



Town of Sidney
WEST SIDE
Local Area Plan





Sidney
by the sea

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6 KEY CHANGES

1 INTRODUCTION

The West Side Local Area Plan (WSLAP) provides detailed policies and recommendations to guide the future of the West Side neighbourhood over the next 30 years. The primary focus of the plan is on future transportation infrastructure (public investment) and land use (private investment) in the area.

This section provides a very brief overview of 6 key changes found within the plan document.

The 6 changes highlighted are:

1. Establishing an innovative Mixed Use Village in the existing residential area
2. Creating a strong gateway to the neighbourhood along Galaran Road
3. Improving the existing path along the highway, and strengthening connections to/from the area
4. Developing an industrial area parklet program, in order to create more 'people spaces' for employees on the West Side
5. Establishing a Truck Routes Bylaw in order to push more heavy trucks onto McDonald Park Road and facilitate Galaran Road as a more pedestrian friendly street
6. Developing tailored industrial street improvements throughout the West Side in order to better meet the diverse needs of the neighbourhood

6. WHAT'S MISSING?

What land uses, amenities, shops, or services are most needed in the West Side?

Write your ideas on a sticky note and add them below.

More Suites
Over
Industrial

Small market
for basic items
(milk, sugar, etc.)

Canadian
Tire

More Shops

Wider Sidewalks
& Less Obstacles

Pot a
sidewalk on
Galarran

More Commercial
land uses

Sidewalk and
additional parking
on Mills. Also
remove current
parking restrictions

Better park
w/ play equipment

Convenience
Store

More lighting
on Galarran

Pedestrian
overpass on
Mills Rd

More Sidewalks
(wider curb
drops)

Ped. overpass

More mixed
Residential &
Light Industrial

Less expensive
clothing
and
shoe stores

Community
hub

Sidewalks
More food options
(healthy)
Food Truck Fridays
(vegetables)

Better bus
service

PEOPLE
FRIENDLY
AREAS
EVEN IN
INDUSTRY AREA

Brew pub

More food
options
(Lunch)

Gas
Station

SIDE WALKS
BIKE LANES
SOLAR LIGHTING

PAVE
GALARRAN

DOUBLE LANE
BIKE PATH
WITH LIGHTS
ALONG PAT BOY
Hwy

Sidewalks
cafes / more
food amenities

side walks
for shade
are needed
for walkers

SIDEWALKS
DOWN GALARRAN
&
TRAFFIC
CALMING

-SIDE WALKS
PED. BRIDGE
AT MILLS RD
-IMPROVE
BIKE PATH
LIGHTS

Central
business
square

Walking
paths between
businesses &
streets

Pub
Social House

Food Court
healthy options

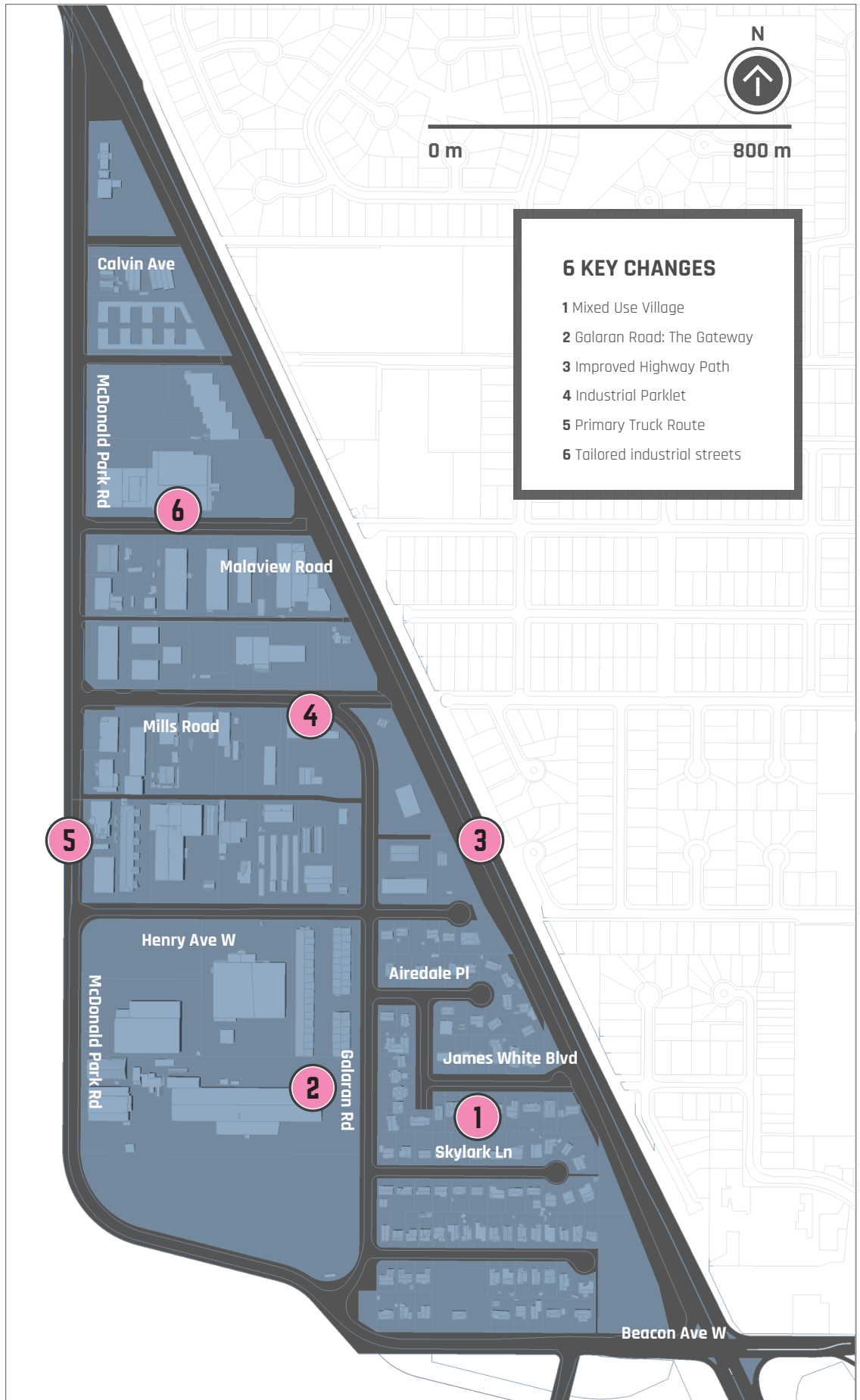


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800 m

6 KEY CHANGES

- 1 Mixed Use Village
- 2 Galaran Road: The Gateway
- 3 Improved Highway Path
- 4 Industrial Parklet
- 5 Primary Truck Route
- 6 Tailored industrial streets



1. Mixed Use Village

The existing residential area is envisioned as a vibrant mixed use area with a network of greenways and green spaces. Buildings will primarily accommodate light industrial or high tech uses on the ground floor and residential or live/work units, above. The LAP policy direction re-designates the area for a new mixed use designation, proposing heights up to 5 or 6 storeys, conditional on meeting minimum lot size and green building requirements.

The existing streets will be redeveloped as 'shared streets', which emphasize pedestrian comfort and safety, and integrate stormwater management features. A network of greenways and green spaces will provide increased pedestrian/cycling connectivity and needed open space for residents and employees, alike.

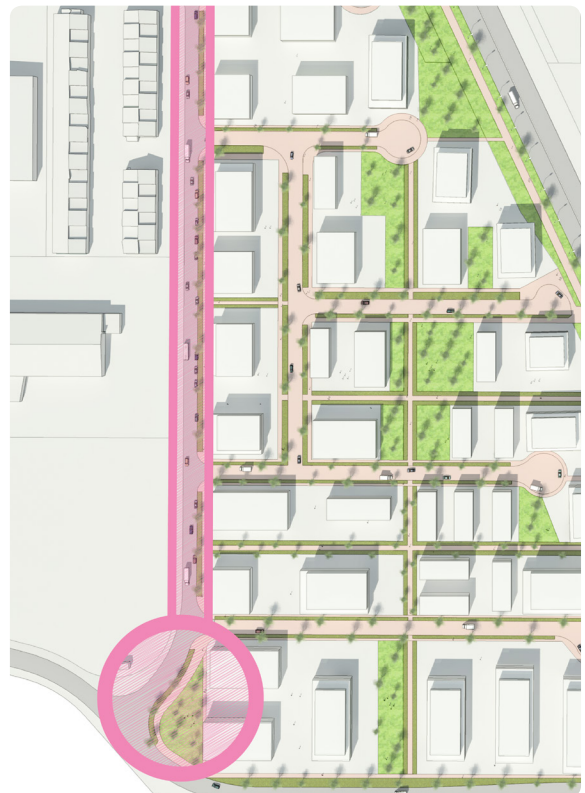
See Section E. Land Use & Built form on Page 58.



2. Galaran Road: The Gateway

Galaran Road is redesigned to serve both sides of the neighbourhood. On the west side of the road, on-street parking, a protected pedestrian pathway, and maintained truck turning movements serve industrial activities. On the east side, a new sidewalk with lighting, seating, landscaping, and street trees serve existing residents and the future mixed use village.

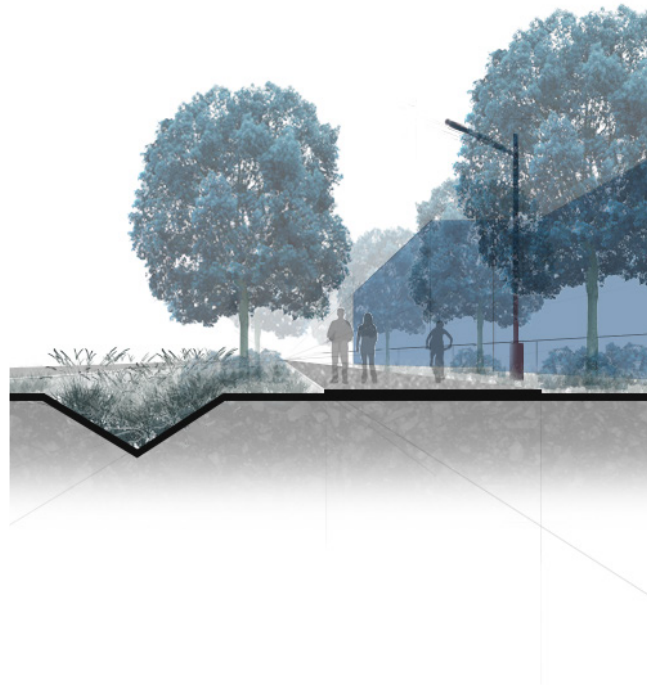
At the junction of Galaran and McDonald Park Roads, a new gateway park is envisioned, with large format signage, lighting, seating, and landscaping that help to establish a distinctive identity for the neighbourhood.



3. Improved Highway Path

The existing highway path serves a vital function on the West Side and will grow in importance as the area evolves. Over time, the path will be improved for the safety and convenience of all users.

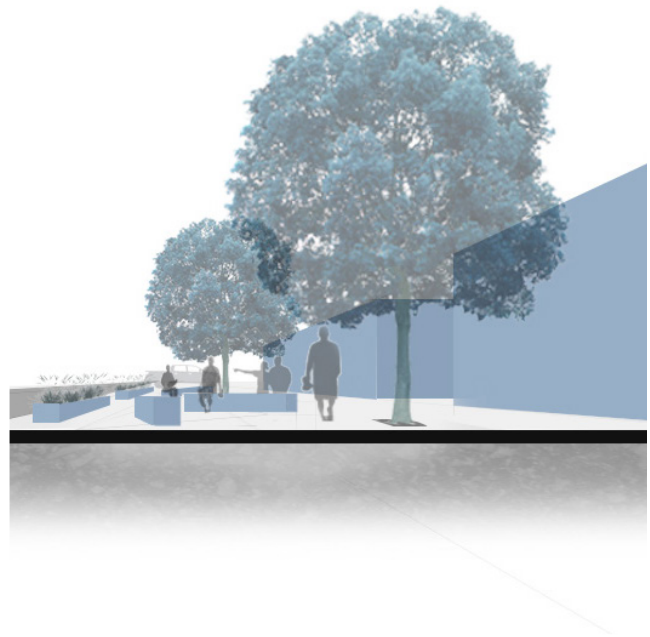
Lighting, seating, and improved paving and buffering to the highway are envisioned, in addition to stronger connections to/from the neighbourhood.



4. Industrial Parklet

Presently, the West Side is severely lacking 'people spaces' (e.g., plazas, patios, parks), particularly for the 1500+ employees in the neighbourhood. That said, there is very little public space in the area, outside of the road rights-of-way. Therefore, a new parklet program is recommended as a relatively quick and inexpensive way to – temporarily, at first – convert 'car spaces' to 'people spaces'.

Parklets are small pedestrian spaces, which typically include seating, tables, and similar elements that facilitate 'staying' activities (e.g., sitting, eating, socializing).

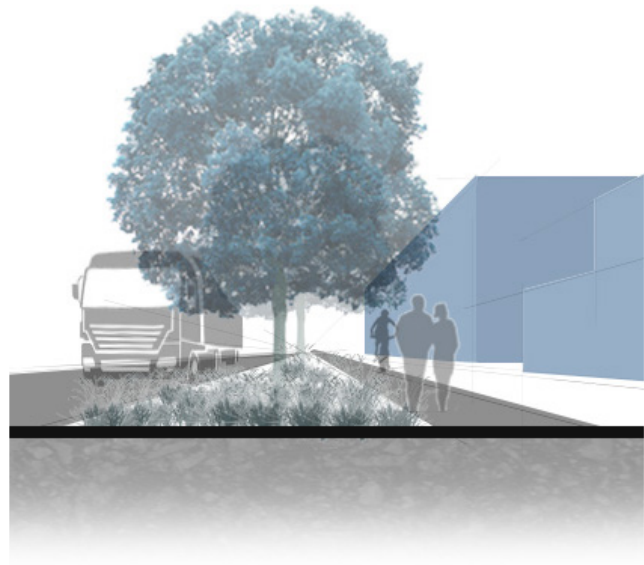


5. Primary Truck Route

In order to direct heavy truck traffic onto McDonald Park Road, as much as possible, a Truck Routes Bylaw will establish 'primary' and 'secondary' trucks routes.

This will reduce the impacts of truck traffic on Galaran Road, which is envisioned as a key pedestrian spine and gateway to the neighbourhood.

Further, truck turning movements will be improved at Mills Road and McDonald Park Road to facilitate trucks utilizing the newly established primary truck route.

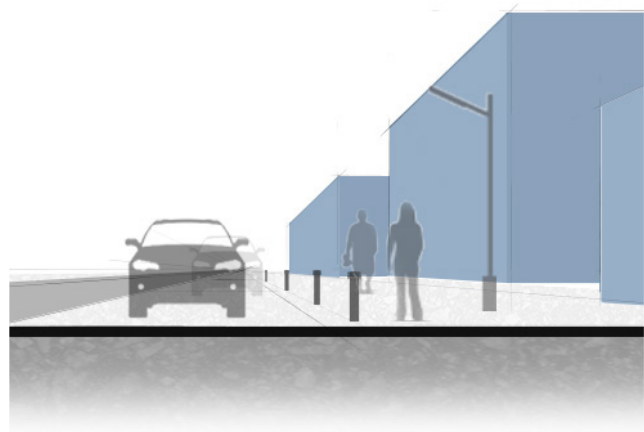


6. Tailored Industrial Streets

The streets on the West Side are heavily utilized by private industry – e.g., on-street parking for employees; travel lanes for truck movements. Therefore, incorporating and prioritizing the needs of pedestrians, cyclists, and stormwater management is a challenge.

In response, a tailored block-by-block approach to the street network was taken, resulting in a number of unique 'street typologies' that cater to the needs of current and future users of the West Side.

Additionally, street designs were meant to be [a] implementable (e.g., cost effective, contextual), [b] incremental (e.g., can be phased over time), and [c] multifunctional (e.g., elements serve more than one user or purpose).



A

INTRO & CONTEXT

A1. INTRODUCTION

The West Side Local Area Plan (WSLAP) provides detailed policies and recommendations to guide the future of the West Side neighbourhood over the next 30 years. The primary focus of the plan is on future transportation infrastructure (public investment) and land use (private investment) in the area.

With the exception of some ‘newer’ residential streets, the area’s public realm has seen little capital investment in recent times, despite being home to approximately 120 homes and Sidney’s key – yet often forgotten – employment hub (“West Sidney Business Park”).

As a result, the Town sought the services of a qualified consultant to guide a planning process for the West Side, with a focus on transportation/mobility and land use.

In mid-2016, a team led by Barefoot Planning kicked off the project process, in which public consultation was a central component. Residents, employees, land owners, and other stakeholders provided feedback via a widespread public survey, an interactive Ideas Fair on Mills Road, an intensive Stakeholder Workshop, and a public Ideas Gallery.

The resultant WSLAP (this document) is based on that public and stakeholder input, as well as contemporary best practices, and neighbourhood planning principles.

The enclosed policies and recommendations are meant to ensure that the long-term vitality of the West Side, while capitalizing on the unique opportunities it provides.

The sections of this plan include:

- Introduction & Context
- Process & Consultation
- Vision, Goals, Principles
- Transportation & Mobility
- Land Use
- Implementation Strategy

A2. HOW TO USE THIS PLAN

The WSLAP serves as a guide for future development within the West Side neighbourhood. It provides clear goals, guidelines, and policies to help achieve the vision for the neighborhood.

What is a Local Area Plan?

Local area plans (LAPs) provide clear direction for how a particular area will grow and change over time. They typically include detailed guidelines and policies to direct the urban design, transportation (including cycling, walking, transit), land use, parks and open spaces, and other planning elements in the area.

An LAP further refines the high-level directions found in the Official Community Plan (OCP) for a neighbourhood; for example, regarding density, built form, and land use.

The OCP remains the City's overarching bylaw for guiding and assessing new development in any area. And, while it takes precedence over an LAP, OCPs are typically reviewed and amended to ensure consistency with newly adopted LAPs.

Purpose of the WSLAP?

The purpose of the WSLAP is to create a vision for the neighbourhood and then provide clear goals, policy guidance, and an implementation strategy to achieve that vision. The document is future-oriented and focuses on how the West Side can evolve over an extended period

of time (15-30 years). In other words, the WSLAP will be implemented over several decades, with some initiatives taking priority in the shorter-term (1-5 years) and others likely phasing in the longer-term.

The key themes that the WSLAP addresses are:

- A clear vision framework for the area, including vision statement, goals, and guiding principles;
- Transportation and mobility, including truck routes, on-street, parking, transit planning, active transportation networks, and street standards (street typologies);
- Land use, including a land use concept (focused on the existing residential area), land use designations, and related policy/regulatory guidelines; and,
- An implementation strategy for key actions and infrastructure improvements.

The WSLAP further identifies next steps – including capital initiatives and programs – to be considered by the Town to facilitate achieving the vision.

A3. POLICY & REGULATORY CONTEXT

The WSLAP sits within an existing policy and regulatory context in the Town and Region. This page provides a brief review of this context and how it informs the development of the WSLAP.

Official Community Plan (OCP)¹

The OCP provides clear direction to maintaining and enhancing existing Industrial Lands. Further, the residential area is currently designated as 'Industrial', with redevelopment to be phased from north to south. Despite having this designation for over two decades, market conditions, development complexities, and regulatory challenges have seen no change to this area.

Further, two Development Permit Areas (DPAs) inform development on the West Side. The large triangular parcel at Beacon Avenue and Highway 17 is subject to the 'West Sidney Commercial' DPA; whereas, the rest of the area is subject to the 'Industrial' DPA.

Downtown Mixed Use & Multi-family Density Review²

In 2017, Sidney adopted new policies and regulations resulting from a density review – which had a particular focus on transitioning from Units Per Hectare (UPH) to Floor Area Ratio (FAR) as the primary tool for regulating development density. FAR is seen to better facilitate predictable regulation, redevelopment, good urban design, and clear/transparent public processes. As such, FAR is the primary density tool used in this LAP.

Climate Action Plan³

In 2010, the Town developed a Climate Action Plan which included adopting emission reduction targets into the OCP. The WSLAP strives to facilitate achieving these targets.

BC Transit Future Plan:
Victoria Region⁴

As part of its regional 2013/2014 service review, BC Transit prioritized a yet-to-be-completed review of all Saanich Peninsula services. This is based on public and local government staff feedback regarding emerging nodes of development and a desire to better link them to each other as well as proposed Rapid Transit along Highway 17. Depending on results, there may be improvements in transit service to and within the West Side area.

CRD Pedestrian & Cycling Plan⁵

In 2011, the CRD developed a Pedestrian and Cycling Master Plan that provides strategic direction on how the region can achieve a significant shift in transportation. The WSLAP uses these directions as a starting point but offers a more comprehensive and detailed approach.

1. http://www.sidney.ca/Town_Hall/Departments/Development_Services/Community_Planning/Official_Community_Plan.htm

2. http://www.sidney.ca/Town_Hall/Departments/Development_Services/Community_Planning/Downtown_Mixed_Use__Multifamily_Density_Review.htm

3. <http://www.sidney.ca/Assets/Development+Services/Climate+Action+Plan/Climate+Action+Plan+2010.pdf>

4. <https://bctransit.com/servlet/documents/1403643281821>

5. <https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/pedestrian-amp-cycling-master-plan.pdf?sfvrsn=0>



A4. HISTORICAL CONTEXT

Prior to the first European settlers, the WSÁNEĆ people utilized this region for thousands of years. Later, in the early years of settlement, the West Side and surrounding areas were utilized as agricultural and rural residential lands.

In the 1950s, the area began to develop as an extension of the residential streets in Sidney proper. These connections were severed in the 1960s, when the intersections at Highway 17 were

eliminated. Residential development was quickly followed by industrial activity, to the north and west, until the current distinct interface and mix of uses was created.

Notably, the residential area of the West Side has been designated for 'Industrial' in the Town's OCP since 1993 - but, because of a number of factors, no change has occurred.



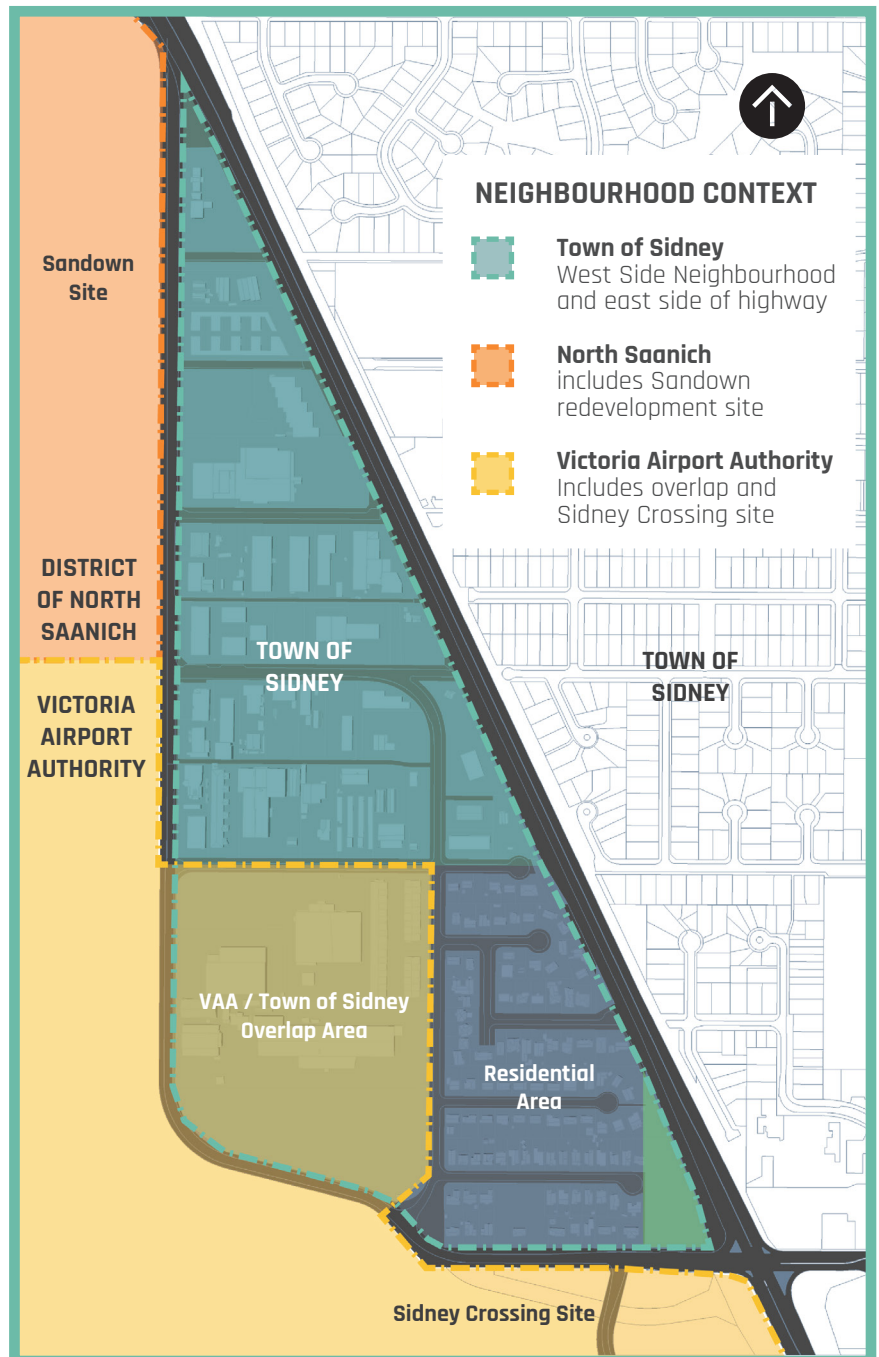
A5. NEIGHBOURHOOD CONTEXT

The West Side neighbourhood sits in a complex triangle of jurisdictions and key adjacencies.

Sidney's West Side area has a distinct mix land uses, with approximately 100 residential homes adjacent to over 28 hectares of industrial lands, currently branded as West Sidney Business Park. This mix is nestled between the Victoria International Airport, the District of North Saanich, and Highway 17, all of which act to isolate the area from the rest of Sidney. Moreover, the Sandown site in North Saanich and the Sidney Crossing site on the airport lands are both targeted for large scale commercial development, which would have significant impact on the West Side.

The industrial majority of the West Side is a key economic hub for Sidney and a large employment base, with over 1,700 employees. Though, despite this concentration of people, there is a distinct lack of amenities in the area and lack of convenient connections to those found in downtown Sidney.

Despite the lack of strong local connections, the wider area is a regional transportation hub - Victoria International Airport, BC Ferries, Anacortes Ferries, Highway 17, and potential future passenger ferries are all on the doorstep of the West Side.



A6. ISSUES & OPPORTUNITIES

While it poses many challenges, the West Side's complex context also presents opportunities – including some not typically present in a neighbourhood plan.

STREETSCAPE DESIGN

Streets on the West Side have seen minimal improvements over the years. In general, they consist of paved travel lanes and informal gravel shoulders. This presents opportunity for improved streetscape designs to not only beautify the area but also improve its functioning.

ACTIVE TRANSPORTATION

The area has a distinct lack of pedestrian amenities, with the exception of a modest path along Highway 17, the 'Flight Path' around the airport lands, and a few isolated strips of sidewalk. There are only two (safe) ways to cross Highway 17 from the West Side – a pedestrian overpass at its very northern end and a signalized crossing at Beacon Avenue. In general, walking and cycling on the West Side area inconvenient and uncomfortable (if not unsafe). However, there is space within existing rights-of-way to make major improvements.

INDUSTRY AND EMPLOYMENT

The West Side is primarily an industrial area with valuable employment-generating uses. There is an opportunity to identify and work toward goals that help existing businesses and attract new ones.

ADJACENCIES

Prospective development in the area (Sidney Crossing, Sandown, and downtown Sidney) call for careful consideration of the evolving context.

LAND USE

Currently, the area's land use is predominantly industrial with a pocket of residential, which is also designated (in the OCP) as industrial. While this signals an intent to expand employment lands, it also shows that this policy has not had its desired effect, presenting an opportunity to develop more effective land use policies.

OPEN & GREEN SPACES

There is a definitive lack of gathering places and green spaces on the West Side. The only defined 'people space' is a meager park at the east end of Henry Avenue, meaning there is a significant need to create spaces for people to enjoy.

TRAFFIC & PARKING

Currently, on-street parking is primarily used by employees of private businesses. While seen as problematic in other areas, this helps facilitate economic activity on private lands and is seen as an essential amenity for some West Side businesses. Moreover, there are traffic flow and safety issues on the West Side, particularly on Beacon Avenue at the Highway.

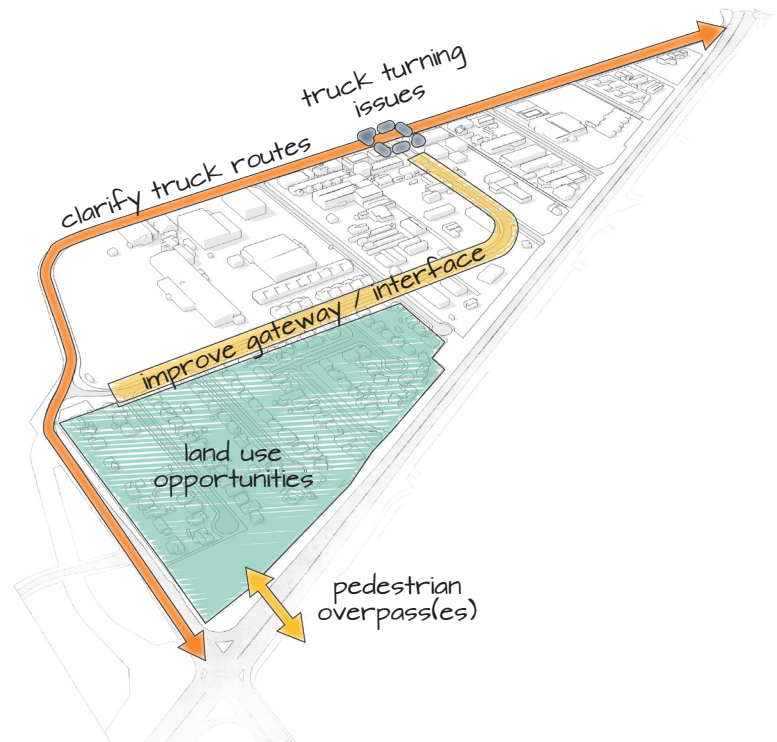
WORKFORCE HOUSING

There is significant demand for workforce and attainable/affordable housing on the Saanich Peninsula and in Sidney. The West Side is not only home to some more attainable housing but also represents a rare housing opportunity.

A7. SITE ANALYSIS

Key Issues/Opportunities

Three key issue/opportunity themes on the West Side are: [1] the need to improve and beautify streets, with a focus on the neighbourhood gateway and interface between residential and industrial uses (Galaran Road); [2] the need to address transportation efficiency and safety, with a particular focus on establishing truck routes; and, [3] the opportunity to consider the long-term land use of the existing residential area.



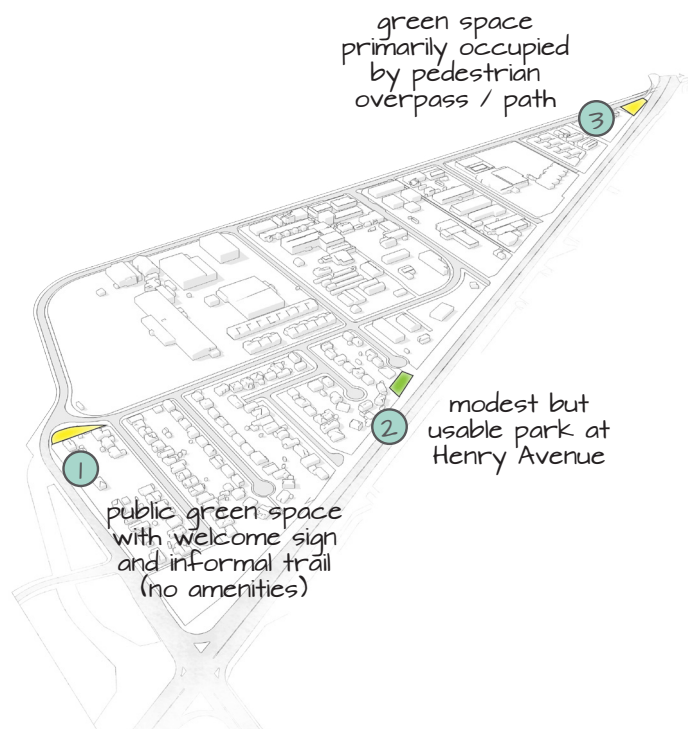
Pedestrian / Cycling

The West Side currently has a distinct lack of pedestrian and cycling amenities. There are two multi-use paths on the edge of the neighbourhood, and a few disconnected sidewalk fragments along McDonald Park and Mills Roads. Moreover, Galaran Road is the interface between residential and industrial land uses and represents a strong current (based on pedestrian comfort/safety) and future (based on project goals) need for pedestrian improvements.



Public Open Space

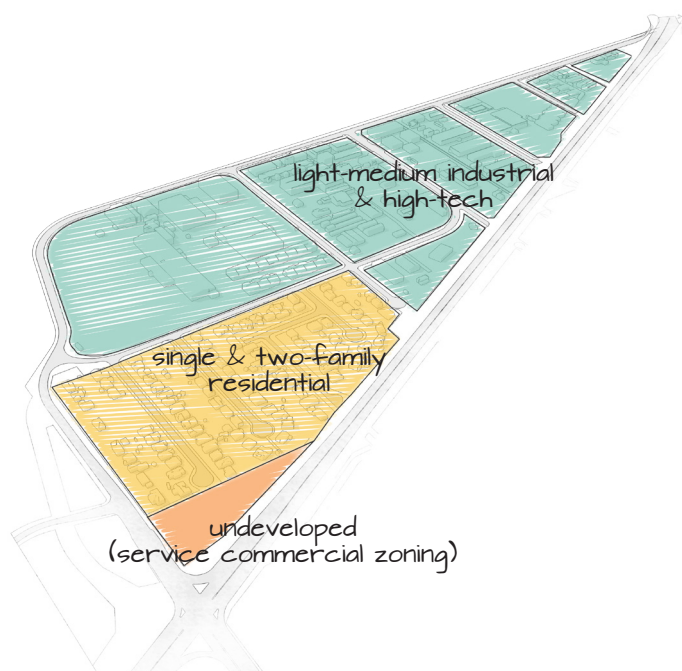
The West Side has three small public open spaces (outside the road rights-of-way). These includes [1] the informal (and not very “usable”) green space that accommodates the welcome sign and an informal pedestrian trail; [2] the modest but usable park at the base of Henry Avenue, which includes a single swing set; and [3] the (not usable) green space that surrounds the multi-use path and ramp leading to the pedestrian overpass at the northern extent of the area.



Current Land Use

The study area has a distinct land use mix of industrial and low density residential, with a patch of service commercial at the southeast corner.

While the zonings remain residential, the OCP designation for the residential area has Industrial for over 20 years; though, there is a caveat that any redevelopment must occur block-by-block, from north to south.



A8. WEST SIDE SNAPSHOT

The West Side possesses a rare mix of industrial and residential land uses. As an economic hub for the Town that attracts world class businesses, it is also home to host of innovative and interesting activity.



Innovation on the West Side

- Clean engine technologies
- Low-level contaminants analytics
- Marine anti-fouling and anti-corrosion systems
- Great burgers
- Cruising, racing, and small boat sails
- Food and water safety analytics
- Log debarkers
- Soccer, rugby, lacrosse, and football goals
- Shock-mitigating seating
- 3D printers
- Reagents for global laboratories
- Fishing, outdoor, and firefighting equipment
- Custom cabinets
- Aluminum boats
- Large structural steel fabrication
- Waterjet cutting and fabrication
- High-precision machining
- Engineering control systems

A9. EXISTING CONDITIONS GALLERY

Currently, the West Side is characterized by car-oriented streets that cater to vehicular traffic and, in most cases, employee parking. Below is a summary gallery of existing conditions on the West Side.



A typical undefined street edge with gravel shoulder, chain linked fencing, and unkempt greenery.



A typical residential street in West Sidney – paved surface with boulevard and no sidewalks.



A sidewalk fragment and formal landscaping at the corner of Mills and McDonald Park Roads.



A curb-cut with no sidewalk connections shows the lack of pedestrian amenities and accessibility on the West Side.



A typical industrial street scene reads more like a parking lot than a street for all users.



The multi-use 'highway path' serves its basic function but lacks desired improvements (lighting, seating, maintenance).



One of many informal paths illustrates the need for better pedestrian infrastructure throughout the area.

B

PROCESS & CONSULTATION

B1. PROJECT PROCESS OVERVIEW

The project process was rooted in a collaborative project team, including staff and consultants, and a stakeholder-driven approach to developing the final plan.

The diagram on the facing page illustrates this process – the core of which was the community consultation. In short, after detailed site analyses by the project team, a Public Survey and Ideas Fair kicked off the community consultation, gathering high-level input on the future of the neighbourhood.

Then, an intensive Stakeholder Workshop was held – including residents, employees, landowners, business owners, staff, and others – to translate the ideas generated, so far, into possible scenarios for the future of the West Side.

Finally, these scenarios were taken back to the public at an Ideas Gallery (in-person and online), in which the public voted on their preferred ideas to be included in the final LAP.

The process was bookended by meetings with an Advisory Group that provided further insight and feedback to the planning process.

Once the final draft was developed, an Open House was held to consider any additional feedback.

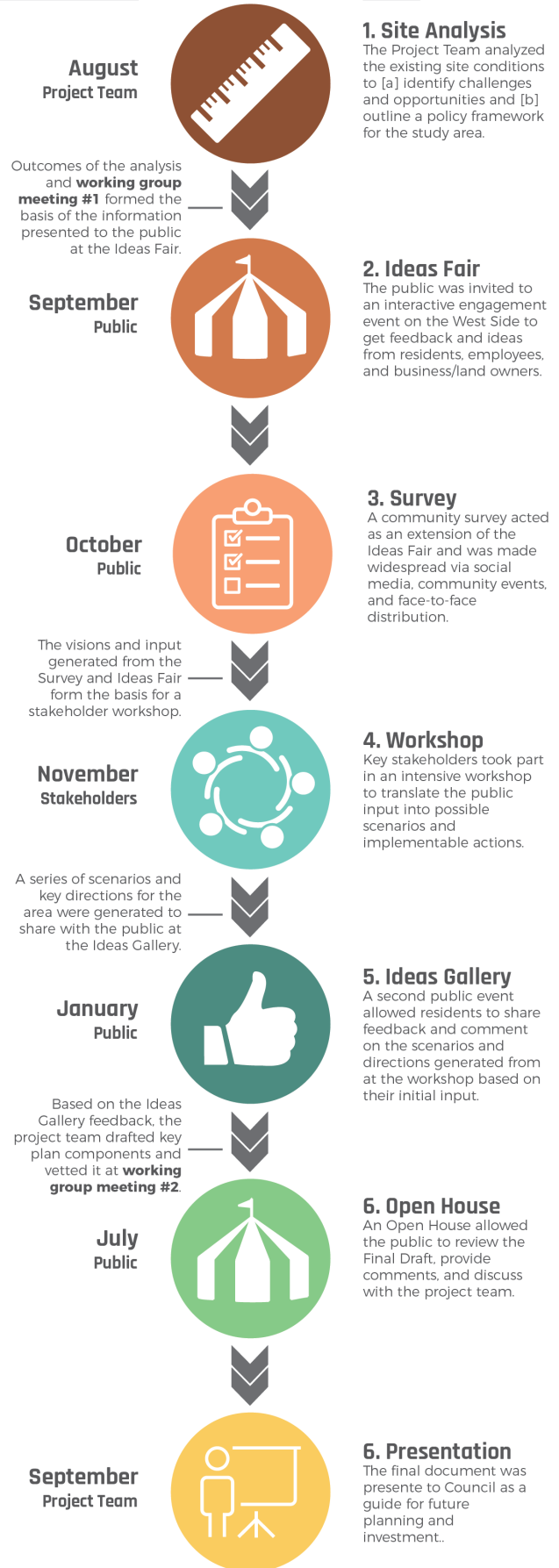
The final vision document was directly informed by the outcomes of this process, while also speaking to contemporary best practices, neighbourhood planning principles, consultant analyses, and staff input.

B2. PROCESS DIAGRAM

Community Consultation

When and Who?

What?



B3. COMMUNITY CONSULTATION - SNAPSHOTS

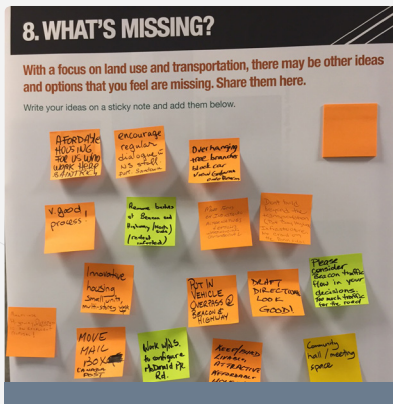


A Public Ideas Fair on the West Side engaged residents, business owners, landowners and employees via interactive boards and surveys.





A Stakeholder Workshop brought together key stakeholders to develop and vote on conceptual options for the study area.



Principles are guiding concepts that the final Local Area Plan should speak to. Tell us which of the below principles are most important to the future of the West Side neighbourhood.

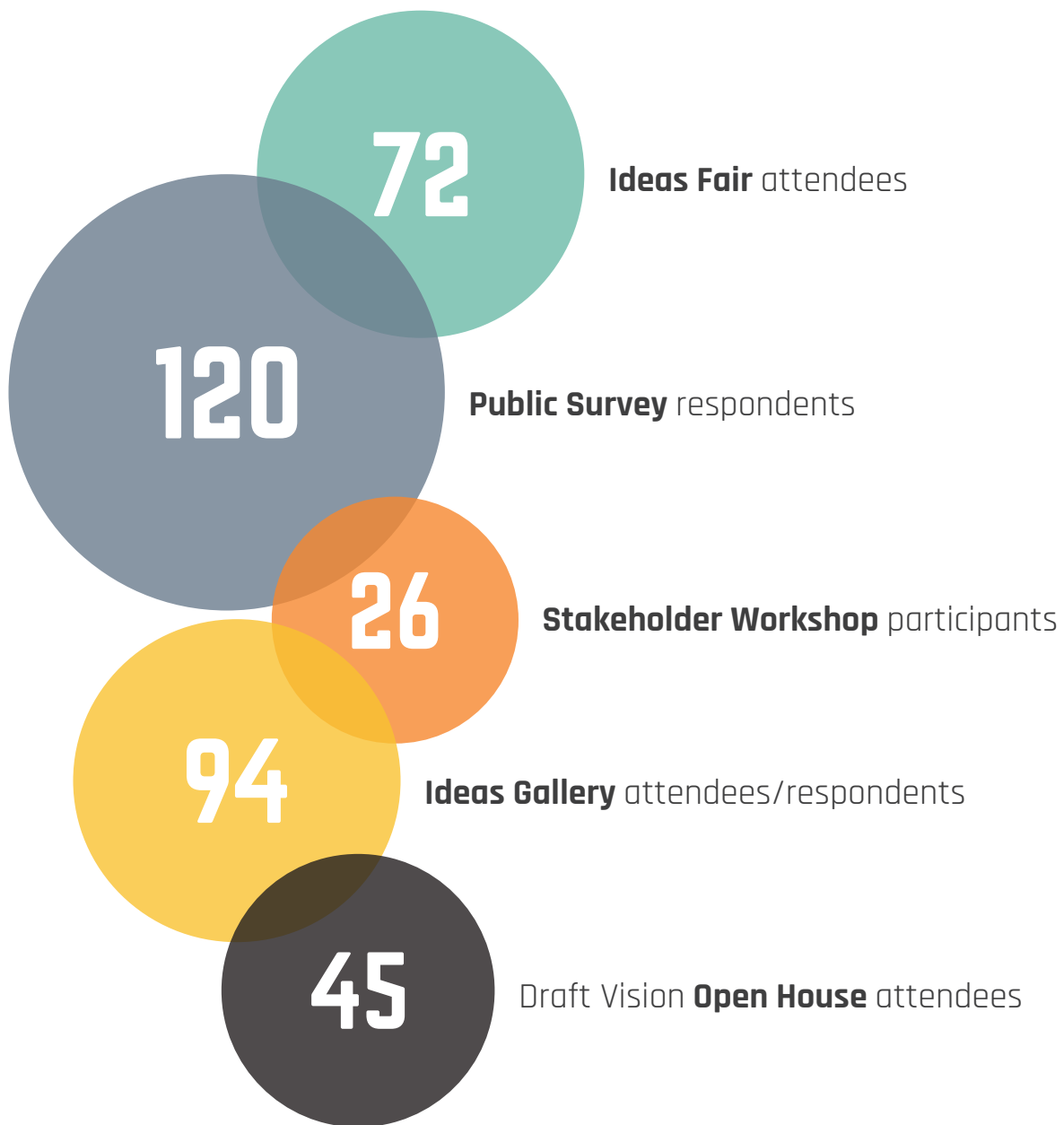
Place a sticky dot next to your top THREE principles.

1. **Economic Vitality**
i.e., prioritizing the economic prosperity and resilience of the area and its businesses
2. **Active Transportation**
i.e., strengthening the active transportation network (ped, bike, bus) within and through the area
3. **Access / Connectivity**
i.e., ensuring strong linkages (e.g., highway overpasses) to/from downtown, schools, North Saanich, and elsewhere
4. **Ecological Sustainability**
i.e., prioritizing sustainable design for infrastructure and buildings, as well as green business practices
5. **Innovation**
i.e., developing policies, programs, and a culture that encourages innovative business and environments in the area
6. **Mix of Uses**
i.e., prioritizing land use policies that encourage a mix of uses (e.g., industrial, commercial, multifamily residential)
7. **Identity / 'Sense of Place'**
i.e., developing a strong identity and character that is felt by locals and visitors alike
8. **Social Vibrancy**
i.e., creating an environment that encourage social interaction and activities (e.g., cafes, public spaces, more people)
9. **Traffic / Transportation Efficiency**
i.e., prioritizing the efficient and safe movement of commercial trucks and traffic with and to/from the West Side
10. **Housing Diversity and Affordability**
i.e., diversifying the available housing options (e.g., apartments, townhomes, small lot houses) and focusing on... (text is partially obscured)

A public Ideas Gallery sought feedback on the draft planning directions and land use options developed at the stakeholder workshop.

B4. PUBLIC PARTICIPATION

The below is a brief visual summary of the engagement process that was central to the development of the WSLAP.



B5. KEY CONSULTATION OUTCOMES

Greatest Strengths?

- Strong local economic engine
- Business opportunities
- Proximity to downtown
- Family-friendly neighbourhood

Needs Improvement?

- Pedestrian improvements (sidewalks, lighting, seating)
- Streetscapes, beautification
- More housing options
- Pedestrian connections to downtown
- More green space
- Traffic at Beacon / Highway 17

Concentrate Investment In...

- Sidewalks (Galaran)
- Pedestrian overpass (north of Beacon)
- Beautification/landscaping
- Housing options (densification)

Vision for the West Side?

- High density mixed use
- Better connected to east side
- A sense of place, community
- An innovation hub
- Affordable workforce housing
- Sustainability and innovation





VISION, GOALS, & PRINCIPLES

C1. PLANNING FRAMEWORK

Using input from the community and key stakeholders, the project team developed a framework from which the LAP is built upon. The framework is made up of the following hierarchical elements:

Vision Statement – a verbal description of the desired future state of the area.

Project Goals – the primary objectives to be achieved in order to realize the vision statement

Planning Principles – the guiding ‘rules’ to followed in order to achieve the project goals

Vision Directions – the leading ideas generated by the project process which answer to the planning principles

In turn, the subsequent planning sections (e.g., Transportation & Mobility) translate the directions into guidelines and policies to be implemented. Moreover, the presented land use concept draws directly from this project framework.

C2. VISION STATEMENT

In 2037, the West Side is a bustling, innovation district with a thriving industrial and high-tech economy. While its heart is the employment-generating activity, the area is most recognizable by its pioneering mixed use village – which provides hundreds of attainable and workforce housing units and acts as a platform for local high-tech and light industrial startups.

The West Side Innovation District has a strong sense of place, highlighted by cohesive, multi-functional, and low-impact street design. This identity is most strongly characterized by the network of shared streets, greenways, and parks found in the mixed use village, which create a series of

welcoming pedestrian places. As a result, a range of people – employees, business owners, families, and retirees – are happy to call the area ‘home’.

The new pedestrian overpass, north of Beacon Avenue, has strengthened the connection between downtown Sidney and the West Side. In turn, the creative mix of industry, housing, and design draws other Sidney residents and even tourists to visit the West Side – to enjoy, explore, and discover.

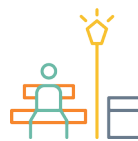
In 2037, the West Side is a renowned precedent of mixed use development and protection of employment lands.

C3. PLANNING GOALS



Functional Streets

Multi-functional streets that service local business, people, and the environment.



People Spaces

Safe, comfortable, and convenient places for people to walk, cycle, stay, and play.



Land Use Direction

Practical, feasible, sustainable, and responsive land use directions for the West Side.

C4. PLANNING PRINCIPLES



1. Economic Vitality & Resiliency

Embrace the area's "employment lands" by prioritizing the economic prosperity of the area and creating additional uses/activities that support its long-term resilience.



2. Active Transportation & Connectivity

Encourage a modal shift by developing the active transportation network within the area and strengthening linkages to/from downtown, schools, North Saanich, and elsewhere.



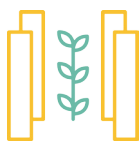
3. Transportation Efficiency

Support all road users by facilitating the efficient and safe movement of commercial trucks and traffic within and to/from the West Side.



4. Attainable Housing Options

Create much needed attainable housing that also supports local business by densifying with a range of housing options and encouraging innovative housing models.



5. Low-impact Development

Develop resilient infrastructure that serves multiple purposes by employing low-impact and integrated design practices.



C5. NEIGHBOURHOOD PLANNING DIRECTIONS

By reflecting on the process so far, several key directions for the West Side can be established. These, in turn, are realized through the development of this LAP.

1. Maintain and enhance the existing industrial activities on the West Side

The West Side is an economic hub for Sidney, and the LAP should add to rather than take away - from this

2. Enhance Galaran Road for pedestrians while not restricting truck movement

Galaran Road is seen as the future gateway to the neighbourhood, as well as the key interface between residential and industrial uses. Sidewalks would be a starting point to a safer and more livable area.

3. Enhance the safety and efficiency of truck routes and access points

Improved safety and better truck routing helps everyone and allows streets on the West Side better serve all uses.

4. Develop a convenient and connected active transportation network - including an enhanced path along Highway 17

In the short-term, create pedestrian amenities on all West Side streets while establishing clear cycling routes. Over time, look to improve transit options.

5. Improve the convenience and availability of multi-modal highway crossings (e.g., pedestrian overpasses)

The highway segregates the West Side from the majority of Sidney. One or more new pedestrian overpasses would not

only increase the likelihood of walking/cycling in the area but also improve safety for all.

6. Develop a strong sense of place and a clear identity for the West Side

The West Side is already a distinct and notable district within greater Sidney; however, more can be done to better establish its unique character and establish a 'brand' identity for this area beyond "West Sidney Business Park".

7. Utilize innovative street infrastructure that integrates beautification, stormwater management, parking needs, and pedestrian safety and convenience

West Side streets can continue to meet the needs of businesses and employees, while improving pedestrian safety, beautifying the area, and improving stormwater management capacity.

8. Develop a clear vision for the future of the existing residential area as an innovative mixed use village that meets the goals of the neighbourhood and serves the community in the long-term

The existing residential area of the West Side is designated for Industrial in the Official Community Plan. This designation was reconsidered through this process and a clear vision was developed.

MILLS RD

PEDESTRIAN

OVERPASS

BIG BOX

OOD?

ide's

s?

y note

.

KEEP INDUSTRIAL BUT HELP RESIDENTS TO IMPROVE

Pedestrian

Overpass needed

to connect residential area to east

On McDonald Park Rd

Fill in ditches Better Signage

Greenspace (that gets maintained) is accessible

MORE TREES ON HENRY

D

TRANSPORTATION & MOBILITY

AT A GLANCE

What's Inside?

As a key component of this LAP, this section provides an overview and policy direction for:

- Truck Routes [D2]
- Transit Planning [D3]
- Street Typologies / Standards [D4]
- On-Street Parking [D5]
- Street Design [D6]

What's recommended?

Key recommendations include:

- Establish a Truck Routes Bylaw that encourage heavy trucks to use McDonald Park Road as much as possible;
- Improve truck turning movements at Mills / McDonald Park;
- Seek short-term (e.g., bus stop improvements, coordinating transit with shift start/stop times) and long-term transit improvements (e.g., routing along Galaran Road, more frequent service);
- Utilize low-impact, multimodal, and block-specific street standards for the entire neighbourhood; and,
- Generally maintain on-street parking capacity for employees.

D1. INTRODUCTION TO TRANSPORTATION

The greatest need for the West Side was a comprehensive approach to its streets, in terms of better meeting the needs of its users, beautification, stormwater management, and a long-term vision.

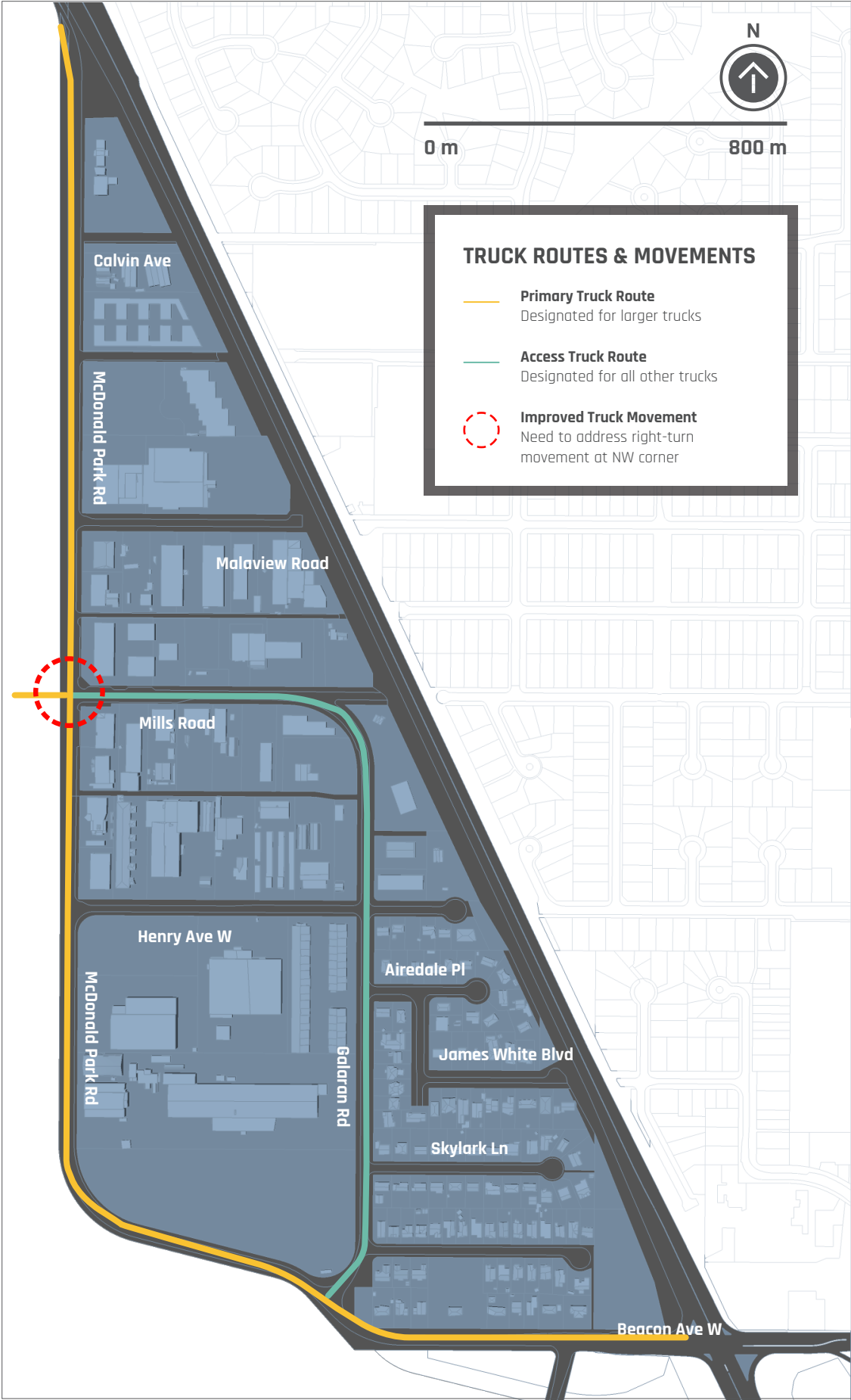
Barefoot Planning worked closely with transportation planners from Watt Consulting Group to analyze, consult stakeholders about, and develop transportation and mobility solutions for the West Side.

After detailed assessments and stakeholder consultations, it became clear that a successful approach would require [a] a tailored, block-by-block approach to street standards and [b] innovative solutions that could meet multiple needs while being practical and viable for the area.

The result was a vision for the future of West Side streets that [a] meets the needs of industry (e.g., maintaining on-street parking for employees, accommodating heavy truck movements), [b] provides a safe and convenient network for pedestrians and cyclists, and [c] follows low-impact design principles to – primarily – enhance stormwater management capacity.

The transportation direction in this LAP supplements and refines that found in the Official Community Plan (OCP). It should be used to inform development applications and guide capital investment.

That said, the OCP remains the Town's overarching bylaw and, where conflicts arise, the OCP takes precedent.



D2. TRUCK ROUTES

2.i Overview

The West Side area has a significant amount of truck traffic, ranging in size, on a daily basis. The trucks travel to various destinations within and near the area, including the Central Island Distributors site in North Saanich.

Unlike many CRD municipalities, the Town of Sidney does not currently have a truck routes bylaw. As such, little, if any, direction is provided on where trucks are permitted

to travel. Moreover, there are challenges for truck turning movements at a key intersection, especially McDonald Park Road at Mills Road.

Through the consultation process, transportation efficiency and safety was selected as a key principle for the West Side. In an effort to address this principle while also balancing active transportation needs, the below recommendations are provided.

2.ii Recommendations

1. Adopt a Truck Routes Bylaw to regulate truck traffic along specific roadways. For consistency with the regional and other municipal networks, the Town should adopt the CRD's Regional Goods Movement Network² terminology for its truck routes which include "Primary routes" and "Access routes". While not defined in the CRD's Regional Transportation Plan, the following definitions are offered:

- ④ **Primary truck routes** – designated to accommodate larger trucks (3+ axles), consistent with a recommendation in the CRD's 2003 TravelChoices Strategy. Any truck with 3+ axles may only travel on designated primary routes or other streets being the most direct route between a primary route and the trip origin and destination.
- ④ **Access truck routes** – designated to accommodate all other trucks.

Under this system, larger trucks would be concentrated on McDonald Park Road, while still being permitted to use undesignated streets provided that it is the shortest route to a designated truck route. Large trucks would also be able to use Access routes to the point nearest their origin or destination. For example, larger trucks would still be permitted to use Access routes (e.g., Galaran and Mills) to access businesses and the cardlock fueling station on these streets.

2. Address Right-Turn on NW Corner of McDonald Park and Mills Roads. The Town should work with the District of North Saanich to alter right-turn geometry at the northwest corner to better accommodate truck turn movements at this intersection, which would intern facilitate the use of McDonald Park Road by more heavy trucks.

² Capital Regional District. (2014). Regional Transportation Plan. Available online at: <https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/rtp-july2014.pdf>

BUS STOP



D3. TRANSIT PLANNING

3.i Overview

The West Side community is currently served by five transit routes, as follows:

- Route 71
(Swartz Bay / Downtown via West Sidney)
- Route 81
(Brentwood / Swartz Bay)
- Route 83
(Sidney / Brentwood / Royal Oak)
- Route 85 (North Saanich)
- Route 88 (Sidney / Airport)

Regional connections to these routes (from Victoria, Saanich, and Swartz Bay) are provided by the 70 (Swartz Bay / Downtown), 72 (Swartz Bay / Downtown) and 75 (Saanichton / Royal Oak / Downtown). In turn, these routes offer connection to other areas in the region, such as the Westshore. The 70 Swartz Bay / Downtown offers limited stop service and is currently designated within the transit system as a “Regional Route.” Over time – and under the regionally approved structure of the system’s Transit Future Network – this route is designated to evolve to become one of the system’s four Rapid Transit routes offering 15 minute or better frequencies all day.

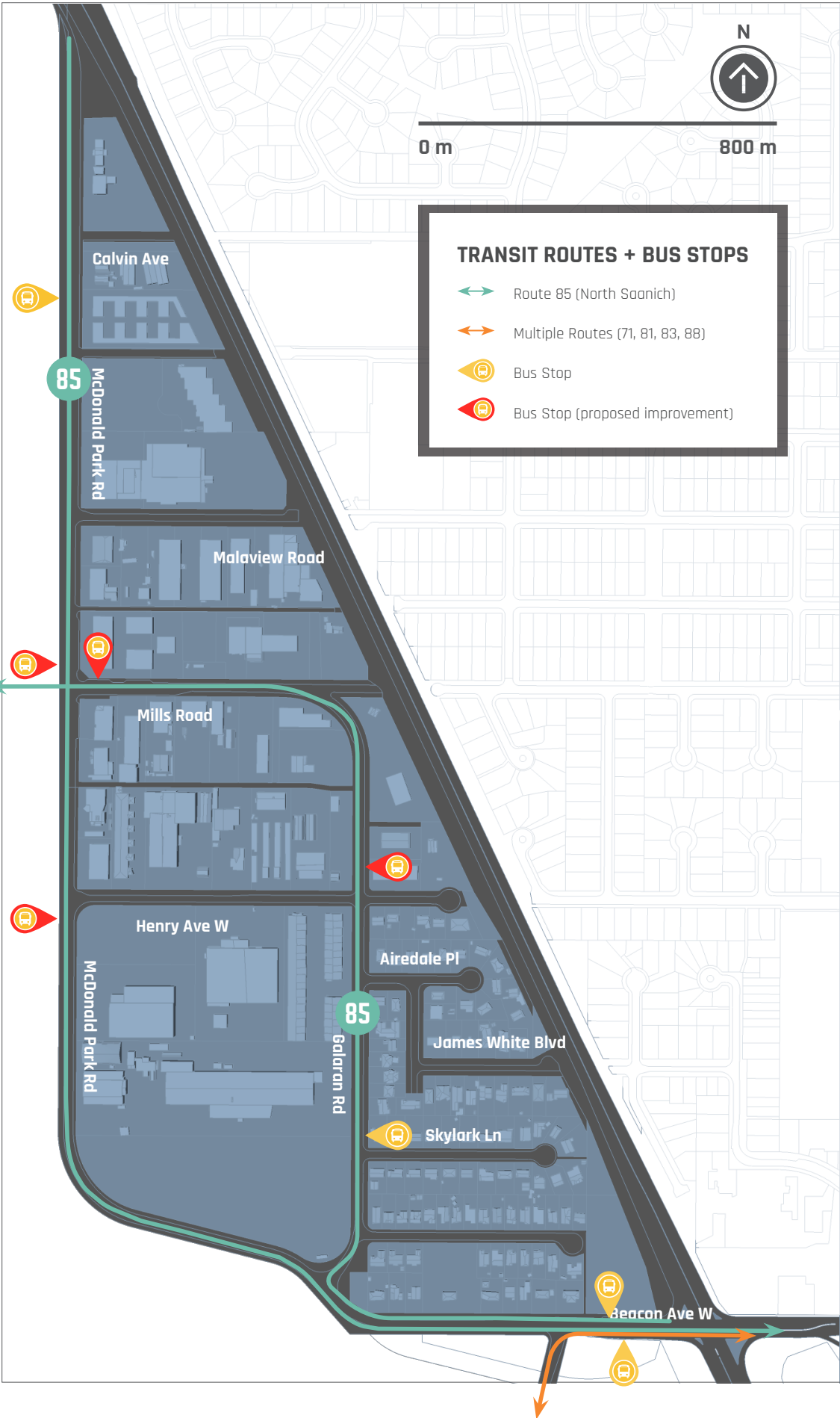
Connections to routes serving the West Side occur primarily at the McTavish Exchange and in Downtown Sidney at James White at Fifth and Fifth at Beacon. Route 85 is the only transit route with extensive coverage in the West Side area, whereas others only traverse the southern part of the area via Beacon Avenue West (see map on p 36). Overall bus service is limited with average frequency ranging from 1 to 2 hours on weekdays.

As shown on p.36, the area has a total of 9 bus stops. However, ridership data provided by BC Transit confirmed that boardings and alightings average less than 5 per day across the 9 bus stops. Low ridership numbers can be largely explained by the limited service during a typical weekday.

There are a few opportunities to improve transit services and infrastructure in the West Side area. Each of the identified opportunities are discussed below and organized into the following sections:

1. Bus stop spacing
2. Bus stop improvements
3. Transit scheduling

For a more detailed analysis of Transit Planning on the West Side, See Appendix A.



3.ii Bus Stop Spacing

A bus stop placed in the right location can make a big difference for transit users, which makes bus stop spacing an important consideration for transit planning. The goal is to balance the competing objectives of access / convenience and limiting bus travel time, while taking into account recommended spacing intervals, land use, and the surrounding pedestrian environment..

3.iii Bus Stop Improvements

The overall quality and design of a bus stop is an important part of the overall transit experience. Bus stops should be designed so they are safe, accessible, and comfortable. With the exception of the bus stop at Westbound Beacon Ave W at Stirling Way (102251), all of the bus stops in the West Side area are considered ‘basic’, though, some do not even have a painted curb, landing bay, or accessible routes to/from the stop. Bus stop types can be broadly described as follows:

1. A Basic Bus Stop includes mandatory elements, such as identification markings (bus stop pole, identification sign, painted curb), landing pad, and accessible routes leading to/from the bus stop.
2. An Enhanced Bus Stop addresses the same criteria as a Basic stop, but includes extra passenger amenities to improve the transit experience such as seating, lighting, and shelters.

While all of the bus stops in the area require improvements, it is suggested that they be prioritized based on the following criteria: [a] potential ridership,

With this in mind, the Town should **consider working with BC Transit to relocate the existing Southbound McDonald Park Road at Mills Road bus stop (102283) closer to the intersection at McDonald Park Road and Mills Road.** This would improve overall accessibility and allow for safer pedestrian crossings.

[b] existing condition, [c] linkages to proposed pedestrian improvements.

It is recommended that the following bus stops receive priority to become an “enhanced bus stop”, with passenger amenities such as lighting, seating, and shelter:

- ☉ Northbound Galaran Rd at Henry Ave W (102266)
- ☉ Southbound McDonald Park Rd at Mills Rd (102283)
- ☉ Southbound McDonald Park Rd at Henry Ave W (102267)
- ☉ Westbound Mills Rd W at McDonald Park Rd (102279)

A number of these bus stops will benefit from the proposed streetscape changes, which can contribute to improving overall accessibility around the bus stops and attract potential riders.

See Table 2 in Appendix A for a more detailed breakdown of bus stop criteria and resultant analyses.



An example of an enhanced bus stop in Langford with shelter, seating, and lighting.



An example of a basic bus stop in the West Side with identification markings, landing bay, and accessible routes to/from the stop.



An example of a stop in the West Side with an identification sign but no landing bay nor accessible routes to/from the stop.

3.v Transit Scheduling

Another opportunity to improve transit service in the West Side is through better coordination of the bus schedules. Beyond future potential improvements to frequency, there are instances where connections between the main regional routes (70 and 72) and local route 85 could be enhanced. Tables 3 and 4 in Appendix A, present common shift start and end times and existing transit service schedules to serve them.

One caveat to this discussion is that the local transit services on the Peninsula are operated together, or “interlined,” meaning that each community bus will operate a number of routes over the course of its day and these routes/trips are linked to each other in succession. Therefore, even a small shift in timing of one route may negatively affect others. Similarly, timing through Sidney on routes 70 and 72 are heavily influenced by service requirements for BC Ferries at the Swartz Bay Terminal.

Based on analysis above, **it is recommended that opportunities to adjust existing route 85 trip schedules be explored with BC Transit where feasible to improve connections to/from regional routes as well as coordination with common shift times.** As a start, consideration should be given to adjusting the scheduling to accommodate an 8:30am shift start time and 4:30pm shift end time. Both of these shift start and end times do not have any transit service available, which may be part of the reason why boardings are currently low.

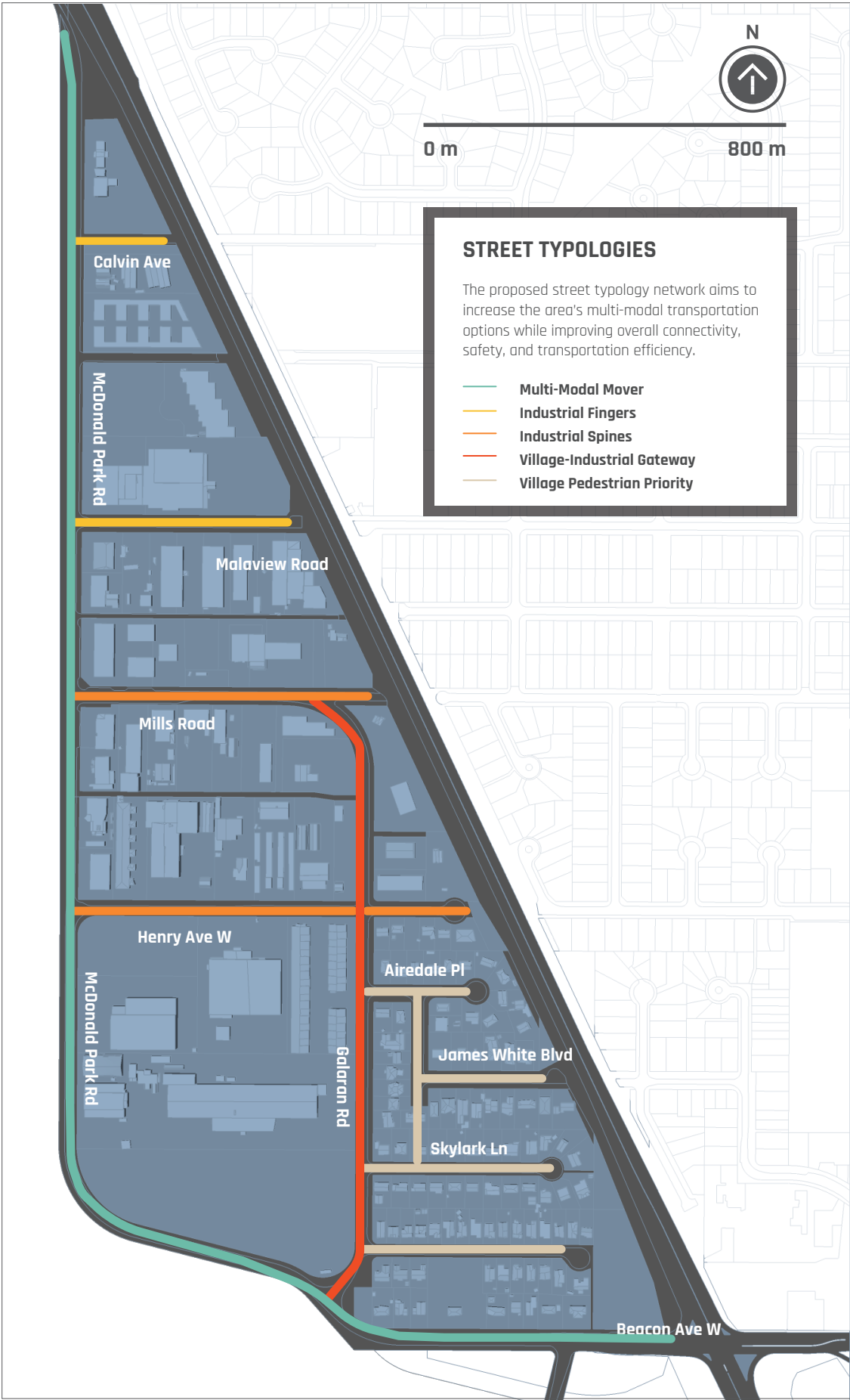
As funding for improved transit becomes available, it is also recommended that discussion occur with BC Transit to see what further trips might be able to be added to meet common shift start/end times, with prioritization to be determined based on feedback from major employers.

3.vi Transit Routing

Over the longer term, a revised routing option through the growing area may enhance clarity of the service, allow clustering of bus stop improvements, and increase ridership.

As the opportunity arises, it is therefore recommended that the Town work with BC Transit to consider re-routing route 85 to focus both its outbound and inbound routing

through the West Side area on Galaran Road. Re-routing this service in the would be of value to future residents of the proposed mixed-use village, where ridership potential will be much higher. This would make it easier for residents to quickly and efficiently access downtown Sidney with bus service within walking distance of their residence. The Galaran option also more evenly “splits” the walk distances through this neighbourhood.



D4. STREET TYPOLOGIES

4.1 Overview

A primary focus of this LAP is to assess and identify ways to improve the street rights of way – with consideration for parking, landscaping, pedestrian connections, truck traffic, etc..

The project team took a block-by-block approach to analyzing the West Side’s street network. As a result, it became clear that multiple street typologies were necessary because of differing adjacent land uses, right-of-way widths, and existing or future needs/issues (e.g., stormwater, traffic calming, pedestrian priority).

Broadly speaking, the Street Typologies seek to achieve and balance the following priorities:

- Pedestrian access and safety
- Transportation efficiency and safety
- On-street parking
- (Integrated) stormwater management
- Beautification, landscaping, and greening
- Infrastructure resilience
- Cost.

As an example, Galaran Road seeks to meeting contrasting needs on either side of the road: On the east side, the road will include a raised curb, landscaped and treed buffer, and generous pedestrian sidewalk; whereas, on the west side, the standard simply includes a compacted gravel/stone pedestrian path buffered by metal bollards.

In many cases, this plan opts for lower impact and often lower cost infrastructure that serves multiple functions. For example, pedestrian amenities are typically provided at-grade with a landscaped or removable bollard buffer, in order to (among other things) accommodate heavy truck turning movements which would be impeded by curbs. Also, parking areas are typically shown as compacted crushed gravel/stone, which is not only less costly than asphalt but also increase much needed stormwater capacity. Over time, such infrastructure could be upgraded to evolve with the area, if needed (e.g., gravel paths replaced with paving stones).

The following pages detail each of the five street typologies identified on the facing page as well as the resultant pedestrian and cycling networks.

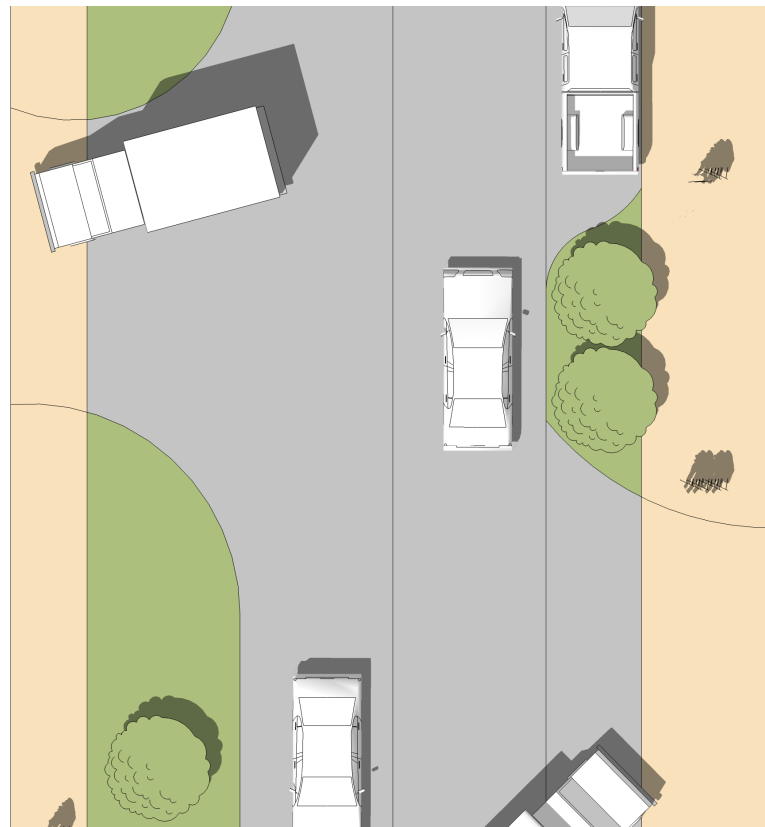
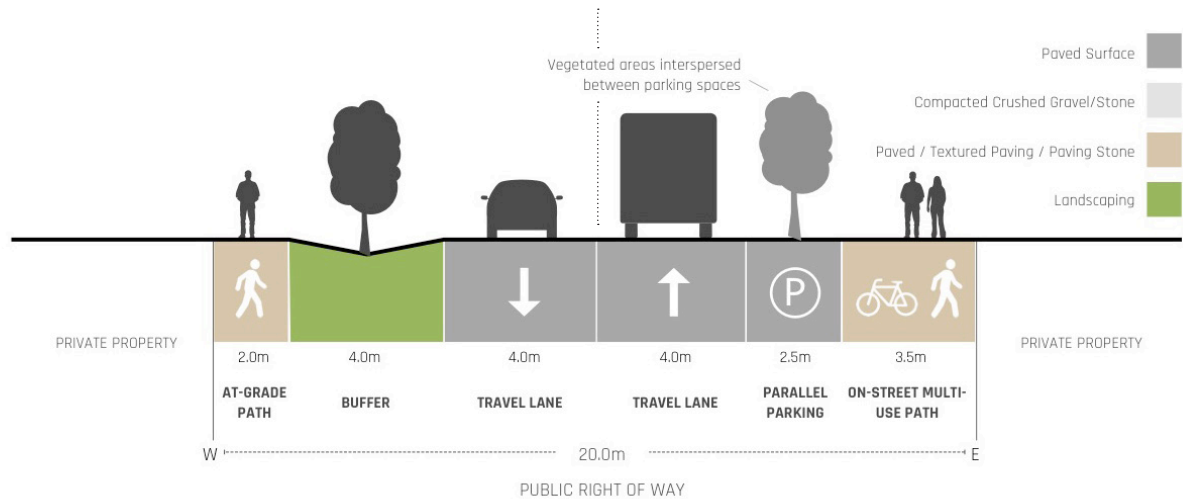
4.ii Multi-Modal Movers // McDonald Park Road (North of Mills Road)

What's there now?

A distinct lack of formalized amenities (e.g., sidewalk, landscaping, parking), despite similar needs and conditions as its southern half. Note that the west of the road centre line is District of North Saanich jurisdiction; the Town would not undertake works in this area.

What's envisioned?

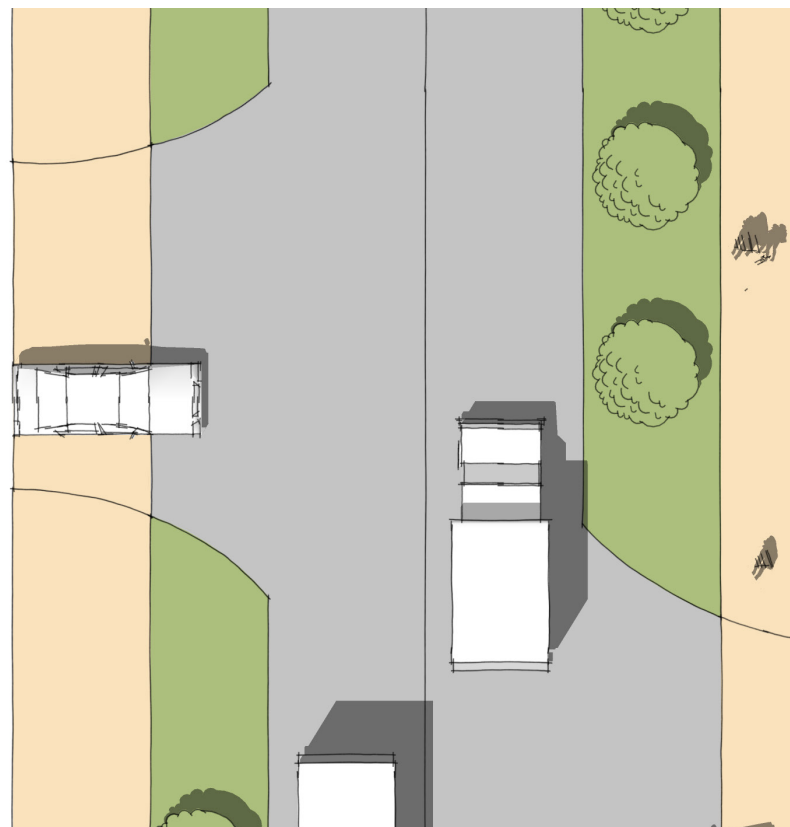
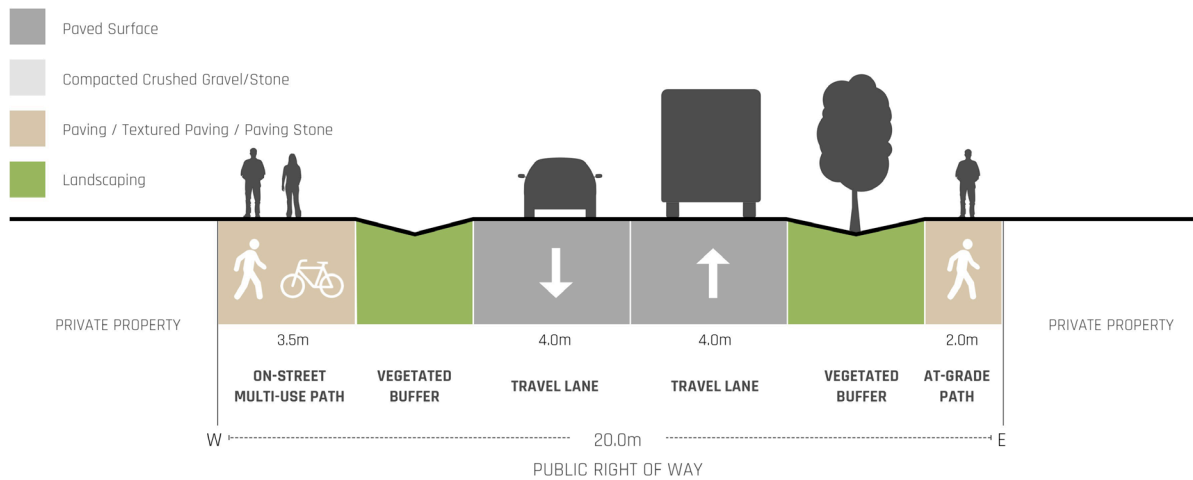
A continuation of southern half, with landscaped buffers and at-grade pedestrian amenities on either side of the road, while wide travel lanes accommodate a primary truck route.



4.ii Multi-Modal Movers // McDonald Park Road (south of Mills Road)

What's there now?

The 'Flight Path' (a separated multi-use path) is a feature on the west side of the road, while the east side is inconsistently populated by parking, sidewalk, and drainage ditches. Note that the west of the road centre line is District of North Saanich jurisdiction; the Town would not undertake works in this area.



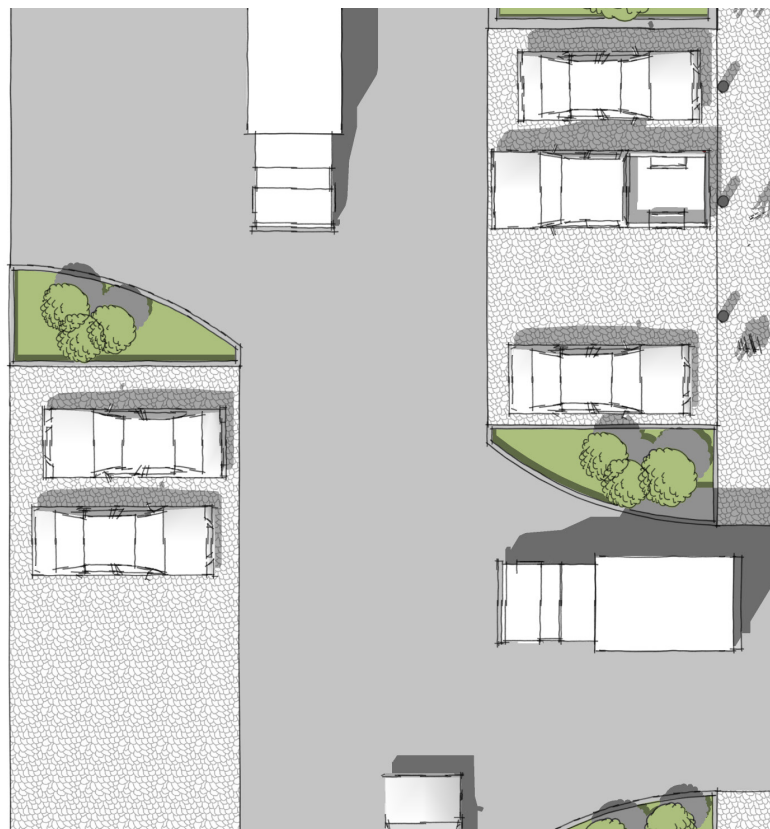
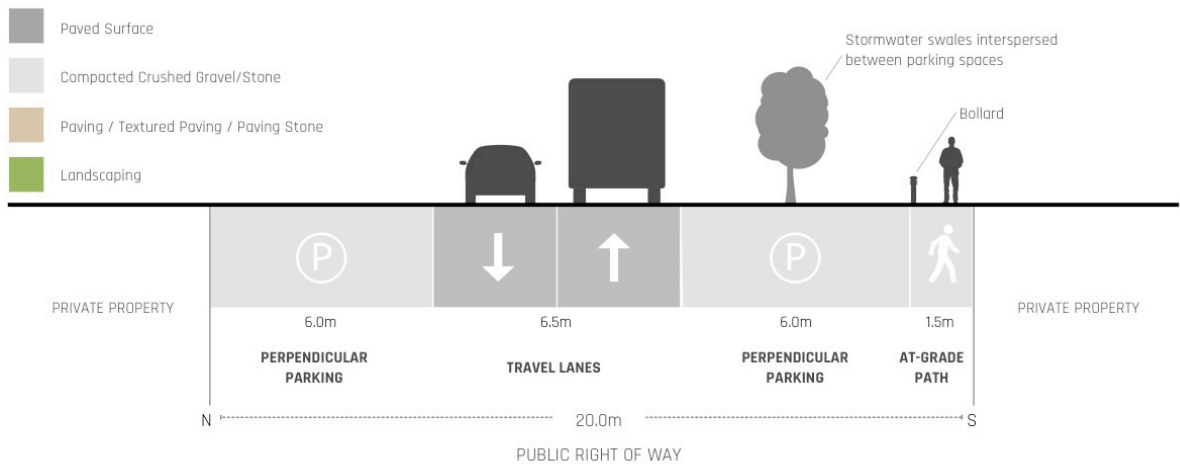
4.iii Industrial Fingers // Malaview Road & Calvin Ave

What's there now?

Both streets are characterized by permeable (gravel) perpendicular parking areas on either side of a modest paved roadway, and no pedestrian amenities.

What's envisioned?

An enhancement of what's there, with better-defined permeable parking areas, integrated stormwater swales, and a protected at-grade pedestrian path on the south side.



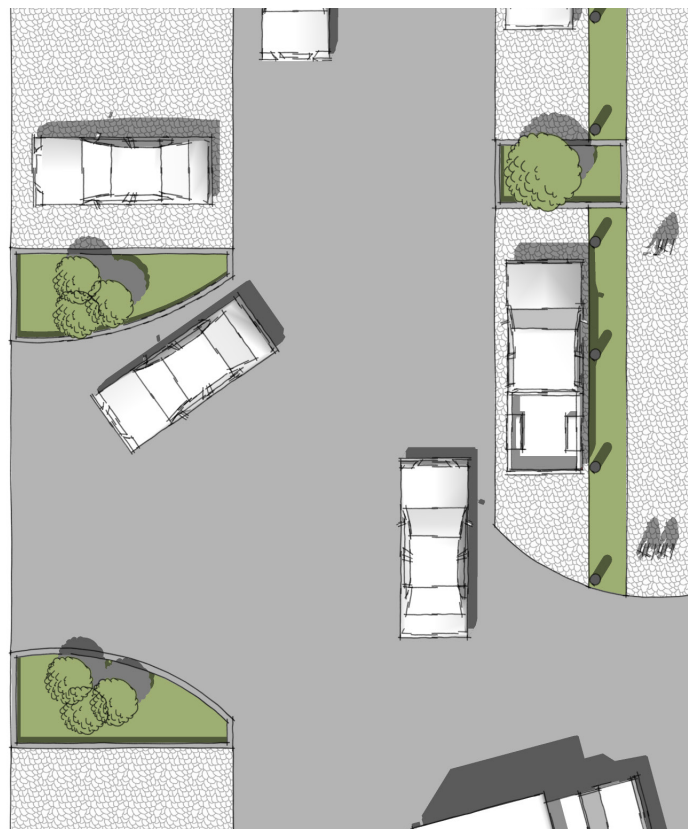
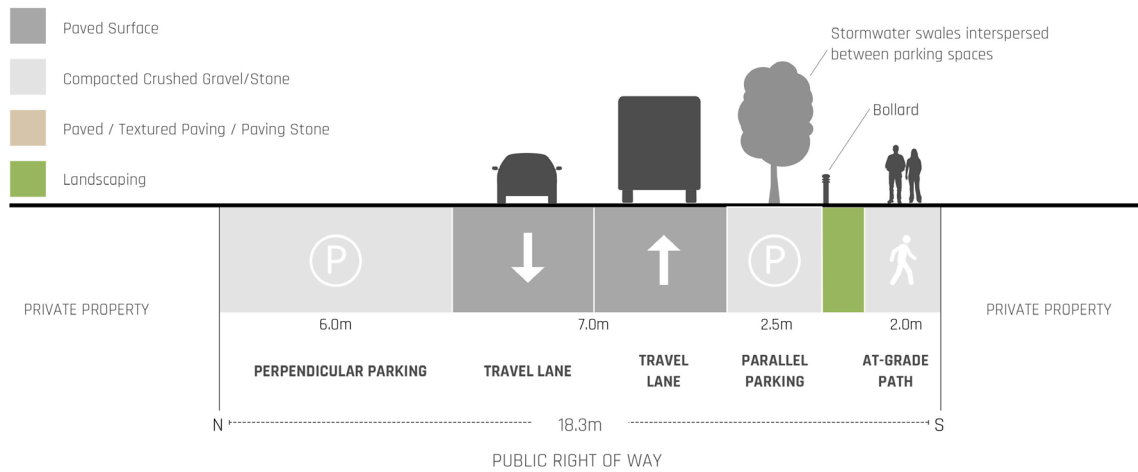
4.iv Industrial Spines // Henry Ave

What's there now?

A range of on-street parking conditions (paved/permeable, perpendicular/parallel) on either side of a modest paved roadway, and no pedestrian amenities.

What's envisioned?

An enhancement of what's there, with better-defined permeable parking areas (perpendicular on north side, parallel on south side) and a separated at-grade path.



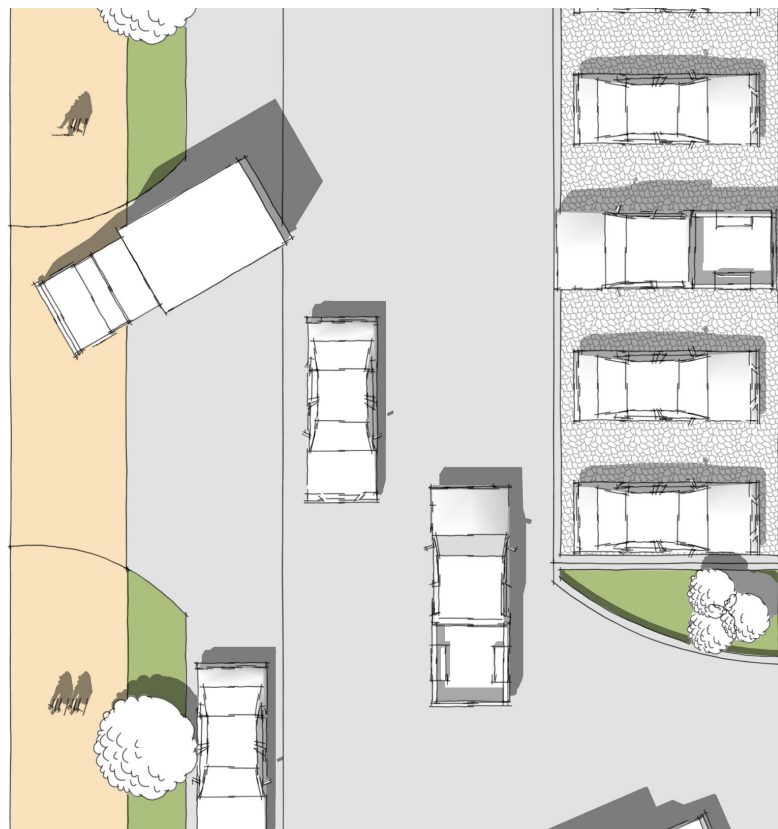
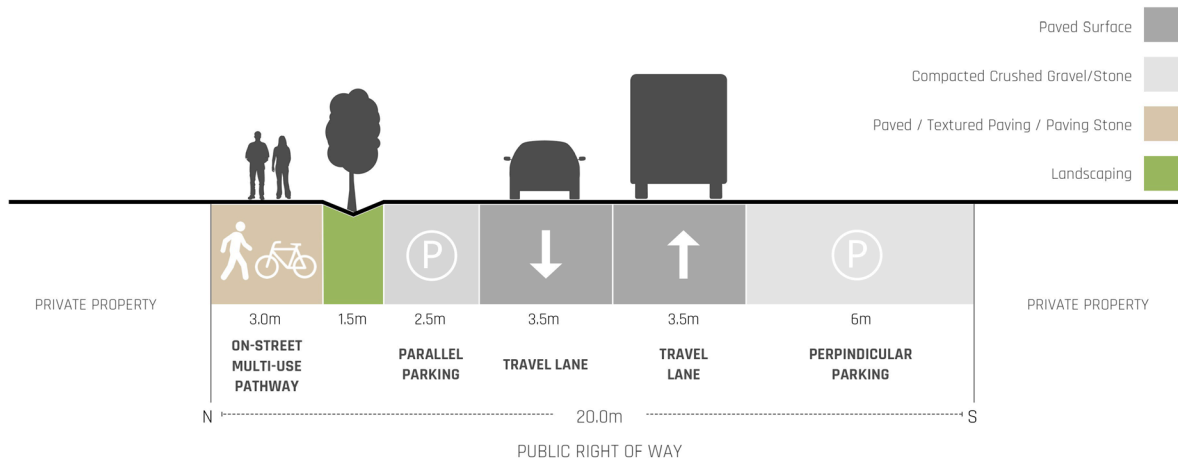
4.iv Industrial Spines // Mills Rd

What's there now?

Generally, an informal gravel and/or vegetated shoulder, with a curb and sidewalk on the north side toward McDonald Park Road.

What's envisioned?

Formalized, permeable on-street parking on either side of the street, and an at-grade multi-use path separated by a narrow landscaped buffer on the north side.



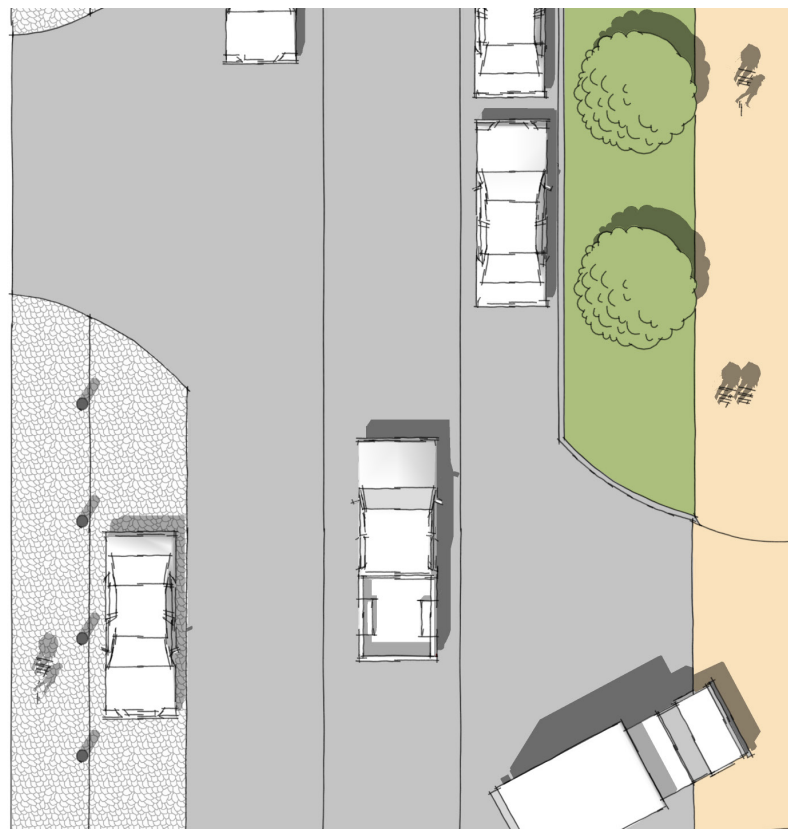
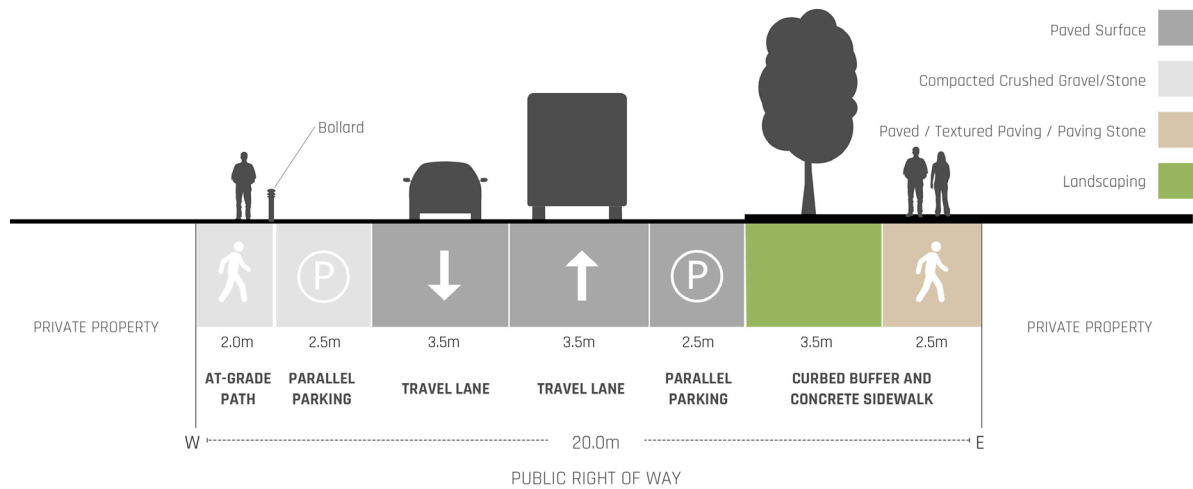
4.v Village-Industrial Gateway // Galaran Rd

What's there now?

Generally, a residential-style boulevard on the east side and a wide gravel shoulder on the west side, accommodating on-street parking.

What's envisioned?

On the west (industrial) side, permeable parking and an at-grade permeable path protected by bollards; on the east (mixed use) side, a curbed landscaped buffer and sidewalk.



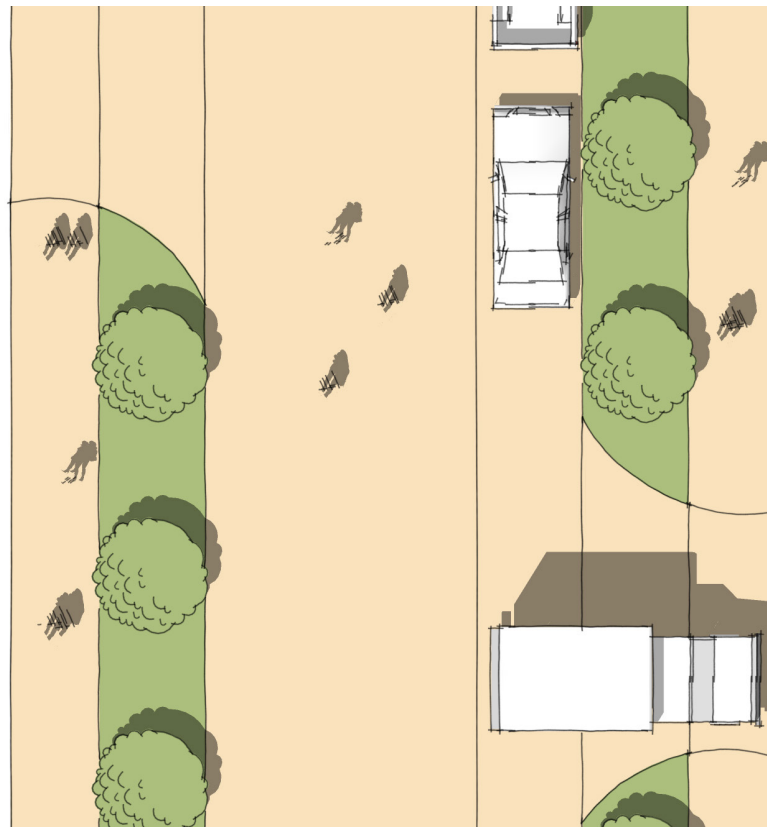
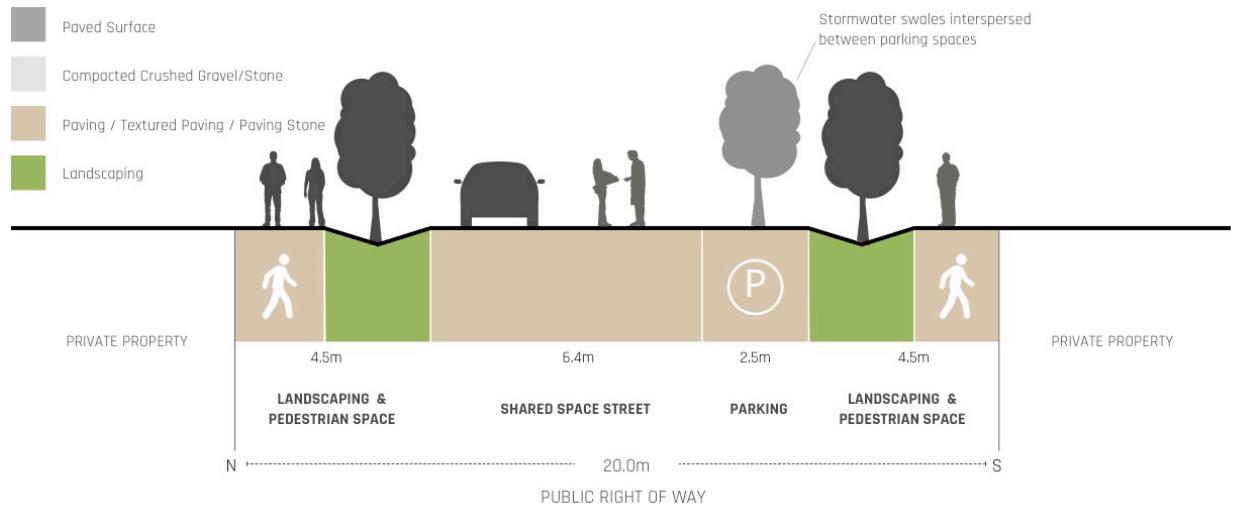
4.vi Village Pedestrian Priority // Jahn, Skylark, James White, & Airedale

What's there now?

In general, a wide paved roadway with vegetated residential boulevards on either side.

What's envisioned?

In the long term, a pedestrian-priority 'shared street' with integrated stormwater management and additional pedestrian amenities on either side of the road.

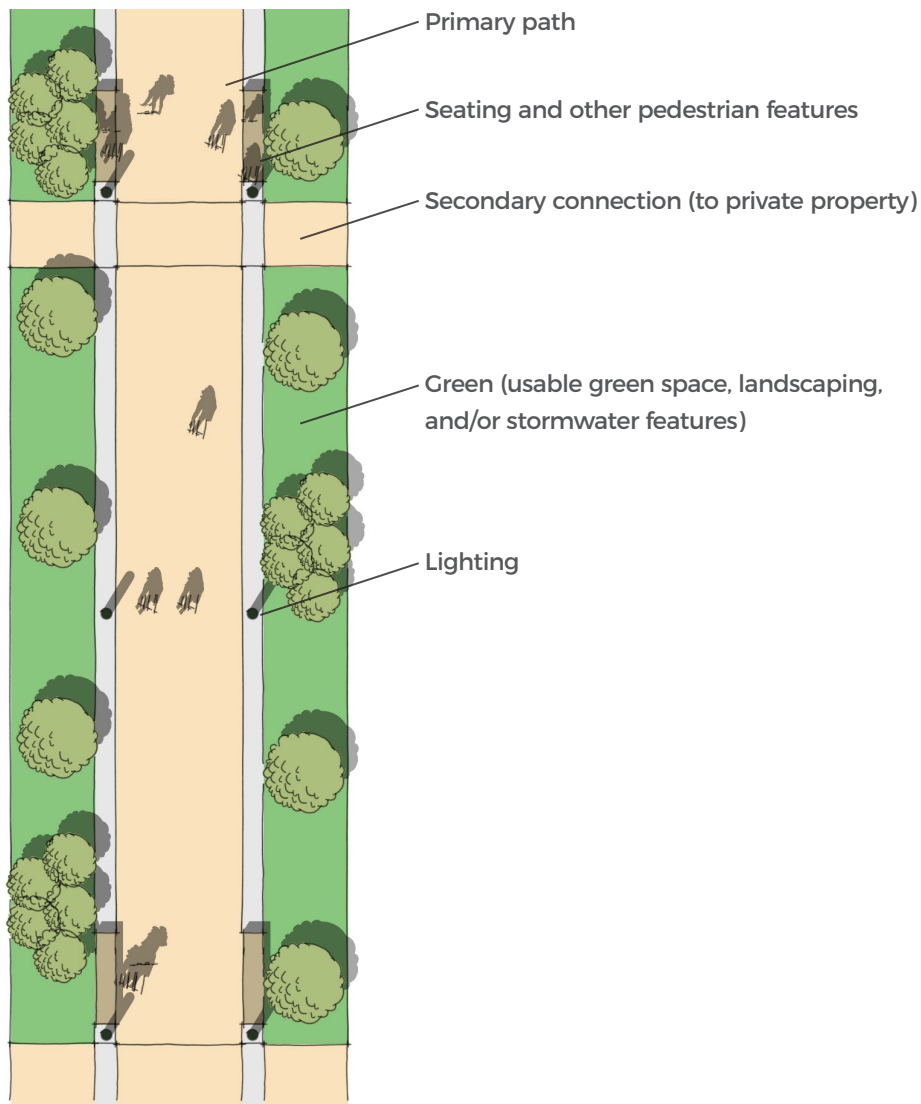


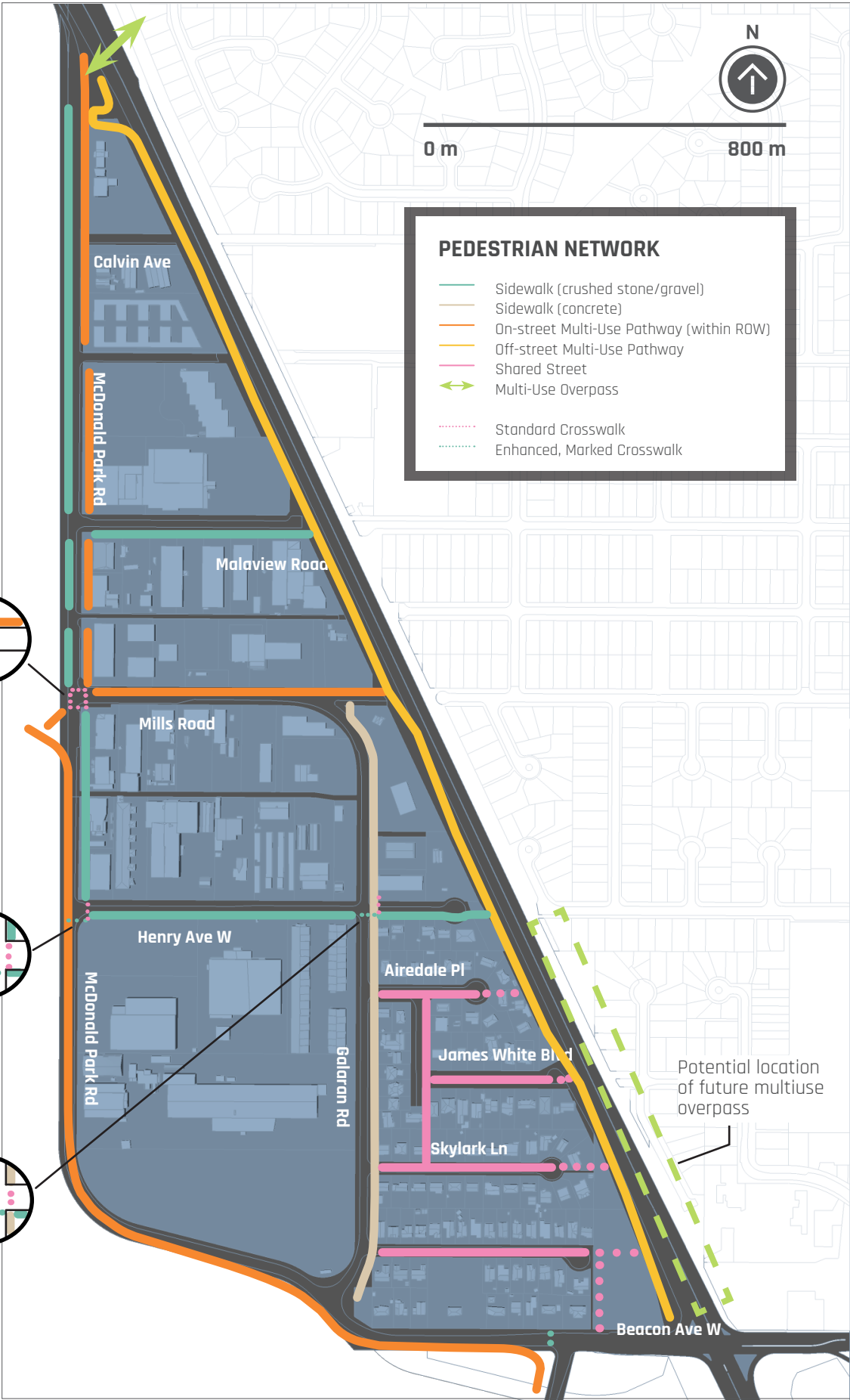
4.vii Village Greenways

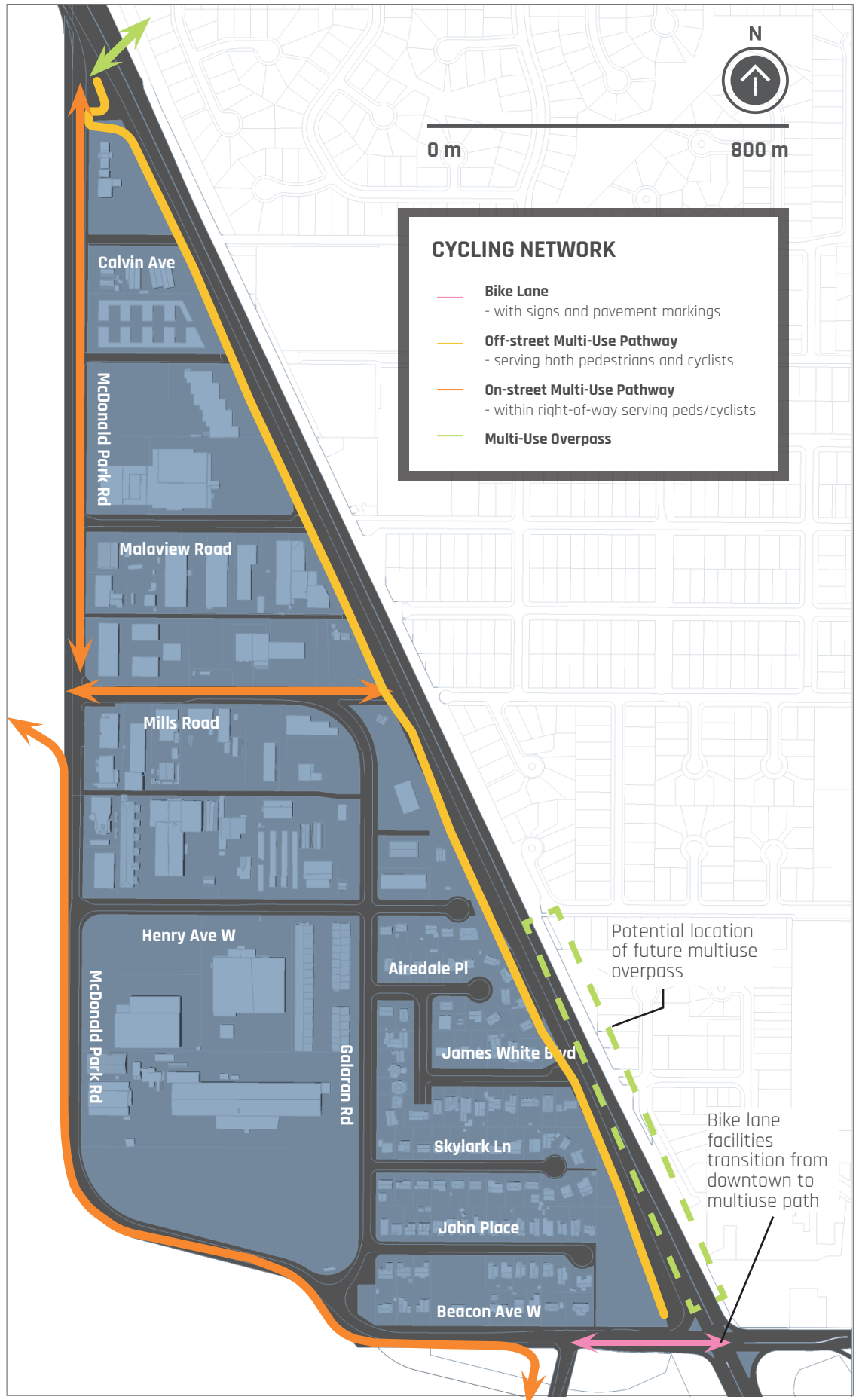
What's envisioned?

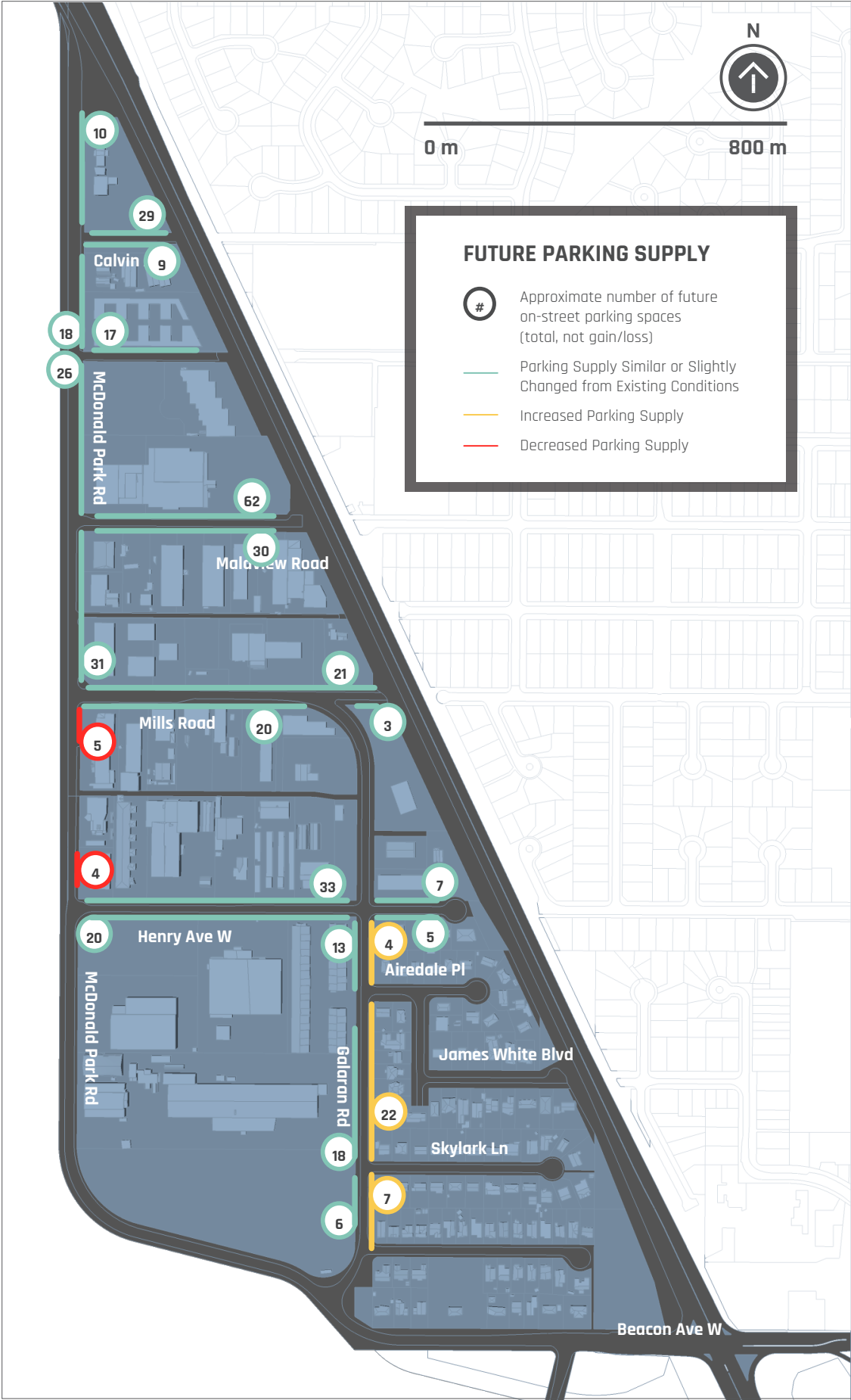
As the mixed use village is developed, a network of approximately 8m-wide, extensively-landscaped (with stormwater capacity) multi-modal paths that connect green spaces, shared streets, and adjacent private development.

Final design to be determined through an area Master Plan or other process.









D5. PARKING

2.i Overview

Currently, on-street parking on the West Side is abundant and heavily used by employees of private businesses. Parking infrastructure and posted limits vary but is generally informal perpendicular parking with a 24-hour limit.

Through this planning process, the desire and need to maintain this parking was identified. Therefore, the plan does not propose to significantly reduce or place greater restrictions on what is largely employee parking.

However, it is clear that, through more formalized infrastructure, there are opportunities to [a] provide much needed pedestrian amenities, [b] better define parking areas, [c] integrate stormwater management facilities

(e.g., swales, raingardens), and [d] beautification via landscaping, better designed edges, and so on.

The figure on the facing page (52) illustrates the approximate long-term impact on on-street parking supply from the recommended street typology network.

As the existing residential area is redeveloped, the directions of the land use and built environment call for progressive approaches to transportation, including parking. Parking regulations on the West Side should speak to wider transportation and home-ownership trends and support the creation of attainable dwelling units.

2.ii Recommendations

1. Ensure all streets have appropriate signage to regulate on-street parking (e.g., 24 hour time restriction).

2. As the mixed use village develops, Monitor and implement appropriate time limited parking on Galaran Road and within the village area to facilitate higher turnover and encourage use by customers, not employees.

3. Exempt new development in the village area from minimum parking requirements. Alternatively, base parking requirements on parking / Transportation Demand Management studies and encourage the development of car shares and similar transportation alternatives on the West Side. Consider supporting the creation of limited car ownership agreements for residential buildings.

4 Over time, monitor the need and explore options for a parking structure on the West Side that would provide secure, long-term, and market-priced stalls; e.g., located mid-block between Jahn Place and Beacon Avenue West.

This is likely the best option for a 'built out' mixed use village, as it [a] minimizes land dedicated to surface parking, which will facilitate a higher quality built form and lower environmental impact; [b] enhances the ability for developers to provide attainable units, by not bundling the cost of (excess) parking with the cost of housing; [c] allows any residents without enough dedicated stalls to purchase parking at market rates; and [d] increases the financial and structural viability of redevelopment by not driving the need for underground parking.

D6. TRANSPORTATION DESIGN DIRECTION GALLERY

Currently, the West Side streets are very basic in nature, with few improvements or design elements. Section D4 provides detailed guidance for the redevelopment of these streets.

As a complement to that, this gallery is a guide for the types of [a] design elements, [b] materials, and [c] character to inform the development of streets in the area.

Stormwater



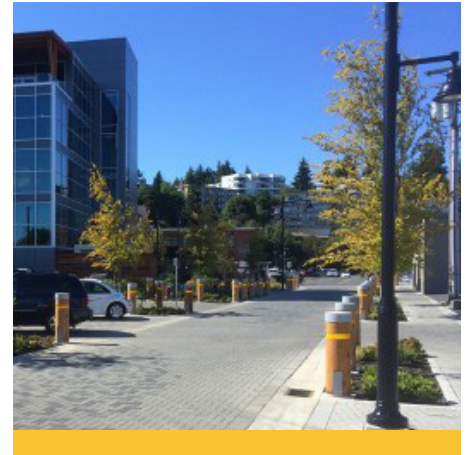
Integrated stormwater amenities within street and public space design

Sidewalks



Raised sidewalk with low-maintenance landscape buffer

Shared Streets



Shared space street with permeable paving and additional separated path



Slow speed local street with at-grade landscaping and pedestrian path



Stormwater swales within a landscaped buffers on an industrial street



Landscape buffer with stormwater capacity, sidewalk, and seating



Shared space street with textured paving and multifunctional bollards

On-street Multiuse Path



At-grade multi-use path with lighting, landscaping, and wayfinding

Greenways / Green Alleys



Pedestrian greenway with landscaped buffer and seating

Miscellaneous



Off-street path with landscaping and lighting



At-grade crushed stone pathway separate from roadway by landscaping



Green alley with landscaping and places for 'staying' activities



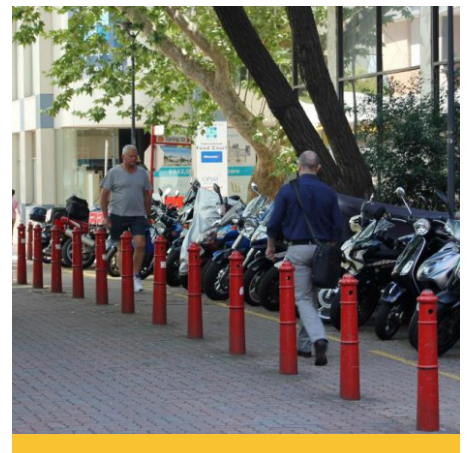
Area-specific bollards with neighbourhood branding and wayfinding



At-grade separated path with landscaping buffer



Greenway with connections to adjacent buildings



Using bollards to create a protected pedestrian path

D.7 PRIORITIES FOR IMPROVEMENT

While new street standards are proposed for each street on the West Side, this section offers a prioritized list of transportation improvements that the Town should undertake.

1. Galaran Road

Redevelop Galaran Road with a sidewalk, landscaped buffer, and on-street parking on the east side, consistent with the future vision of the existing residential area.

2. Truck Routes

Develop a Truck Routes bylaw to encourage heavy truck traffic to use McDonald Park Road as the primary truck route.

3. Truck Mobility at Mills Road and McDonald Park Road

Collaborate with the District of North Saanich to redesign this intersection to better accommodate southbound trucks turning west onto Mills Road.

4. Highway Path

Improve the existing path along Highway 17 with new paving, lighting, seating, and buffering to the highway. Over time,

strengthen connections to/from the existing residential area.

5. Industrial Streets

Redeveloped the industrial streets with pedestrian, cycling, and stormwater amenities, while maintaining on-street parking wherever possible.

6. Transit Stops and Times

Incrementally improve bus stops and work with BC Transit to better coordinate transit times with common shift start/end times. Over time, encourage two-way and more frequent transit along Galaran Road.

7. Shared Streets & Greenways

As new development occurs, incrementally redevelop the existing residential streets into a network of shared space streets and greenways as detailed in Section E.

D.8 TRANSPORTATION DIRECTIONS

The following directions should guide future decision-making, design, and implementation of transportation projects on the West Side.

1. Permeable Surfaces

Use permeable surfaces and stormwater 'swales' and raingardens to enhance stormwater capacity within the road rights-of-way.

2. Landscaping and Beautification

Use low-maintenance and low-water (i.e., xeric) landscaping to beautify the streets and buffer pedestrians from vehicular traffic, while mitigating maintenance costs.

3. Incremental Infrastructure Improvements

Consider incremental improvements as the neighbourhood changes; for example, increased traffic on crushed stones pedestrian paths may eventually justify (permeable) paving.

4. Accommodating Heavy Trucks

Maintain existing turning radii and truck mobility in the Industrial Area by, for example, utilizing at-grade infrastructure (landscaping, pedestrian paths) and restricting large tree locations near key access points.

5. Neighbourhood Identity

Support the development of unique, West Side-specific street elements, including bollards, street lights, and street furniture to improve the streets' functioning and help build the character of the neighbourhood. Strongly consider the use of innovative technologies (e.g., solar) and local manufacturing.

6. Neighbourhood Wayfinding

In time, potentially as part of a wider Town strategy, develop a wayfinding strategy for the West Side, including neighbourhood-specific signage and related design elements.

7. Off-street Parking

Current and past realities should not inform the future of this innovative district. Instead, progressive transportation and parking strategies should be used to facilitate rather than hinder a sustainable future for this area. Policy should be developed to strongly encourage end-of-trip cycling facilities as part of all new developments.

E

LAND USE & BUILT FORM

AT A GLANCE

What's Inside?

As a key component of this LAP, this section provides an overview and policy direction for:

- Land use and OCP designations
- Zoning and related regulations/policies
- Future of the existing residential area
- Design and built form

What's recommended?

Key recommendations include:

- Establish new land use designations, zoning regulations, and a Development Permit Area for the existing residential area to create a new mixed use village;
- Encourage a mixed use building typology that accommodates light industry on the ground floor and other uses above;
- Allow select commercial uses on the West Side, but limit or restrict primary uses that are already offered in Downtown (e.g., ground floor retail);
- Accommodate accessory uses that support the local residential and employment population and establish social infrastructure for the growing population;
- Determine and develop appropriate amenity policies for the West Side and then utilize amenity funds to support public space improvements and other social amenities in the area.

E1. INTRODUCTION TO LAND USE

Two key directions for the West Side are [a] to maintain existing industrial/employment lands and [b] the existing residential area presents an opportunity for an innovative, landmark redevelopment.

The West Side is a key economic engine for the Town of Sidney. The existing Industrial uses must be maintained and supported - with careful attention to unintended consequences. For example, new pedestrian amenities should not impede heavy truck access. And, new amenities and improvements must not result in a greater tax burden on businesses in order to maintain or grow the competitive advantage of the area.

Conversely, the existing residential area is what can only be described as an opportunity. The existing housing stock provides a certain level of affordability; however, this is as much down to its age and condition than to its location. In other words, the relative attainability of the area will likely diminish in the near future as houses are (necessarily) redeveloped.

Meanwhile, on the one hand, in spite of the need for more industrial/

employment lands, market conditions have not and likely will not see the area redeveloped as industrial. Whereas, on the other hand, the Saanich Peninsula has a huge demand for attainable workforce and family housing,

In the face of these seemingly competing pressures, a complementary solution emerged: Use higher density residential to support the financial viability of creating new employment lands. In other words, permit enough of an increase in residential density to make the success of the employment use inconsequential to the viability of development. In turn, these spaces may - in a worst case scenario for the landowner - represent affordable spaces that could foster light industrial and high tech 'startups'.

As a result of this vision, the majority of direction in this section is for the existing residential area.

The land use direction in this LAP supplements and refines that found in the Official Community Plan (OCP). It should be used to evaluate development applications, guide rezoning projects, and create development guidelines and zoning regulations.

That said, the OCP remains the Town's overarching bylaw and, where conflicts arise, the OCP takes precedent.

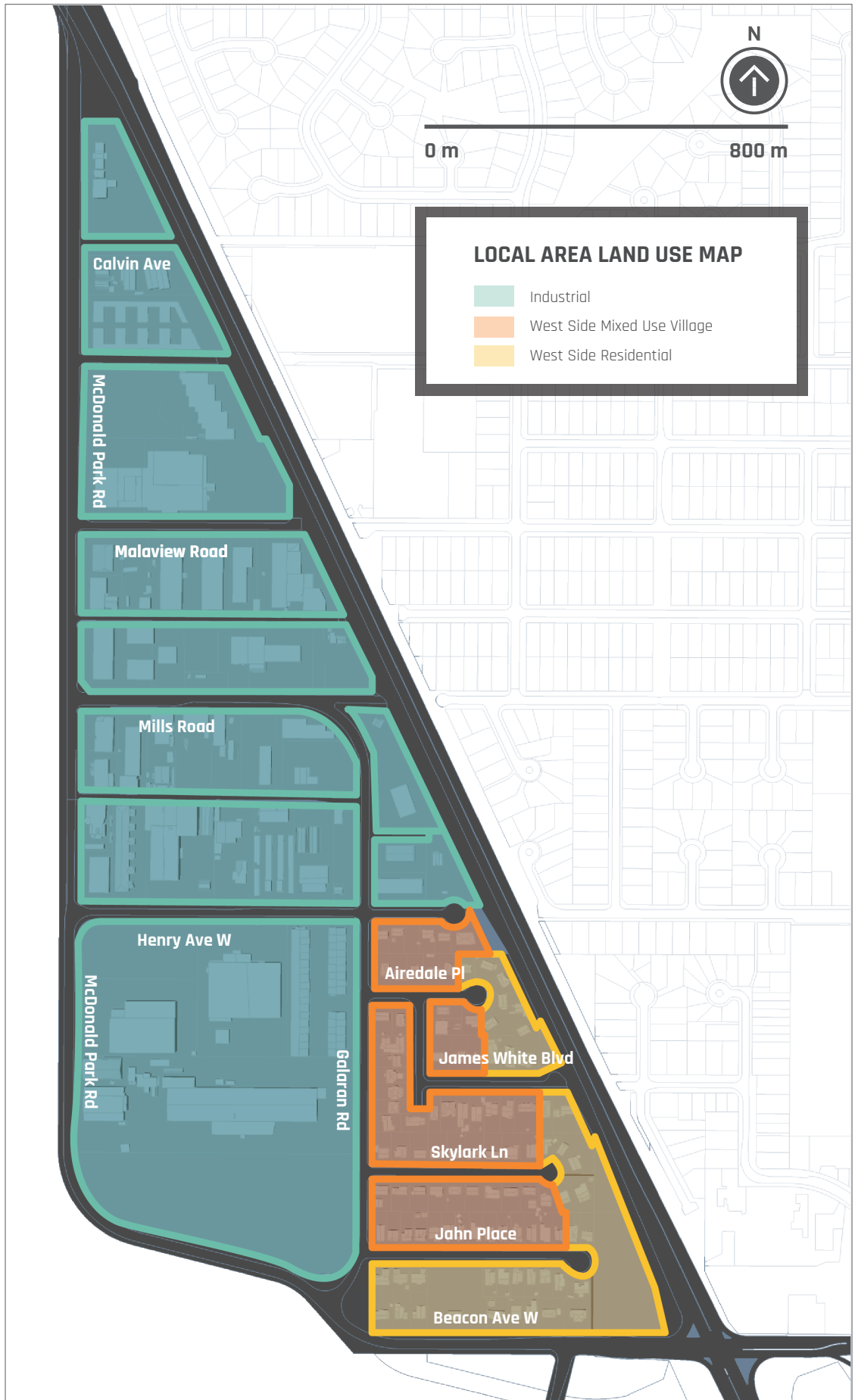


TABLE 1. LAND USE

Land Use	Uses	Density & Height	Building Typologies
Industrial	<ul style="list-style-type: none"> ➤ Primary: light/medium industrial, high tech ➤ Limited commercial, accessory dwellings 	<ul style="list-style-type: none"> ➤ Max height = 15m ➤ Minimum Ground Floor Height = 5.5m (floor to floor) 	A mix of industrial and high tech buildings with ground floors that accommodate light/medium industrial and/or flex spaces, with a minimum height of 5.5 metres.
West Side Mixed Use	<ul style="list-style-type: none"> ➤ Ground floor: light industrial, hi-tech, studio, gallery, recreational, institutional, flex space, limited artisanal commercial ➤ Upper storeys: residential, high tech, non-retail commercial, studios, galleries, recreational, institutional, flex space ➤ Accessory ground floor uses: cafe, restaurant, grocery, retail associated with primary use 	<ul style="list-style-type: none"> ➤ Maximum Storeys = 3 / 4* / 5** ➤ Maximum Height = 13m / 17m* / 21m** ➤ Minimum storeys = 3 ➤ Minimum Ground Floor height = 4.5m (floor to floor) <p>* 4-5 storeys require min. 30m lot width **5 storeys requires min. green building requirement</p>	<p>A mix of building types, from larger mixed use buildings to narrow stacked live/work units.</p> <p>Ground floors designed to accommodate light industrial uses, with adequate ground floor height, truck access, and sufficient separation from uses above. Extra height upper storeys encouraged to allow live/work units, flex spaces, and long-term adaptability of use.</p> <p>Active street frontage must be maintained through the use of glazing, entrances, complementary uses, and other active conditions.</p>
West Side Residential	<ul style="list-style-type: none"> ➤ Primary use: multifamily residential ➤ Accessory uses, including childcare 	<ul style="list-style-type: none"> ➤ Maximum Storeys = 3 / 4* / 6** ➤ Maximum Height = 12m / 16m* / 24m** <p>* 4-6 storeys require min. 30m lot width **5-6 storeys require min. green building and min. attainable/affordable housing requirement</p>	A mix of townhomes and apartment buildings with ground-oriented units.



An example of an Industrial building.



An example of a Mixed Use building.



An example of a Residential building.

E2. LAND USE POLICIES

Industrial

E.2.1 Maintain the current activities/uses in the industrial area, while improving the public realm without negatively impacting current and future businesses.

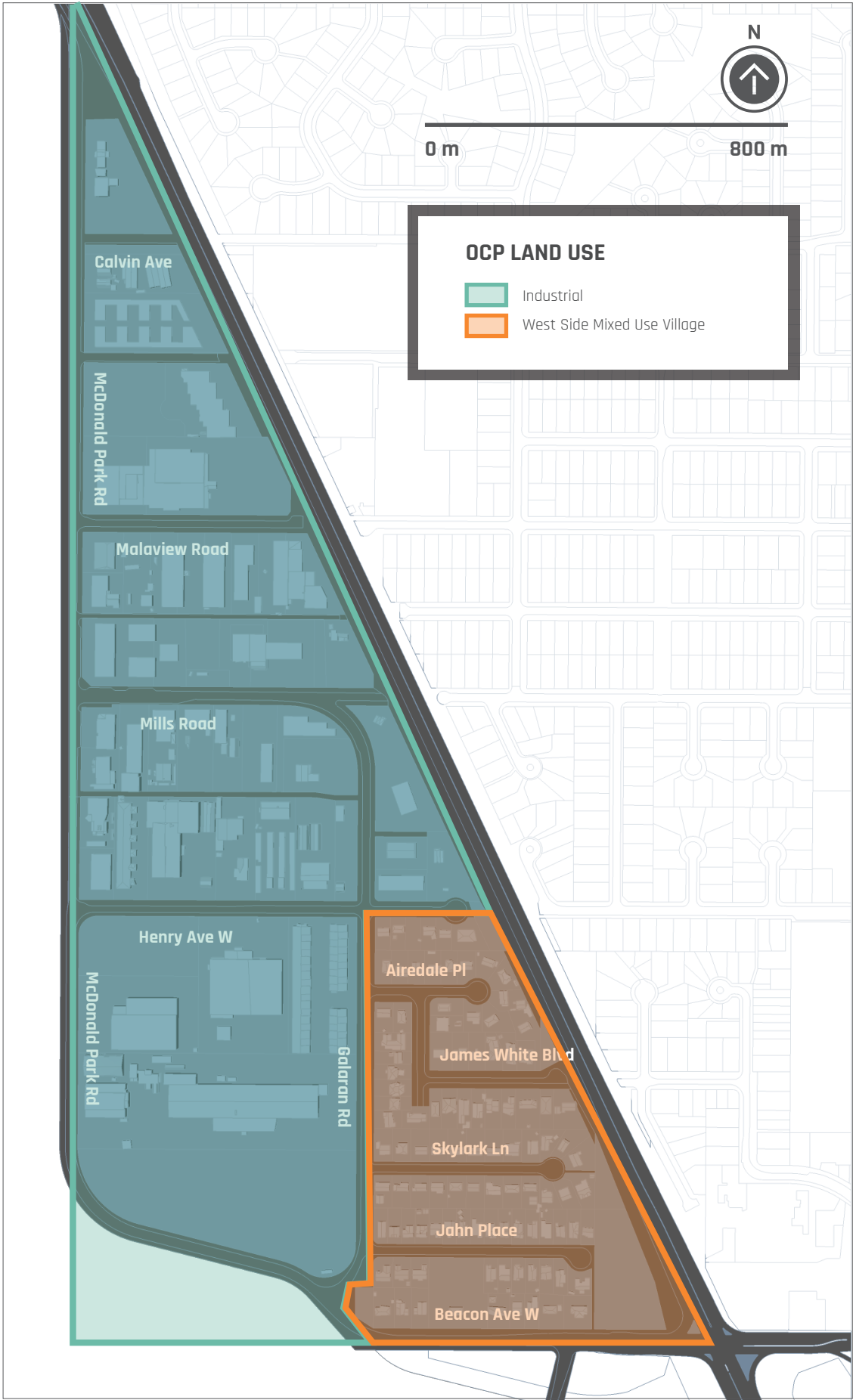
E.2.2 Maintain the existing regulations, policies and guidelines for the Industrial area (excluding the residential area – see map on page 65), while being flexible to accommodate future light/medium industrial or high-tech opportunities.

E.2.3 Support the development of a ‘parklet’ program in the industrial area that establishes one or more temporary pedestrian-oriented seating area that may become permanent over time.

Mixed Use & Residential Development

E.2.4 The Town will adopt a new Development Permit Area for the existing residential area (“Village”) and develop guidelines based on this document and the following objectives:

- i. To establish dynamic and pedestrian-friendly streetscape that provides high levels of interest, comfort, and activity, achieved through a mix of active ground floor uses (e.g., shops, small businesses, markets, cafes, galleries, workshops), abundant ground floor glazing (which may provide observation of industrial activity), weather protection, pedestrian connectivity, landscaping, and other streetscape elements (e.g., street furniture, public art).
- ii. To establish a strong sense of place through a cohesive and distinctive architectural character that is industrial and modern in character. Consider a defining neighbourhood architectural element that also facilitates green building performance, such as south-facing shed roofs.
- iii. To strongly encourage the use of high quality and eco-friendly materials, with a focus on wood (e.g., cedar), corrugated metal, and steel.
- iv. To ensure low-impact development and green building practices, including green building certification, passive solar design, permeable paving, and integrated stormwater management (e.g., raingardens).
- v. To reduce the impacts of off-street parking and industrial activities on the pedestrian environment by, for example, [a] reducing parking requirements based on parking analyses and Transportation Demand Management (TDM) and [b] creating additional pedestrian pathways (e.g., greenways) and



- open spaces.
- vi. To ensure building architecture accommodates light industry on the ground floor (regardless of current market conditions at the time of

- construction),
- vii. To encourage flexible building design, including overheight upper floors that accommodate live/work lofts and flex spaces.

E.2.5 The Town will develop new zoning regulations and related policies for the existing residential area based on the following policy directions:

- i. Support mixed use buildings up to 5 storeys based on the following requirements: [a] buildings must be a minimum of 3 storeys in height; [b] buildings above 3 storeys must have a minimum lot width of 30m, and [c] buildings above 4 storeys should meet a minimum green building requirement established by the Town.
- ii. In mixed use buildings, support overheight (4m) upper storeys and require a minimum ground floor height of 4.5m (floor to floor).
- iii. In mixed use buildings, support a range of permitted uses: light industrial, hi-tech, and others complementary to residential uses, including studios, galleries, recreational, flex spaces, and limited institutional and artisanal commercial. Support small scale secondary ground floor uses, including cafes, restaurants, and grocery, that contribute to the social fabric of the area.
- iv. Support residential buildings up to 6 storeys based on the following requirements: [a] new buildings must be a minimum of 3 storeys; [b] buildings above 3 storeys should have a minimum lot width of 30m, and [c] buildings above 4 storeys should meet a minimum green building requirement and minimum attainable/affordable housing requirement established by the Town. Further, require all new development on the south side of Jahn Place and the north



Residential application of corrugated metal and cedar siding



Modern light industrial building with weathering steel



Building architecture with shed roof and industrial aesthetic

side of Beacon Avenue West to have [a] a minimum lot depth of 70m and [b] primary vehicular access on Jahn Place, only.

- v. Support range of household sizes by requiring a minimum proportion of all multifamily units be at least three bedroom; and, strongly encourage the creation of larger units on the first two storeys.
- vi. Exempt all new development in the village area from minimum parking requirements and, instead require a parking and Transportation Demand Management study, as part of each development application process, to determine the appropriate amount of vehicular and bicycle parking/facilities.
- vii. Strongly support the inclusion of end-of-trip cycling facilities in all new mixed use development.
- viii. As part of development applications, require new development to register a covenant acknowledging industrial and airport noise and activity.

E.2.6 Support select commercial uses on the West Side, but limit primary uses that are already offered in Downtown (i.e., restrict ground floor retail).

E.2.7 Encourage accessory uses that support the local residential and employment population (e.g., small scale grocery, cafes, restaurants) and establish social infrastructure for the growing population (e.g., childcare, community centres). Encourage these uses in the new village.

E.2.8 Develop a detailed Master Plan of the Village to guide its redevelopment by, for example, clearly identifying the siting, approximate dimensions, and character of public amenities – e.g., park areas and pedestrian greenways.

E.2.9 Develop appropriate amenity policies for the West Side that utilize the redevelopment of the existing residential area to facilitate the creation of new public amenities – e.g., parks, greenways, shared streets.

E.2.10 Support the creation of a network of primarily green parks, open spaces, and pedestrian greenways in the village.

E.2.11 Over time, develop a new neighbourhood gateway at the corner of Galaran Road and Beacon Avenue West, including signage, lighting, landscaping, and pedestrian amenities.

E.2.12 Collaborate with Canada Post to relocate the residential mailbox on Galaran Road to the east side of the street or to one of the existing residential cul-de-sacs.

Note 1: Property owners within the existing residential area will have discretion over whether or not their property is redeveloped.

Note 2: Height maximums comply with YYJ airport height restrictions.

E.3 PRIORITIES FOR IMPROVEMENT

This subsection offers a prioritized list of land use improvements that the Town should undertake.

1. Policies and Regulations for the Village

Amend the OCP designation for the existing residential area and then develop [a] a new West Side Village DPA and guidelines, [b] two new zones (West Side mixed use and residential), and [c] amenity policies specific to the village.

2. Master Plan for the Village

Develop a detailed Master Plan to guide the redevelopment of the Village, including siting of future public amenities.

3. Industrial Parklet Program

Start a new program to establish an on-going parklet program in the industrial area, which converts underutilized vehicular space to 'people space'.

4. Move the Mailbox

Work with Canada Post to relocate the community mailbox on the west side of Galaran Road to the east side of Galaran Road or onto one of the residential streets.

5. Boulder Park

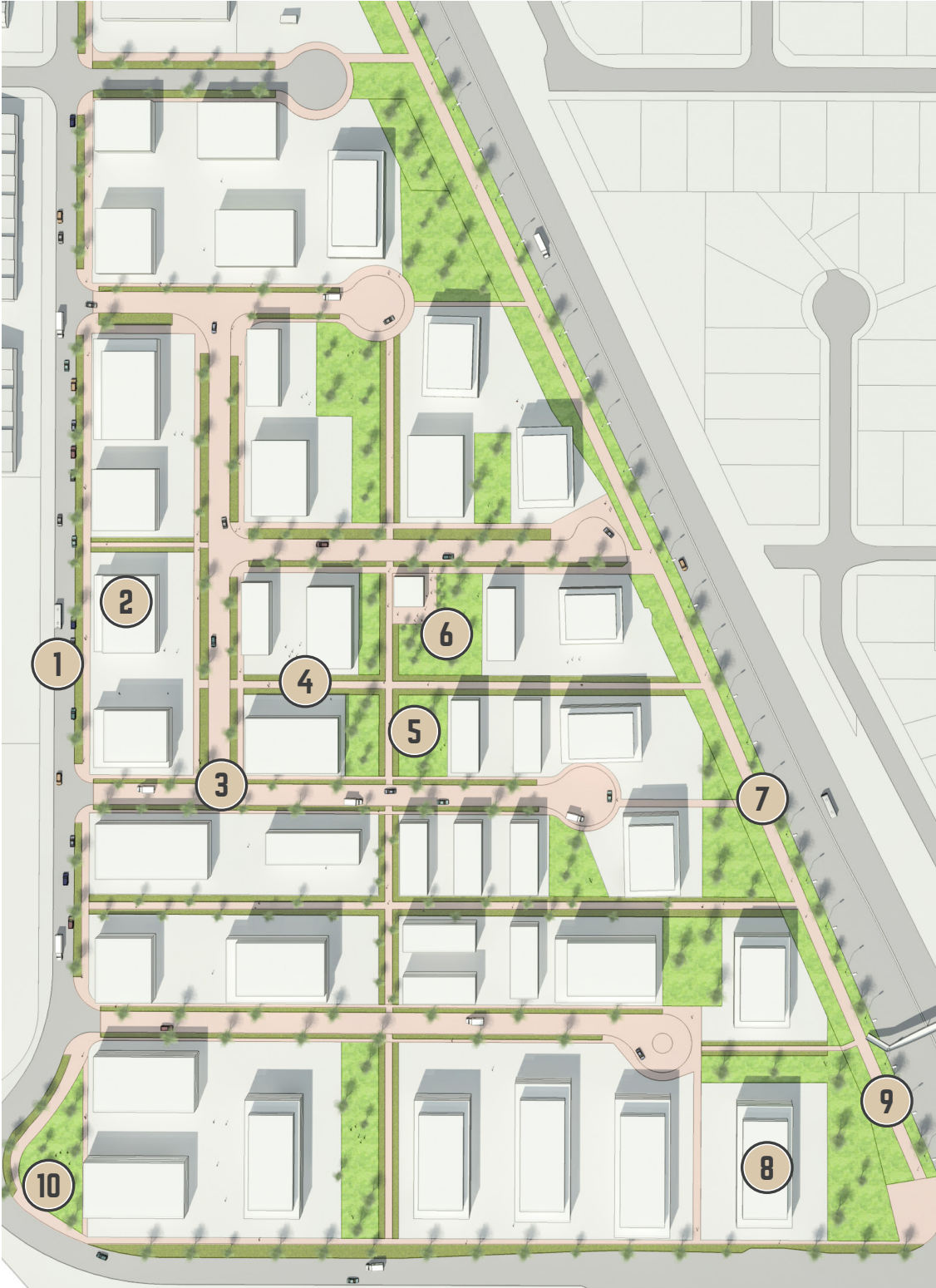
Consult residents, develop a plan, and construct upgrades to Boulder Park, at the east end of Henry Road. As part of the planning, consider future park expansion as the Village builds out.

E4. VILLAGE STREETScape ILLUSTRATION

The below is a conceptual interpretation of the future Village area – showing a pedestrian-priority shared street typology, overheight ground floors accommodating light industrial uses, new green spaces and pedestrian connections, and integrated stormwater elements.



E5. VILLAGE CONCEPT



Key Features

- 1 Galaran Road is re-imagined as a gateway to the neighbourhood, acting as a key interface between industry and the new village. The east side is redeveloped as a pedestrian-oriented 'main street'.
- 2 The residential area is redesignated to create a 3-6 storey village that expands the employment-generating uses of the industrial area via ground floor light industry and other complementary uses.
- 3 The internal roads of the existing residential area are redesigned as pedestrian-oriented 'shared space' streets – slow speeds, textured paving, integrated landscaping and stormwater infrastructure, on-street parking. Street widths and turning radii still accommodate truck access to serve business.
- 4 A network of greenways are envisioned to improve pedestrian connectivity, create usable green space for people, enhance stormwater capacity, beautify and 'green' the area, and mitigate the potential impacts of industry on residential uses.
- 5 A network of green and open spaces are developed to create vital, usable 'social infrastructure' for residents and employees of the area, enhance stormwater capacity, and beautify and 'green' the area.
- 6 A central gathering place is developed as an indoor-outdoor 'community living room', anchored by cultural and/or historical elements.
- 7 The existing highway multiuse path is improved to better serve pedestrians and cyclists with new surfacing, lighting, seating, and stronger connections into the neighbourhood.
- 8 Residential buildings border the village, providing much needed attainable and workforce housing, including ground-oriented and family-sized units.
- 9 A new pedestrian overpass north of Beacon will strengthen the relationship between the West Side and Sidney proper – downtown, the waterfront, schools, and other amenities.
- 10 The corner of Galaran Road and Beacon Avenue West is redeveloped as a welcoming gateway space, with signage, lighting, and welcoming people spaces.

Conceptual Phasing

Existing



Initial Redevelopment



Establishing the Village

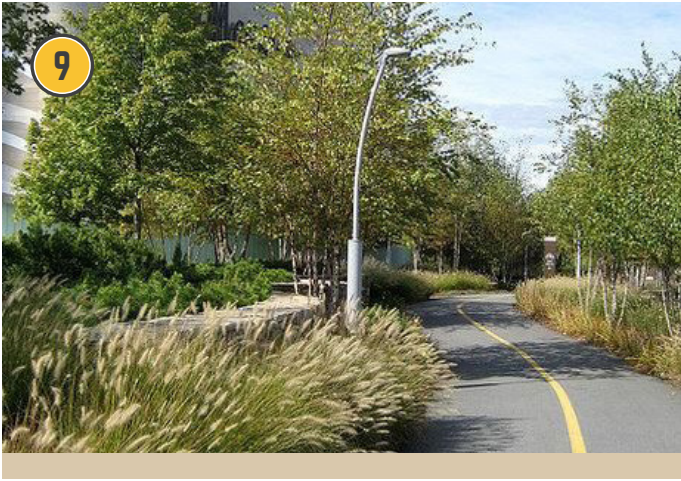


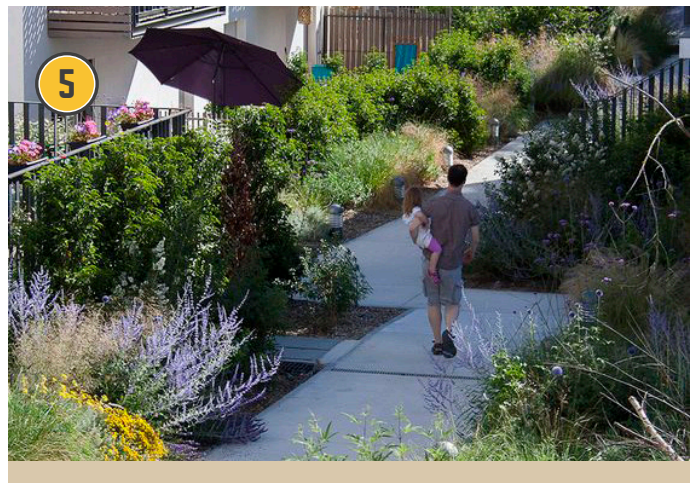
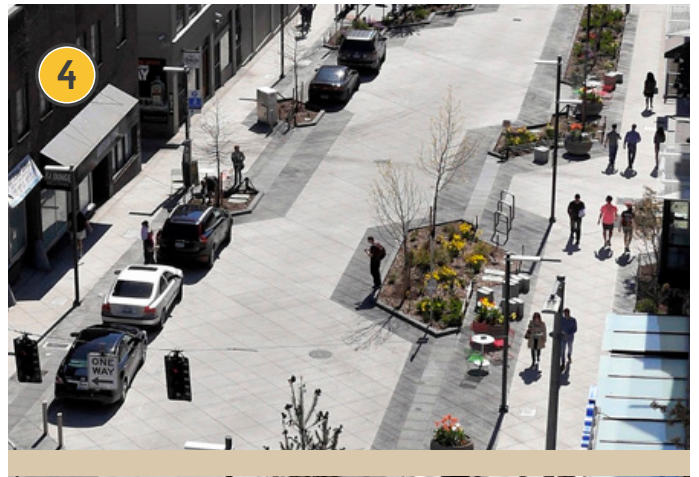
Built Out Village



E6. MIXED USE CONCEPT: VISUALIZATION GALLERY

This gallery provides example images of the 'types of things' imagined for the village area.





E7. DESIGN DIRECTION GALLERY: MIXED USE VILLAGE

The existing residential area is envisioned as a vibrant, innovative area that pushes the boundaries of progressive land use mix, sustainable planning practices, and low-impact urban design.

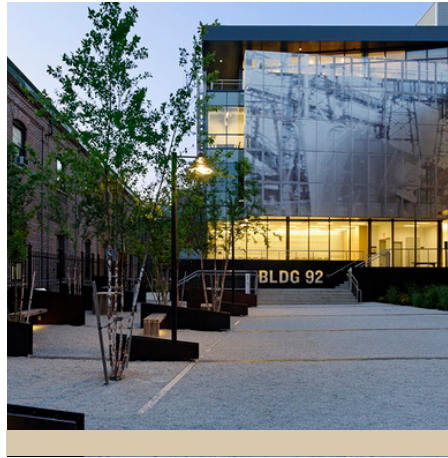
This gallery is a guide for the types of [a] design elements, [b] materials, [c] aesthetic, and [d] character to inform the future of this area of the West Side.



An example of a complementary commercial use on a light industrial site.



In new green spaces, create outdoor 'rooms' that invite people to stay



Create more than one type of pocket park (not just green spaces)



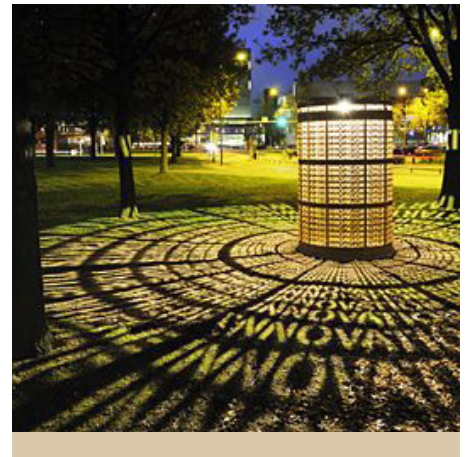
Create a new gateway park and pathway at Galaran Rd and Beacon Ave



Link new greenspaces with accessible pedestrian pathways



Ensure that multiple children's playscapes are developed



Consider the use of West Side-specific art/technology/lighting elements



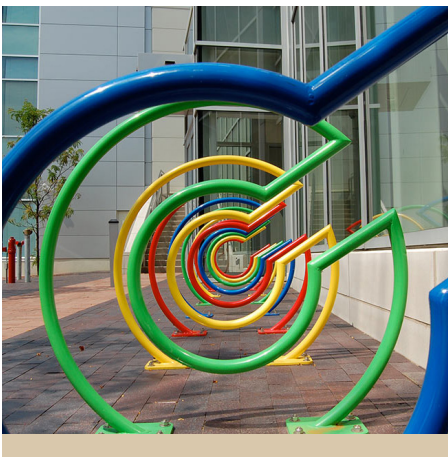
Support the development of a fine-grained street/path network



Continue to allow accessory used that create a local 'social infrastructure'



Develop a consistent aesthetic that speaks to the area's industrial nature



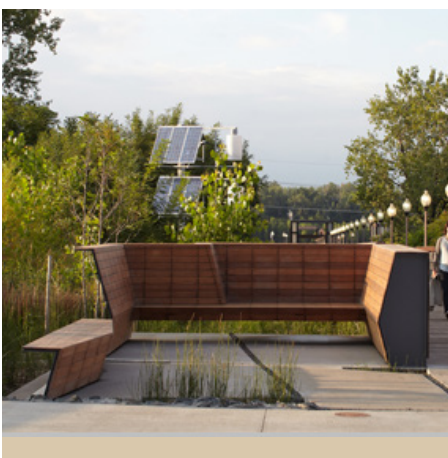
Develop a consistent West Side aesthetic for street elements



Promote green building practices and sustainable technologies



Develop one or more parklets for employees to enjoy



Encourage property owners to develop semi-public spaces for enjoyment



Encourage a mix of building types that create an active street frontage



Develop gateway and wayfinding elements with the use of lighting and appropriate materials (e.g., steel)

F

BUSINESS VITALITY

F1. INTRODUCTION

The West Side is a key economic hub for Sidney, home to over 100 local businesses. The guiding principles of this plan seek to maintain and enhance the area as a place to do business. Moreover, the land use direction for the existing residential area is motivated by the need to increase the supply of employment lands in Sidney and the wider region, while also creating opportunity for innovative forms of development and enterprise.

F2. BUSINESS VITALITY STRATEGIES

F.2.1 Continue to improve support and resources for business and development processes.

F.2.2 Work with the Sidney North Saanich Industrial Group (SNSIG), Saanich Peninsula Chamber of Commerce, local businesses, and other key stakeholders to market, (re)brand, and promote the West Side as an Innovation District and a place to do business, work, and live.

F.2.3 Encourage existing and future industrial businesses to be good neighbours by minimizing impacts on neighbouring businesses and dwellings.

F.2.4 Support and encourage green building and low-impact development practices to increase building performance, mitigate stormwater impacts, and contribute to the neighbourhood's identity as an innovative and sustainable district.

F.2.5 Encourage building typologies that accommodate light industrial use on the ground floor and adaptability of use throughout.

F.2.6 Support the creation of alternative and low cost spaces (e.g., incubators, maker spaces, common amenities, recreational uses) on the ground floor of mixed use buildings, in order to support new businesses, artists/craftspeople, and non-profits.

F.2.7 Support secondary ground floor uses, such as cafes and restaurants, that support the creation of a vibrant village, while not detracting from business vitality in Downtown.

F.2.8 Work with the SNSIG, Chamber of Commerce, and other stakeholders to support landowners in the identification of potential light industrial, high tech, and arts/culture tenants

to support the development of the mixed use village.

F.2.9 Base Village parking requirements on parking and TDM analyses, not minimum requirements, in order to reduce development costs, speak to long-term transportation and home ownership trends, and support the creation of more attainable dwelling units. Additionally, encourage the development of car shares and similar transportation alternatives.

F.2.10 Explore the need and options for a parking structure on the West Side – for example, located mid-block between Jahn Place and Beacon Avenue West – that would provide secure, long-term and market-priced stalls on the West Side.

G

STORMWATER MANAGEMENT

G1. INTRODUCTION

Stormwater is currently an issue on the West Side, with regular winter flooding of neighbourhood properties and buildings. While subsurface conditions (e.g., impervious clay) are challenging, limited stormwater management efforts currently exist. As West Side streets and the residential area are redeveloped, the Town has an opportunity to [a] increase infiltration (recognizing subsurface challenges), [b] control (i.e., slow) discharge flows, and [c] improve stormwater quality through increased bio-filtration.

G2. STORMWATER MANAGEMENT STRATEGIES

G.2.1 The Town will monitor stormwater flows within and downstream from the West Side.

G.2.2 Strongly encourage new development to integrate stormwater management features (e.g., rain gardens), use permeable paving, and mitigate stormwater impacts on sites requiring high impervious cover.

G.2.3 Development proposals in the Village should dedicate open space consistent with the greenway and green space network illustrated in this plan.

G.2.4 The Town will integrate green stormwater infrastructure into West Side streets and public spaces as they are improved.

G.2.4 The Town will integrate green stormwater infrastructure into West Side streets and public spaces as they are improved.

G.2.5 Using the Capital Regional District and neighbouring municipalities as a resource, the Town will adopt Stormwater Codes of Practice and work with business owners to ensure compliance.

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H

IMPLEMENTATION STRATEGY

AT A GLANCE

What's Inside?

This section provides a refined implementation strategy to guide the realization of this LAP. Primarily, this section includes two tables:

- ☞ Implementation Actions: On-going and Short-term
- ☞ Implementation Actions: Medium- and Long-term

What's recommended?

See the tables on following pages for recommended implementation actions.

H1. INTRODUCTION

The West Side is a relatively small and uncomplicated neighbourhood; the scope of this LAP is streamlined and manageable; and the directions and recommendations found within are grounded in strong consensus among stakeholders, staff, and the Project Team. The result is a well-defined and actionable list of recommendations that the Town can reasonably undertake over the next 10-20 years.

Having said that, the two most notable outcomes of this LAP – the tailored industrial streets and the new Village area – require additional commentary regarding implementation.

To realize the street improvements, it is clear that the Town – namely staff – must be guided by the policies and directions found in this plan and be willing to go ‘outside the box’ to create multi-functional streets that speak directly to the West Side context.

To realize the mixed use Village, staff and – in particular – Council need to follow through on their support of this LAP by also supporting future development that works toward the long-term vision for the West Side.

Moreover, in order to effectively achieve the vision for the Village, the Town cannot simply approve zoning amendments. Successful redevelopment

of this area requires a balance of quality built, social, and environmental infrastructure.

As a result, in addition to developing related policies (e.g., amenity policies) that will contribute to this balance, it is recommended that the Town develop a detailed “Master Plan” of the Village area to guide [a] the creation of new spaces and places and [b] the establishment of a unique sense of place for the area.

The remainder of the recommended actions are well within the means and capacity of the Town – which is an exciting prospect. However, to fully realize the vision for the West Side, the Town will need help from and collaboration with local stakeholders.

The following subsection provides ongoing as well as short-, medium-, and long-term actions for implementation.

Implementation Actions: On-Going and Short-term

On-going actions may be completed over time as part of the Town's regular operations. Short-term actions are recommended for capital budget funding in the near future.

ACTION	DESCRIPTION	TIME-FRAME
A Street Improvements	» Through capital budgeting, prioritize streetscape improvements throughout the West Side, consistent with the policy and directions provided in this LAP. From highest to lowest priority: [a] Galaran Road, [b] highway path, [c] Mills Road, [d] Henry Road, [e] Malaview, Calvin, and McDonald Park Roads. The 'shared space' streets of the Village should be improved over time, as the area is redeveloped.	» On-Going
B Support Compatible Development	» In order to realize the vision and guiding directions of this LAP, staff and Council must support compatible development applications that facilitate –in particular – the development of the Village.	» On-Going
C Promote Innovation District	» Work with local businesses and stakeholders to re-name, brand, and promote the West Side as an innovation district. Over time, consider related policies that may support the long-term vitality of the West Side.	» On-Going
D Creation of Green Space Network	» As the Village area is developed, ensure that the proposed network of greenways and green spaces is created through various regulatory and policy tools. » Investigate the Town acquisition of land for a future central neighbourhood park and community centre in the vicinity of location #6 on page 68.	» On-Going
A Regulation & Policy Development	» Develop all of the regulations and policies as recommended in this LAP, including new Zoning regulations and OCP policies.	» Short-term (0-3 years)
B Village Master Plan	» Develop a detailed Master Plan of the Village area that refines and details [a] the future location and scale of the greenway and green space network, [b] the technical details of area-specific streetscape elements (e.g., light standards, paving/pavers, street furniture), and [c] the tools/mechanisms for achieving the plan in a viable and effective manner. » This will provide a valuable 'blueprint' for staff and applicants which will facilitate the creation of the Village's critical social and green infrastructure in a cohesive and viable manner. » Consider the opportunity of including a neighbourhood way-finding strategy as part of this action.	» Short-term (0-3 years)
C Industrial Parklet Program	» Establish a parklet program for the West Side with a focus on creating one or more small pedestrian plaza spaces for local workers and residents to enjoy. Staff to work with local business owners to determine ideal location and design.	» Short-term (0-3 years)
D Mailbox	» Work with Canada Post to relocate the resident mailbox from the west side of Galaran Road to the east side of Galaran Road or to one of the residential streets (e.g., Jahn, Skylark).	» Short-term (0-3 years)

Implementation Actions: Medium- and Long-term

Medium-term actions are recommended for funding through future capital budgets; though, they may be accelerated through redevelopment projects or alternative funding tools (e.g., amenity contributions, grants). Long-term actions are medium-priority actions without specific funding strategies.

ACTION	DESCRIPTION	TIME-FRAME
A Neighbourhood Gateway	» Develop a strong gateway park (including new signage, lighting, and landscaping) at the corner of Galaran Road and Beacon Avenue West. Consider this as part of a future Parks Master Plan or integrated with the proposed development of a traffic circle at this intersection.	» Medium-term (3-10 years)
B Parking Structure Analyses	» As the Village area is redeveloped, consider the need for an parking structure analyses for the area. A structure that provides secure, long-term parking at market rates may be an ideal complement to the Village area, as envisioned.	» Medium-term (3-10 years)
C Village Streets & Open Spaces	» As increasing amounts of redevelopment occur in the Village area, the Town should look for opportunities to fund and create the shared space streets and new public spaces in the area.	» Medium-term (3-10 years)
A Marketing & Economic Development Strategy	» Consider working with local stakeholders (e.g., business owners, the Chamber) to develop a marketing, branding, and economic development strategy specific to the West Side and its identity as an innovation district.	Long-term (10+ years)
B Wayfinding Strategy	» If not developed as part of a Village Master Plan, then look for opportunities to develop a Wayfinding Strategy for the West Side, with the goal of not only aiding wayfinding to/from and within the area but also supporting the overall sense of place on the West Side.	Long-term (10+ years)



ACKNOWLEDGMENTS

A number of people made significant contributions to this project. Thanks is due to all the staff, stakeholders, and community members for their civic commitment to developing this exciting area plan for the neighbourhood.

Project Team

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- Matt Blakely, Planning Technician

Community, Stakeholder Advisory Group, & Workshop Participants

The Project Team would like to express their gratitude to all those residents, employees and business owners that participated and provided valuable insight.

APPENDIX A. ADDITIONAL TRANSPORTATION ANALYSES

This brief appendix provides additional details from Watt Consulting Groups analyses of existing transportation conditions on the West Side.

Table 2. BUS STOP IMPROVEMENT CRITERIA

Bus Stop and ID	Potential Ridership	Existing Condition	Linkages to Pedestrian Improvements
<p>Northbound Galaran Rd at Henry Ave W (102266)</p>	<p>Proximity to future mixed-use village with potential for more riders. Bus stop is also located in proximity to a number of employers.</p>	<p>Poor access with no sidewalk, curb, and is located too far from intersection.</p>	<p>With proposed sidewalks on east side of Galaran Road, the walking environment around the bus stop will be enhanced.</p>
<p>Southbound McDonald Park Rd Mills Rd (102283)</p>	<p>The bus stop is in proximity to a number of employers and has the potential to attract riders with improvements to the bus stop.</p>	<p>The bus stop is in a poor location situated next to a ditch. There is no sidewalk and no curb. It is also located over 80m away from the intersection.</p>	<p>The bus stop will benefit from the proposed sidewalk on the west side of McDonald Park Road.</p>
<p>Southbound McDonald Park Rd at Henry Ave W (102267)</p>	<p>The bus stop is in proximity to a number of employers and has the potential to attract riders with improvements to the bus stop. It is also less than a 500m from the future mixed-use village.</p>	<p>The bus stop has no sidewalk, no curb, and is located in ditch.</p>	<p>The bus stop already benefits from access to the multi-use pathway. It will also benefit from the proposed sidewalk on the south side of Henry Avenue W.</p>
<p>Westbound Mills Rd W at McDonald Park Rd (102279)</p>	<p>The bus stop is in proximity to a number of employers and has the potential to attract riders with improvements to the bus stop.</p>	<p>This bus stop is better conditions than most with access to a concrete sidewalk. However, it can benefit from the implementation of passenger amenities.</p>	<p>The bus stop is located next to the proposed multi-use pathways which will enhance the walking environment around the bus stop. Moreover, the bus stop is close to an intersection which improves access.</p>

Transit Scheduling

Another opportunity to improve transit service in the West Side area is through better coordination of the bus route schedules. Beyond future potential improvements to frequency, there appears to be instances where connections between the main regional routes (70 and 72) and local route 85 serving the West Side could be enhanced. The following tables present common shift start and end times and existing transit service schedules to serve them.

One caveat to the discussion on potential scheduling improvements is that the deployment of local transit services on the Peninsula offers unique

scheduling challenges because many of these routes — and in particular those operated by smaller community buses — are operated together, or “interlined.” Interlining means that each community bus will operate a number of Peninsula routes over the course of its day and these routes and trips are each linked to each other in succession.

This linked schedule structure may constrain the ability to shift trip times since a 10-minute change to improve an outbound connection on one route may then negatively affect the timing of many other routes, trips and directions. Similarly, timing through Sidney on routes 70 and 72 are heavily influenced

TABLE 3. EXISTING TRANSIT SCHEDULE: WEEKDAY MORNING SERVICE TO SAMPLE SHIFT START TIMES

Route 70 Arrival @ Fifth & Beacon (stop ID: 102249)	Route 85 Departure @ James White & Fifth (stop ID: 102243)	Route 85 Arrival @ Galaran & Henry (stop ID: 102266)	Sample Work Shift Start Time	Notes
6:31 am	6:21 am	6:25 am	6:30 am	Connections do not align in Sidney. Route 72 arrives at 6:20am but this still not enough time to accommodate delays, walk between stops.
6:31 am	No existing trip		7:00 am	
6:51 am	No existing trip		7:30 am	
7:26 am	7:32 am	7:36 am	8:00 am	This trip is either very early for an 8:00am start or just misses a 7:30am start.
7:59 am	No existing trip		8:30 am	
8:29 am	No existing trip		9:00 am	
9:27 am	9:25 am	9:30 am	9:30 am	Connections just miss in Sidney. West Side arrival time does not provide enough time to walk from stop to work start location.

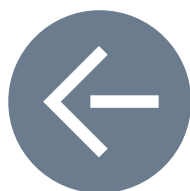
by service requirements to meet passenger loads and timing at the BC Ferries Swartz Bay Ferry Terminal and there may be less ability to shift those trips as well.

Based on analysis above, it is recommended that opportunities to adjust existing route 85 trip schedules be explored with BC Transit where feasible to improve connections to/from regional routes as well as coordination with common shift times. As a start, consideration should be given to adjusting the scheduling to accommodate an 8:30am shift start time and 4:30pm shift end time. Both of these shift start and end times do

not have any transit service available, which may be part of the reason why boardings are currently low. Offering transit service to accommodate these time slots can make transit a more appealing option to various employees of the area. As funding for improved transit becomes available, it is also recommended that discussion occur with BC Transit to see what further trips might be able to be added to meet common shift start/end times, with prioritization to be determined based on feedback from major employers. As discussed though, there may be merit in adding a trip to accommodate an 8:30am shift start time and 4:30pm shift end time.

TABLE 4. EXISTING TRANSIT SCHEDULE: WEEKDAY AFTERNOON SERVICE FROM SAMPLE SHIFT END TIMES

Work Shift Start / End Time	Route 85 – Departure @ McDonald Park & Henry (stop ID: 102267)	Route 85 – Arrival @ James White & Fifth (stop ID: 102243)	Route 70 – Depart @ Fifth & Beacon (stop ID: 102243)	Notes
3:30 pm	No existing trip		3:21 pm	Current route 70 leave time misses 3:30pm work end (there is a route 72 departure at 3:47pm)
4:00 pm	4:00 pm	4:09 pm	4:10 pm	Departure time from stop does not enable enough time to walk from work location. Connection time at Sidney tight (route 72 trip leaves at 4:17pm)
4:30 pm	No existing trip		4:40 pm	
5:00 pm	No existing trip		5:10 pm	
5:30 pm	No existing trip		5:44 pm	
6:00 pm	6:00 pm	6:09 pm	6:13 pm	Departure time from stop does not enable enough time to walk from work location.



Town of Sidney
WEST SIDE
Local Area Plan