initiation rests with School Districts and the individual school, in consultation with Engineering and Planning Departments, and the Administrative Traffic Committee (ATC)”. Schools are required to submit a plan identifying catchment areas and major walking routes to the Engineering Departments and ATC for review. Improvements are considered as part of the budget process.

In the initial meetings of the Greenways Committee it became clear that school routes were part of pedestrian mobility and greenway issues. The Committee requested that the Planning Department hold discussions with school and parent association representatives to discuss these walking routes.

At a special meeting, issues were identified and suggested improvements prioritized (see Figure 6). Some of the concerns included safety and ease of mobility. At Kenmore and Fairburn, for example, the lack of a suitable sidewalk or pedestrian area put children at risk with traffic, and made it unmanageable for students with disabilities. Another concern was that along Torquay, cars park on the pedestrian walking area forcing children to walk closer to the traffic.

In addition to these schools, there was also concern for students walking to two schools outside the local area boundary:

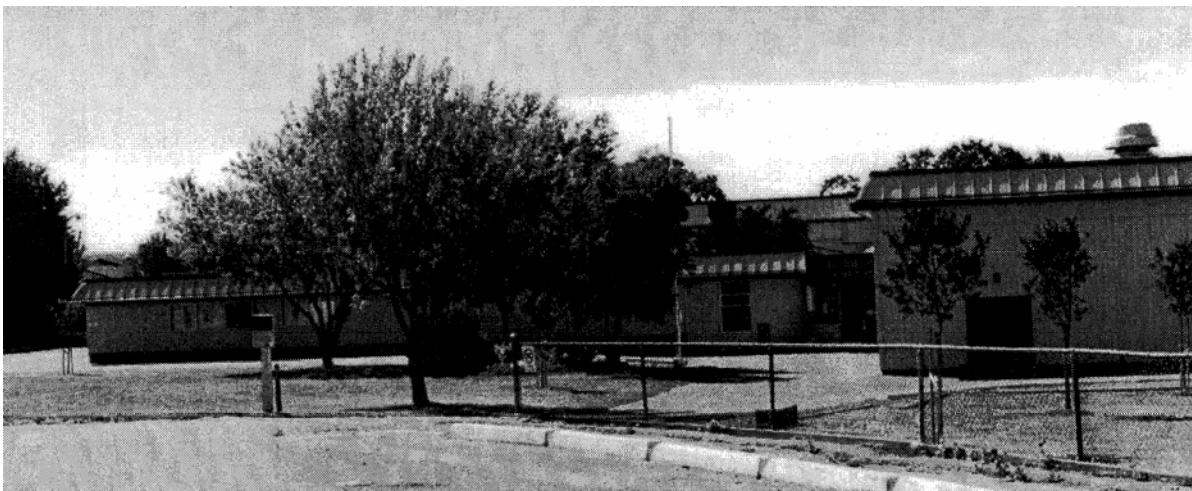
Braefoot and Campus View Elementary schools. The pedestrian overpass has made the route safer

for students going to Braefoot from Gordon Head. For Campus View, the crosswalk at McKenzie and Larchwood was identified as a dangerous crossing given the speed and volume of traffic, and the difficulty in crossing four lanes safely. The crosswalk is on a preferred route that accesses the rear of the school property.

The need to encourage students to walk or bike to school more frequently was also discussed. It was recognized that some people have fears about allowing children to walk or cycle, and there are also some convenience issues. The group discussed programs to try to address the fear issue such as “walking school bus” and Blockparents. Incentives to encourage less car use included an award or recognition program. A no-idle zone was suggested as a disincentive.

### SHORT TERM ACTIONS

1. Forward the following school infrastructure request priorities to the Engineering Department for consideration in the capital budgeting process:
  - a. Replace the uneven asphalt sidewalk on the south side of Kenmore Road from the Torquay intersection to Gordon Head Elementary school with concrete sidewalk and curb.



The lack of sidewalks along Fairburn from Feltham to Fairburn Elementary School is a concern.

- b. Provide separated sidewalk on the west side of Fairburn Drive from Feltham Road to the Fairburn School.
- c. Replace the steps at the pedestrian pathway at rear of Arbutus Secondary with a ramp and repair the heaving pavement. Improve safety of pedestrian crossing at Edgelow and Gordon Head Road. Continue the sidewalk on Edgelow Street to Finnerty, fronting Arbutus Secondary.

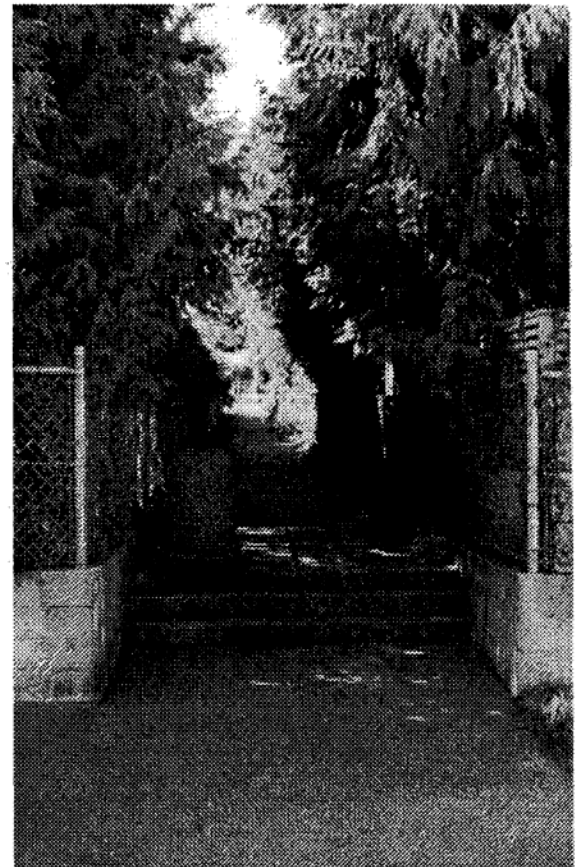
- 2. Support the development of community programs that encourage other means of getting to school for young children besides being driven.

**LONG TERM OBJECTIVES**

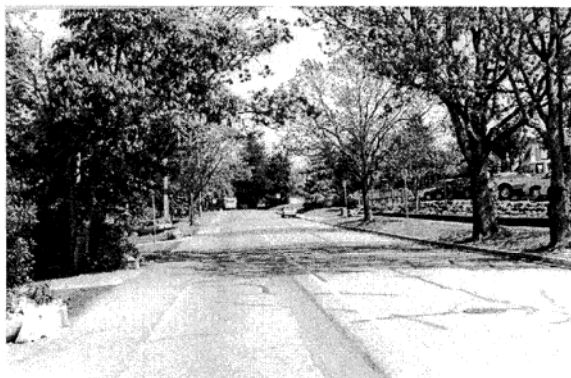
- 1. Designate the neighbourhood including the Arbutus/Gordon Head/San Juan intersection for a Neighbourhood Traffic Management Study based on concerns of local residents for pedestrian safety, vehicle speed, traffic safety, and streetscape protection.
- 2. Through the Saanich Neighbourhood Traffic Study process, assess the configuration of Kenmore/Torquay intersection to address concerns of pedestrian safety and vehicle speed.
- 3. Assess the crossing at McKenzie and Larchwood, and consider a safer crossing alternative.



This section of sidewalk is an issue for Gordon Head Elementary.

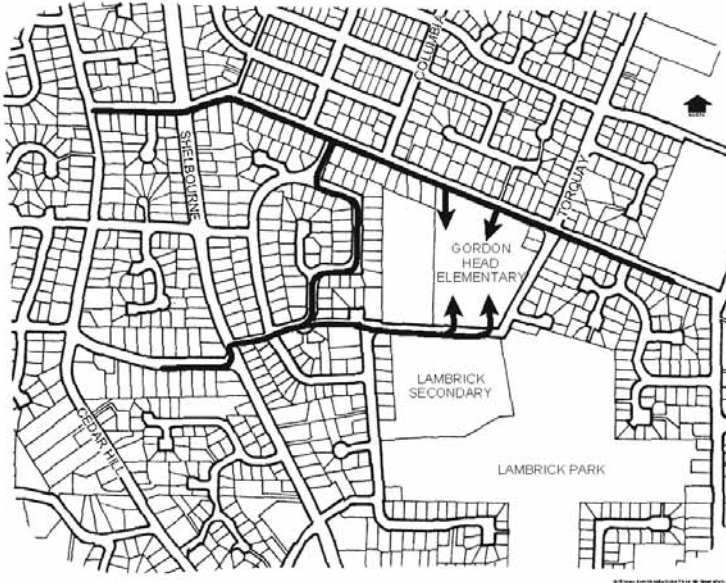


The walkway behind Arbutus Secondary is not accessible for those with mobility limitations.



Cars parking on the asphalt sidewalk forces children into the road across from Torquay Elementary.

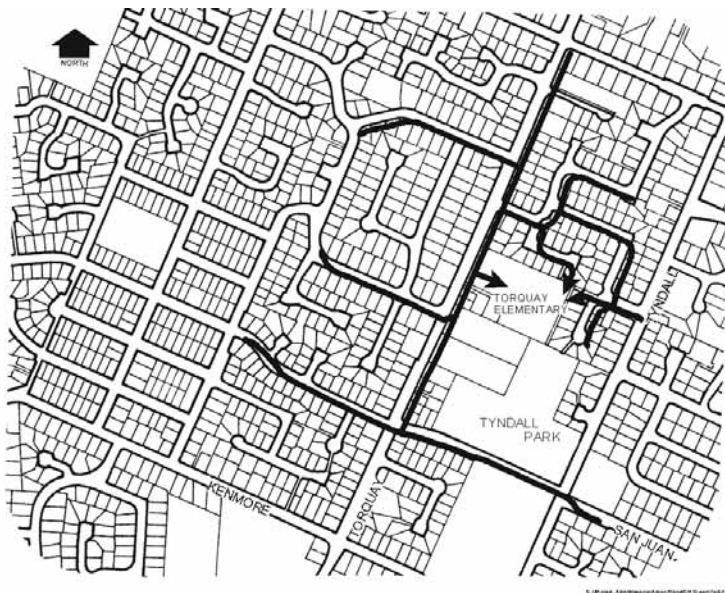
## GORDON HEAD ELEMENTARY



### Issues and Comments

- Poor condition of sidewalk on Kenmore between school and Torquay\*
- Speeding around school (three sides) particularly by students of Lambrick Secondary
- Modify intersection at Torquay/Kenmore (ie. Rights only) in order to stop speeders coming up from Lambrick Secondary
- Lower speed limit to 40km/h at Torquay/Kenmore
- Expand school zone to better represent catchment area
- Lack of sidewalks along Thornhill
- Need traffic calming along Thornhill where speeding is a problem
- Poor visibility at Kenmore/Tyndall intersection
- Traffic calming on road between two schools, and zone signage
- No crosswalk on Shelbourne (4190) Shelbourne at pedestrian pathway north of Cedarglen
- No crosswalk on Shelbourne at Arbordale
- No crosswalk on Cedar Hill (4280 Cedar Hill) at pedestrian pathway south of Kenmore

## TORQUAY ELEMENTARY

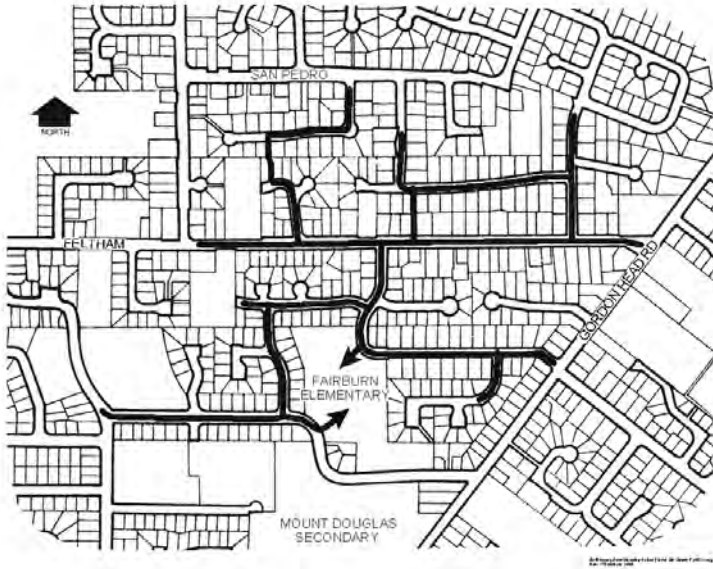


### Issues and Comments

- Lack of curb and sidewalk along west Torquay, Hillside to San Juan
- School pedestrian crossing sign needed on Torquay south of school

\* Indicates a priority  
FIGURE 6

## FAIRBURN ELEMENTARY



### Issues and Comments

- Lack of sidewalk along Fairburn from Feltham to school\*

## HILLCREST ELEMENTARY

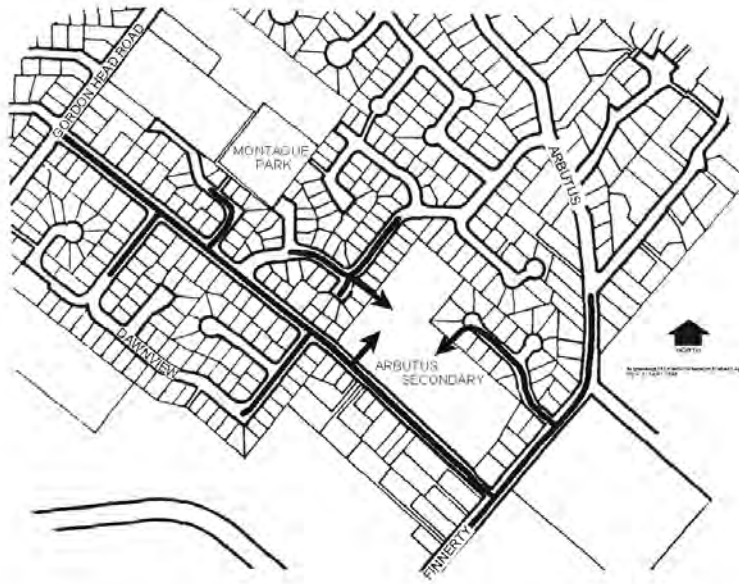


### Issues and Comments

- Lack of sidewalks along Hillcrest east of Greentree
- Speeding traffic along Hillcrest

\* Indicates a priority  
FIGURE 6

## ARBUTUS SECONDARY



- **Wheelchair access needed at pedestrian pathway from Lexington\***
- Crossing Gordon Head southwest of intersection of Arbutus/Gordon Head/ San Juan is dangerous, due to speed of traffic and no crosswalk
- Unsafe intersection at Arbutus/Gordon Head/San Juan for pedestrians with speeding traffic and inadequate crossings
- No school zones along Edgelow

### Issues and Comments

- **Poorly marked crosswalk at Edgelow and Gordon Head; dangerous crossing for pedestrians\***
- **Lack of sidewalks along Edgelow south of School\***

**\* Indicates a priority**  
**FIGURE 6**

#### 4. IMPLEMENTATION

Implementation of Gordon Head Action Plan activities will occur in several ways. Some actions will be implemented with the adoption of the Plan by Council. Others may be undertaken as capital budgets or external funding and partnerships allow. Some long term objectives are new policy directions that can be implemented ongoing through municipal operations, or may be capital projects or studies that can be undertaken as resources permit. All Actions cannot be undertaken immediately, but will require community and municipal priority-making and commitment.

Possible funding sources include:

- budget process for Engineering and Parks & Public Works;
- government agency funding;
- local improvement levies;
- specified area changes;
- private contributions; and
- corporate sponsorship.

Establishing priorities is an important process. Some projects, such as tree planting, can be undertaken ongoing through the budget process for Parks & Public Works. Funding may be available through the Boulevard Tree Program, and from other agencies such as Trees Canada and Greenstreets Canada. Individuals may request a tree be planted on the boulevard fronting their property for a \$50 fee.

##### **IMPLEMENTING TREE PLANTING**

Through the Greenways program, a street can be designated for tree planting jointly by the community and the Parks Department. A joint notice will be delivered to all residents in the area. Residents can request either to have, or not to have, a tree planted. The siting of trees will occur on a site by site basis: conditions such as underground servicing, overhead servicing, as well as the growth characteristics of the species must be taken into consideration.

Other works by the Engineering, Public Works and Parks Departments that could improve the pedestrian environment can be made through the capital and maintenance programs. Funds for road improvements and sidewalks through Engineering budgets will be difficult to access due to financial limitations. In these cases, community initiative will be required to come up with creative funding solutions.

A Priority Project Plan (see Table 1) has been developed which identifies several projects which should be reviewed for implementation as soon as possible. These projects are “do-able”, can be completed in the short term, have access to established funding programs, and will have a visible benefit to the community. These projects also combine aspects of greenways, bike mobility, and pedestrian mobility and are important in kick-starting the Greenways Action Plan.

##### **GUIDELINES**

1. Partner with the community and other agencies in support of Neighbourhood Greenways projects.
2. Where possible, capital project by Engineering and Parks and Public Works undertaken along designated Local Area Greenway should support the Greenways Plan.
3. Adopt the Priority Project Plan as shown in Table 1:
  - the Mt. Douglas-to-UVic Greenway Connector at Gordon Head Elementary school which can include trail development, tree planting, landscaping signs;
  - Gateway Project to add bike lanes to north Shelbourne; and
  - Tree planting along San Juan and other Local Area Greenways.

**TABLE 1: PRIORITY PROJECT PLAN**

<b>Project</b>	<b>Possible Funding Sources</b>	<b>Initiated by</b>	<b>Partners</b>
Mt. Douglas-to-UVic Greenway Connector	Provincial Capital Commission (PCC); Saanich Parks	Gordon Head Residents' Association	Gordon Head Elementary School, PCC, Saanich Parks & Planning
North Shelbourne Gateway Project	Engineering, PCC, Province of BC, specified area charge	Gordon Head Residents' Association, Saanich Bicycle Advisory Committee	Residents, Saanich Parks & Planning, PCC
San Juan Greenway Tree Planting	Parks & Public Works Boulevard Tree Program	Saanich Parks & Public Works, Engineering	Residents, Gordon Head Residents' Association
Local Area Greenways Tree Planting	Parks & Public Works Boulevard Tree Program; PCC, Trees Canada	Saanich Parks & Public Works; Gordon Head Residents' Association	Residents





# **APPENDIX 1**



## APPENDIX 1

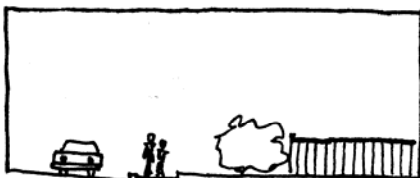
### DESIGN GUIDELINES FOR PEDESTRIAN-FRIENDLY RIGHTS-OF-WAY

The public right-of-way supports many forms of travel, and other functions such as utilities, landscaping, signs, and signals. Rights-of-way are also where most public land is held, far exceeding parks and other forms of open space. Good pedestrian design in the right-of-way will encourage walking. These guidelines attempt to balance the needs of pedestrians with those of the driver and other users within the road right-of-way.

### SIDEWALKS

Safe, comfortable, and convenient sidewalks reinforce a pedestrian environment. They encourage walking and reduce dependency on the automobile creating a more sustainable and liveable community.

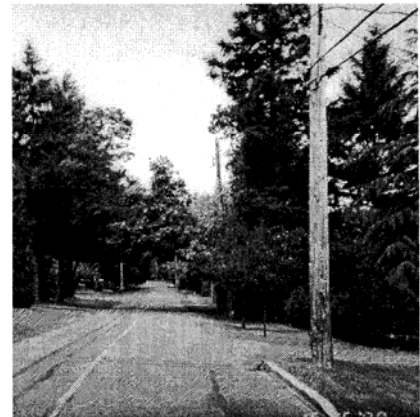
- separate sidewalks from the paved roadway along all sections where possible to provide a safe pathway and important community social space, and to contribute to the character of the neighbourhood;
- meander the path of the sidewalk to protect *significant* vegetation and provide an interesting pedestrian environment. A long term view should be taken when developing pedestrian routes;
- concrete is preferred for sidewalk surfacing, however, alternatives such as asphalt and gravel trails should be considered for reasons of function, economy, and aesthetics. The least preferred pedestrian paths are asphalt paved shoulders separated by extruded curb;
- create at least a 1.5 m boulevard where possible, but allow flexibility to use a narrower boulevard if the full width cannot be attained;
- street trees should be planted in the boulevard to provide a safe physical and psychological buffer between pedestrians and traffic;
- consider installing sidewalks without road widening or curbs, and by using swales for natural drainage and absorption where appropriate;
- discontinuous sidewalks should be completed;
- sidewalk facilities to public transit should be a priority;
- the placement of street furniture and utility poles, and the design/placement of curb cuts should be undertaken with references to the STEPS Guidelines to ensure usable, unobstructed and safe sidewalks; and
- pedestrian amenities such as benches, lighting, fountains, and interpretation panels on walking routes should be considered to encourage walking, and to expand the use of the street as social space where people can interact.



A. EXISTING



B. FUTURE



The separated sidewalk on Ferndale provides safe and comfortable walking environment.

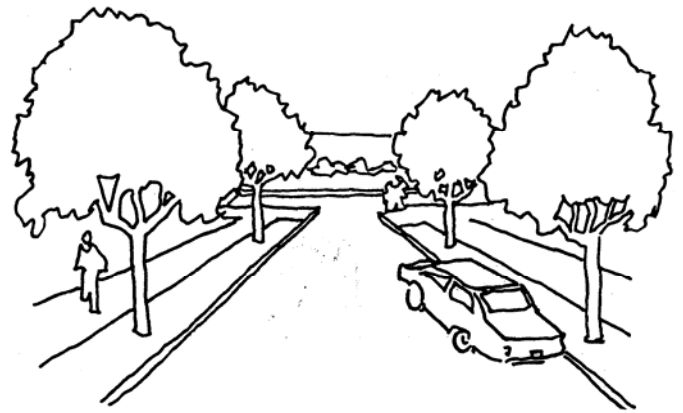
## BOULEVARD TREES

Boulevard trees play a large role in creating a pedestrian-friendly environment. Shade trees provide shelter, shade, and bird habitat, and help to moderate temperatures and abate noise where there are significant amounts of asphalt and traffic.

- plant shade trees in the boulevard, preferably between the sidewalk and roadway;
- minimize the varieties of trees planted in each greenway corridor. In selecting varieties, consideration should be given to tree characteristics, such as height and canopy;
- tree species and planting location should be chosen to fit with overhead and underground servicing situations. Trees should be selected to minimize root damage to servicing and roads/sidewalks, and to do minimal interference with overhead wires; and
- street trees should frame and not block views. Framed vistas can become landmarks.



There is uniformity to the boulevard trees along Shelbourne.



## PUBLIC ART AND HERITAGE MONUMENTS

Public art and monuments can add to street and greenways by marking significant areas and celebrating important community features.

- include public art in the consideration of greenways; and
- have community input to locating art and monuments.



Driftwood art at Leyns and Vantreight.



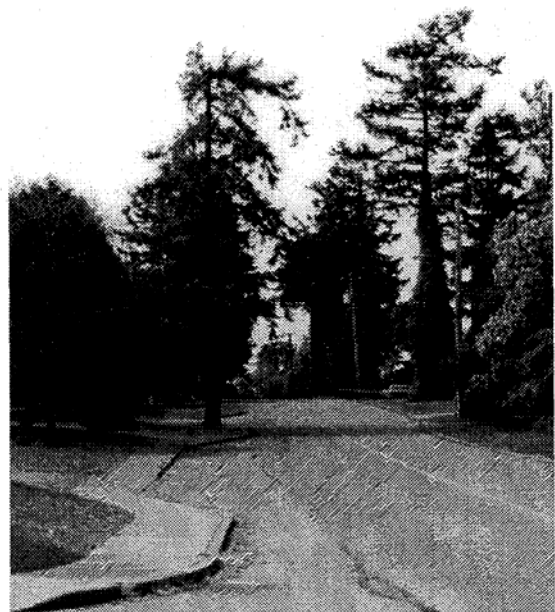
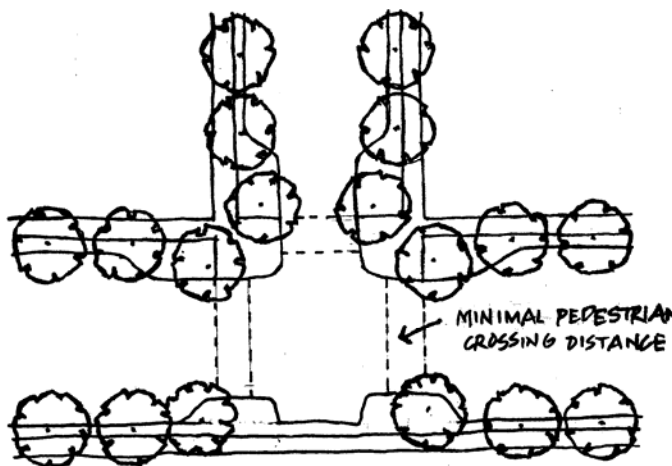
Public art and seating combined along the Columbia greenway.

## STREETS AND INTERSECTIONS

Minimum street widths make streets more intimate and in scale with pedestrian and bicycle activity. Wide residential streets can invite speeding. Narrowing or maintaining narrow residential streets can slow traffic by reducing the view lines and requiring drivers to be more cautious.

Intersections facilitate both pedestrian and vehicular mobility. Minimizing the intersection dimension results in a shorter crossing distance for pedestrians. Curb extensions and raised median islands can also mark the entrance and slow traffic as it enters a residential area.

- develop road rights-of-way for *people*, not only cars;
- use creative designs at intersections to shorten pedestrian crossing distances and reduce vehicle speed;
- use minimum road width on residential streets and protected streetscapes to reduce paving costs, provide boulevard for plantings and calm traffic by reducing view lines. When upgrading roads, consider the use of parking bays to preserve green space and minimize road widths;
- consider the use of raised median islands and curb extensions in strategic locations to provide a safe pedestrian crossing, provide opportunities for green space, and narrow roads to slow traffic; and
- locate underground infrastructure beneath the paved roadway to protect trees and landscaping and provide opportunity for root growth in the boulevard.



Use of parking bays on Torquay maintains minimal road width.



# **APPENDIX 2**





## APPENDIX 2

### SIGNIFICANT AND HERITAGE TREE INVENTORY

Significant and heritage trees are designated by two groups: the Heritage Tree Society, and the Saanich Significant Tree Committee through the Tree Preservation Bylaw. The location of these trees can be seen in Map A. The follow trees have been designated:

STREET	ADDRESS	TYPE
Finnerty Road	University of Victoria	Cutleaf Alder, Paperbark, Maple, Dove Tree, American Beech, Franklina, Chinese Ash, Snowdrop Tree, Magnolia, Belle de Boscoop Apple, Dawn Redwood, Antarctic Beech, Tupelo Tree, Ironwood, London Plane, Birchbark Cherry, Wingnut, Sorbus Hupehensis, Mountain Ash, Snowbell Tree, Hiba Arborvitae
Arbutus Road	2254 and up*	Arbutus **
Torquay Drive	4540, 4560, 4555, 4470, at Ash*	Arbutus
Ash Road	1702 (3), 1695, 1554	Arbutus, Douglas fir
Tyndall Avenue	at El Sereno *	Arbutus
Gordon Head Road	3987, 4024 *, 4020	Bhutan Cypress, Gian Sequoia
Ferndale Road	1895, 1815	English Oak, California Redwood
Oakdale Place	3941	Sand Pine, Monterey Pine, Eastern White Pine, Common Birch, Italian Cypress, Slash Pine
Shelbourne Street	Boulevards * east and centre; El Nido to Torquay	London Plane
Kenmore Road	at Shelbourne and Torquay intersections *	Common Pear
Cedar Hill Road	4305	Garry Oak
McKenzie Avenue	1666, 1670, at Shelbourne *	English Oak
Grandview Drive	1809	English Oak
Hilton Place	4402	Littleleaf Linden
Hillcrest Avenue	1837 *	Arbutus
Mt. Douglas Corridor	From Shelbourne to 4550 Cordova Bay	Significant Tree Area

\* indicates on municipal property

\*\* trees are failing and most have been removed

In addition, the Saanich Significant Tree Committee recently designated additional significant trees in Gordon Head which it would like to protect under the Tree Preservation Bylaw:

STREET	ADDRESS
Gordon Head Road	3987
Tyndall Avenue	4458 *
Ash Road	1740
Torquay Drive	4304 *
San Juan Avenue	1888, 1891, 1893
Ferndale Road	1895 *, 1931 *, 2035 *, 2041 *, 2047 *, 2055 *

\* indicates on municipal property

Note: Letters were sent May 5/98 to all property owners of the above to request their consent in designating the trees under the Tree Preservation Bylaw.