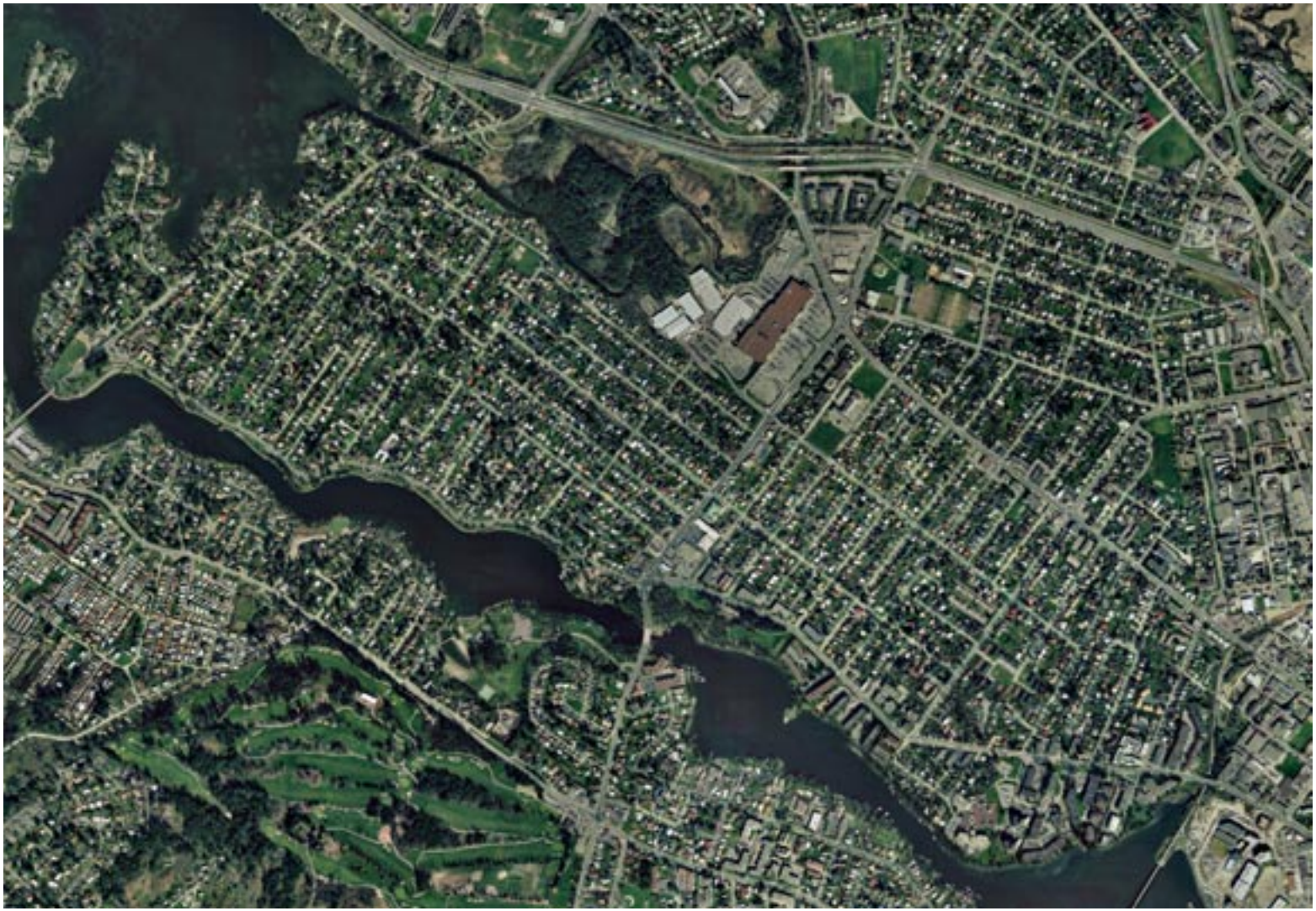

SmartGrowthBC

GORGE TILLICUM COMMUNITY ASSOCIATION

District of Saanich

D'AMBROSIO architecture + urbanism

Gorge Tillicum Burnside

Urban Design Charrette Report

January 31 2004

0316

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Communication and Cooperation

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Executive Summary

In October, 2003, a dedicated group of citizens, property owners, government officials and staff, and other local experts came together to create a new vision for their neighbourhood. The Gorge/Tillicum/Burnside area of Saanich, BC has a number of significant advantages – including a range of housing types, excellent regional access, an active retail core, and a variety of community amenities.

Yet there are opportunities to improve the neighbourhood. Tillicum Road and Burnside Road do not meet their full potential as vibrant community corridors. Both roads carry considerable regional traffic volumes. In combination with the lack of facilities for other users, this traffic creates an unsafe and unpleasant environment for pedestrians, cyclists, and transit riders. And given the tremendous assets in the area, valuable land along these corridors is under-utilized.

To address these issues, the District of Saanich is preparing an Action Plan for the Gorge/Tillicum/Burnside area. As part of that process, the Gorge Tillicum Community Association engaged Smart Growth BC to coordinate an urban design charrette. This event explored improvements to the Tillicum and Burnside corridors and the three urban villages at the major intersections.

This report is both a record and a product of that charrette, and provides a snapshot of the ideas and visions of the diverse stakeholders in this neighbourhood. Among the charrette participants, there is a strong resolve to improve and enhance the neighbourhood, particularly the neighbourhood infrastructure and overall quality of life.

Perhaps most importantly, the charrette contributed to a shared sense of purpose and understanding between community representatives and local land owners. Ideally, the effort invested in the charrette will evolve into a regular and frequent interaction and collaboration among the various neighbourhood stakeholders. The Gorge/Tillicum/Burnside neighbourhood can reach its potential through clear and honest communication, careful urban design, dedicated advocacy, and a commitment to building a healthy and complete community.

Development Principles

This report records the ideas and design concepts that emerged from the charrette weekend. In addition, the principles, goals and directives of the charrette participants can form a critical input to the ongoing planning processes of the District of Saanich. These principles are as follows:

- Allow for a mix of land uses (especially housing, retail, employment, and institutions), particularly along main corridors
- Increase housing opportunities for singles, families, and seniors
- Improve pedestrian and bicycle circulation and amenities on all street rights-of-way
- "Green" the streets, parking areas, and open spaces to improve the comfort, safety and appearance of the area
- Implement traffic calming measures (particularly by reducing vehicle traffic land widths), to discourage speeding and improve the safety and comfort of pedestrian sidewalks and street crossings
- Utilize zoning and pre-zoning strategies as incentives to owners and developers to invest in buildings and infrastructure, especially along Gorge Road, Tillicum Road, and Burnside Road
- Reduce the dominant visual and operational impact of vehicles by discouraging large surface parking areas and encouraging shared and underground parking

Precedents & Possibilities

- Include ecological impact reduction as a criteria for all public and private site and building development
- Mandate that all public and private development plans demonstrate adherence to and support of the directives and goals of the Regional Growth Strategy of the Capital Regional District
- Review and elaborate upon the practical proposals of the charrette in the Action Plan process, as a catalyst for real projects

The Study Area

The charrette generally considered Tillicum Road from Gorge Road to Burnside Road, and Burnside Road from Harriet Road to Tillicum Road. In order for the charrette participants to consider the entire area in depth, three sub-areas were developed. While common issues and problems were identified in all three areas, each was recognized as having unique issues and opportunities. Thus, the emphasis of the design concepts and recommendations varied in each area. The sub-areas were:

Urban Village (Area "A")

The primary "urban village" surrounds the intersection of Tillicum Road and Burnside Road. The proposed urban plan calls for commercial and residential infill and the introduction of additional community functions (such as a library and a relocated seniors' centre).

Burnside Road (Area "B")

This corridor includes Burnside Road from Harriet Road to Tillicum Road. The proposed urban plan includes street improvements, landscaping and street trees, traffic calming, street oriented infill and redevelopment with commercial, retail and medium density residential.

Tillicum Road (Area "C")

This corridor includes Tillicum Road from Gorge Road to Burnside Road. The proposed urban plan encourages street-oriented commercial/retail and residential infill, including an expanded and enhanced retail shopping centre. Light industry and manufacturing can be blended with commercial sites.

Implementation Strategies

The charrette event generated a wealth of design concepts and community enthusiasm. However, success of the event will be measured by implementation – the ability to transform the vision of the charrette participants into tangible changes to infrastructure and buildings. To that end, the charrette participants also generated a list of recommended strategies for implementation:

Explore Zoning
The District of Saanich should consider pre-zoning of lands in the study area adjacent to Tillicum Road and Burnside Road. Used in conjunction with development permits and design guidelines, pre-zoning could streamline the development process and provide clear guidance regarding the desired type of development. This could provide an incentive for developers to invest in the area and begin improvements to the economic and social vitality of the area.

Pursue Funding
To fund the recommended improvements in the Gorge/ Tillicum/Burnside area, the District of Saanich should identify and explore funding partnerships with local, provincial, and federal organizations. Possibilities include the Federation of Canadian Municipalities' Green Funds, Federal Government Municipal Funding, Capital Grants, and corporate grants (such as ICBC).

Improve Transit Facilities
The District of Saanich should improve and expand bus stops, and work with BC Transit to relocate bus stops to areas adjacent to retail activities. These actions would improve the convenience, comfort, and attractiveness of public transit as a viable transportation option.

Take Small Steps
The District of Saanich and other entities are encouraged to undertake short term pilot projects. These would demonstrate the commitment of the District and the community to the goals and principles of this charrette and the Regional Growth Strategy. In particular, improvements to the public domain (such as greening of streets by the addition of street trees and planted boulevards, demarcation of pedestrian and cycling areas, and other streetscape improvements such as street furniture and lighting) could be achieved in increments.

Work with Developers
The District of Saanich and the Gorge Tillicum Community Association should encourage local land owners to approach the municipality with development ideas and proposals. The relationships and ideas that emerged from the charrette could thereby become a catalyst for collaboration between land owners and community representatives toward mutually beneficial projects.

How Do Ideas Get Implemented?

- Through Council adoption of planning documents
- Pre-zone for land use and density, tied to adequate design control
- Adopt Development Permit guidelines
- Streetscape initiatives kick started in target areas
- Community Support
- Initial residential project must be high quality

Precedents & Possibilities

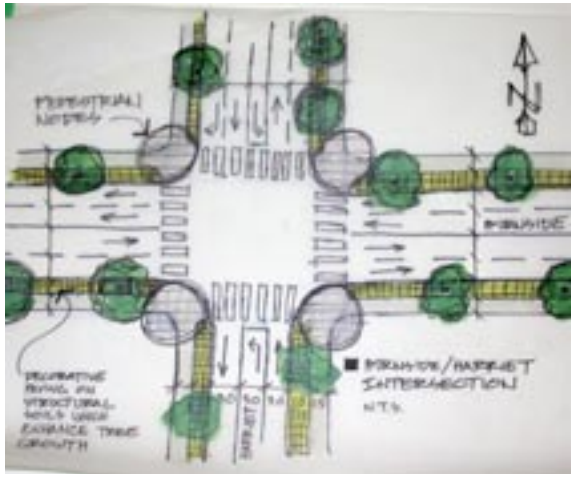
Tillicum Burnside Charrette & Saanich Planning Processes

The Official Community Planning Program provides key guidance and control over the growth and development of the District of Saanich. The Official Community Planning process can be understood as follows:

The Official Community Plan process currently includes the Saanich General Plan (1993) and the Tillicum Local Area Plan (2000). The Saanich General Plan addresses land use, density and transportation issues in a total of 13 topics (e.g. transportation, residential, parks and recreation, environment, public works, etc.). The Tillicum Local Area Plan was developed in consultation with the local community association and residents. The policy in the Local Area Plan directs District staff and council, while informing residents, business operators, and developers.

The Official Community Plan process also employs action plans, special studies, and charrettes. The Tillicum Burnside Action Plan will be a policy directive within the Local Area Plan that addresses land use, pedestrian environment, landscaping, streetscape design, cycling facilities, transit service and facilities, and the role of streets as primary transportation routes. The District of Saanich is currently developing the Tillicum Burnside Action Plan (see appendices for additional information).

The charrette results will inform the Tillicum Burnside Action Plan. Initiated by the Gorge Tillicum Community Association, the charrette is intended to contribute design concepts and development principles. These charrette outputs will then be addressed and expanded upon during the Action Plan process.



The future Burnside Road would be a tree-line,2 way street with parking on both sides, mixed-use, 3 to 6 storey buildings, and enhanced bicycle and pedestrian spaces.

Description of the Charrette

October 17-19, 2003

A charrette is a collaborative workshop that brings together people who have an interest in the community and those with expertise in related disciplines. In an atmosphere of trust, professional architects and planners help stakeholder group make design decisions through a process of building consensus. The highly interactive and collaborative process has been used throughout BC to create a community vision and identify opportunities to achieve that vision.

This charrette brought together representatives of a variety of organizations, including citizen groups, governments, business owners, property owners, social and environmental advocates. The charrette provided the participants with the opportunity to represent the issues, needs, and goals of their stakeholders. The larger group worked together as a team, to find common ground and solutions that met a mutual goal – a strong, vital, and accessible community.

Professionals, academics, citizens, District planners and developers working together on the real problems, on site....

The Charrette Itinerary

Friday, October 17, 2003

5:00 pm	Dinner meeting of charrette participants & guests Welcome (council representative; David Cubberley), Introductions Review of background information
7:00 pm	Outline itinerary and schedule for charrette
7:15 pm	Information presentations for each presenter: 5 to 7 minutes, plus 3 minutes for questions
8:45 pm	Adjourn

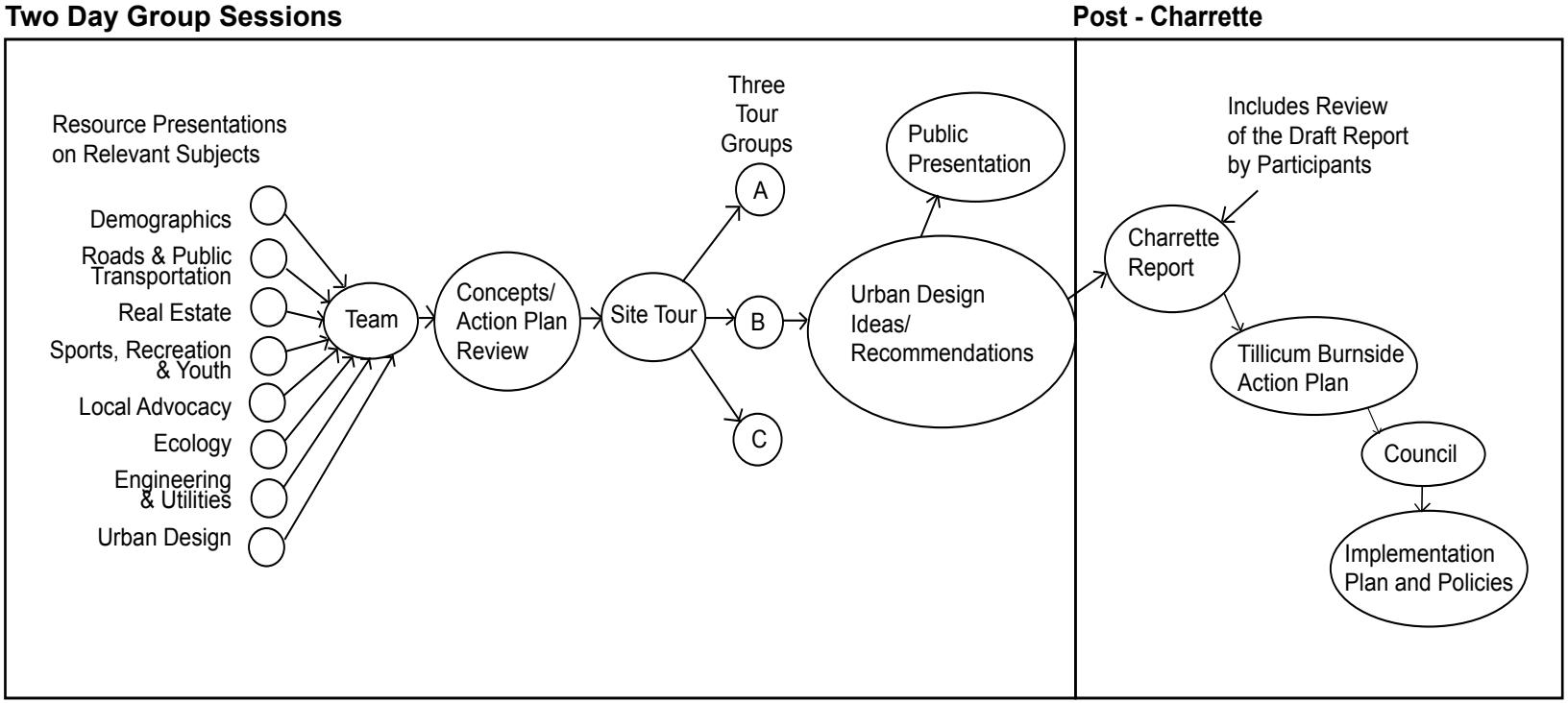
Saturday, October 18, 2003

8:30 am	Breakfast/Itinerary
9:00 am	Site Tour
11:50 am	Reconvene at workroom
12:00 pm	Brainstorming goals Issues and ideas Opportunities and constraints
1:00 pm	Lunch
1:45 pm	Define principles Organize and assign tasks for: documentation: data, text, drawing: plan, sketches, schematics
2:15 pm	Draw plans, etc.
5:15 pm	Adjourn

Sunday, October 19, 2003

10:00 am	Review and complete plans
10:30 am	Photography
12:00 pm	Lunch
12:45 pm	Complete display graphics
1:45 pm	Clean-up/hang work
2:30- 5 pm	Reception and public open house

The Charrette Process



Process flow chart. How it works.

Sharing information, discussing issues and formulating ideas.

Participants

Smart Growth BC (SGBC)
is a provincial non-governmental organization devoted to fiscally, socially and environmentally responsible land use and development. Working with community groups, businesses, municipalities and the public, SGBC advocates for the creation of more livable communities in British Columbia. Smart Growth BC staff undertook facilitation and planning for the Charrette. Jodie Siu was the Charrette Coordinator.

D'Ambrosio architecture + urbanism (DAU)
was retained by Smart Growth BC as lead urban design and architectural consultant. DAU is an architectural and urban design firm. Projects emphasize the sustainable long-term fit of designs into their physical, ecological, social, cultural and historical contexts. They were facilitators, designers, group leaders, drawers and presenters for the Charrette, and were responsible for the assembly of this report. DAU is also a contributing member of Smart Growth BC, and provided portions of professional services in-kind to the Gorge/Tillicum/Burnside Charrette.

District of Saanich
is a municipal corporation that aims to maintain Saanich as a safe, affordable, accessible community in which to live and work. They contributed material, as well as the time and efforts of senior staff. The district will continue the work toward completing the Tillicum Burnside Action Plan that will guide the implementation of ideas that emerged and were explored at the charrette. District staff aided in organization and served as presenters, drawers and participants for the Charrette.

Gorge Tillicum Community Association
is a group of local citizens that works to improve the quality of life in their community. They were strong proponents for and active participants on the Charrette.

UBC James Taylor Chair in Landscape and Liveable Environments
is a research and outreach organization that demonstrates how to design and build affordable, equitable, and ecologically healthy communities.They work with citizens and public officials to incorporate new and emerging policies for sustainable development into community plans. Patrick Condon served as a facilitator and designer for the Charrette.

Charrette Groups

Group A Burnside/Tillicum Urban Village
Franc D'Ambrosio, Chris Foyd - DAU
Colin Doyle, Anne Topp - District of Saanich
Paul Gerrard - GTCA
Eric Spurling, Norm Pass - property owners
Sue Mc Cauley - seniors representative
Glen Wilson - Urban Development Institute

Group B Burnside Corridor
Patrick Condon - UBC
Gary Darrah - District of Saanich
Jodie Siu - Smart Growth BC
Rob Wickson - GTCA
Doug Yuen, Adam Sharp - Fairways
Ken Prentice - school
Sarah Paradis - youth
Herman Rebneris - Canadian Home Builder's Association

Group C Tillicum Corridor
Terry Kopeck - DAU
David Cubberley - Saanich Councillor
Roger Tinney - District of Saanich
Harry Lewis, Arden Little - GTCA
Henry Kamphof - Capital Region Housing Corp.
Ernie Yakimovich - property owner, developer

Other Groups That Contributed
Urban Development Institute, Victoria Home Builders, CRD Housing Corporation, Local Businessmen, and others.

Open House Participants

Paul Gerrard GTCA
Pat Gerrard resident
Judy Sigmund resident
Chuck Sigmund resident
Donna Volges resident
Tara Tompkins VCSC
Larry Edwards resident
Val Edwards resident
Arden Little resident
Ray Farmer resident
John Hoole resident
Henry Kamphof CRHC
Harry Lewis GTCA
Gordon Dawson resident
Sue McCauley SST
Bob June GTCA
Scott Murdoch GTCA
Nigel Banks resident
L. Hurley resident
Sonja Zupanec resident
M Harrington resident
D Humphreys resident
S. Kodman resident
John Luton CB&W
Evelyn Carlson resident
Robert Katzer resident
Doreen Ash GTCA
Alice Solyma GTCA
Claudia Wickson resident
John Coe resident
Maureen Lundquist resident
Chris Tomasculy GTCA
Ray Farmer GTCA
Maggie Little GTCA
Sheila Bill
William Bill
Margo Kilgore resident
Trevor Kilgore resident
Heather Stewart FOHR, GTCA
Christine Helmink GTCA
D + C Elliot resident
Anna Kelly resident
Bob June GTCA
Dennis Bray GTCA
Lee Bray GTCA
Deborah Curran JBNA
Betty Walshaw
Dave Twinn
H.R. Robinson resident
Richard Jayos
Robert Wickson GTCA

VCSC - Victoria Car Share Coop
GTCA - Gorge Tillicum Community Association
CRHC - Capital Region Housing Corporation
SST - Saanich Silver Threads
CB&W - Capital Bike and Walk
JBNA - James Bay Neighbourhood Association
FOHR - Friends of Harriet Road

(The above names were assembled from sign in lists. Other participants may have paticipated.)

Presenters

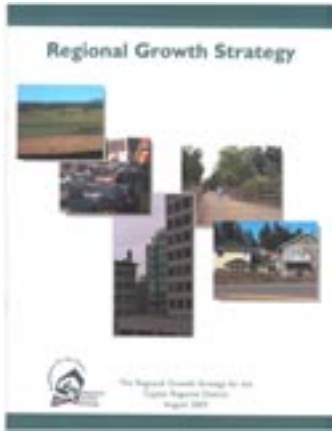
The following people provided the Charrette team with valuable information and insights regarding a range of significant issues pertaining to the study area.

Anne Topp	Manager Planning Services *Saanich*
Colin Doyle	Manager Transportation & Infrastructure Planning *Saanich*
Tricia deMacedo	Environmental Planning Officer *Saanich*
Quenton Lehmann	Manager Pearkes Recreation Centre *Saanich*
June Klassen	BC Transit
David Edgar	Ministry of Transportation *BC*
Mischa Gringras	Colliers *Commercial Real Estate*
Lee King	CMHC *Federal Government*
Heather Stewart	Friends of Harriet Road
	Victoria Car Share *Literature Only*

Smart-Growth Leadership

Background Presentations

Anne Topp, Manager
Planning Services
Municipal Context Planning



Quenton Lehmann, Manager
Pearkes Recreation Centre
Public Recreation Planning

Information Provided:
Victoria Car Share
Alternate Transportation Stategies

Colin Doyle, Manager
Transportation & Infrastructure Planning
Street Design, Traffic Calming and Public Safety

June Klassen
BC Transit
Public Transport and Municipal Cooperation

David Edgar
Ministry of Transportation
Highways and Street Systems

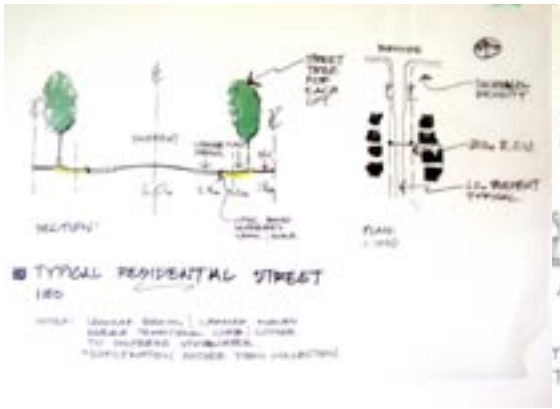
Heather Stewart
Friends of Harriet Road
Local Streets Initiatives

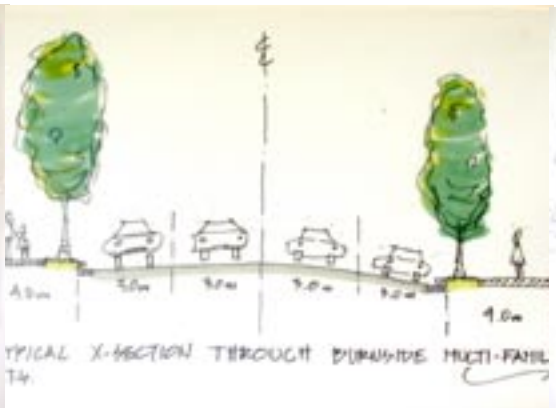
Tricia deMacedo, Manager
Environmental Services
Ecological Context, Issues and Initiatives

Mischa Gringras
Colliers
Real Estate and Retail Trends

Lee King
CMHC
Demographics and Societal Trends

Record of the Charrette

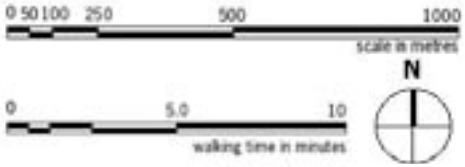




The following includes pages from the presentation that was prepared during the last day of the Charrette.

Text and images have been added to expand the issues, ideas and outcomes of the process.

Context & Outline of Study Area

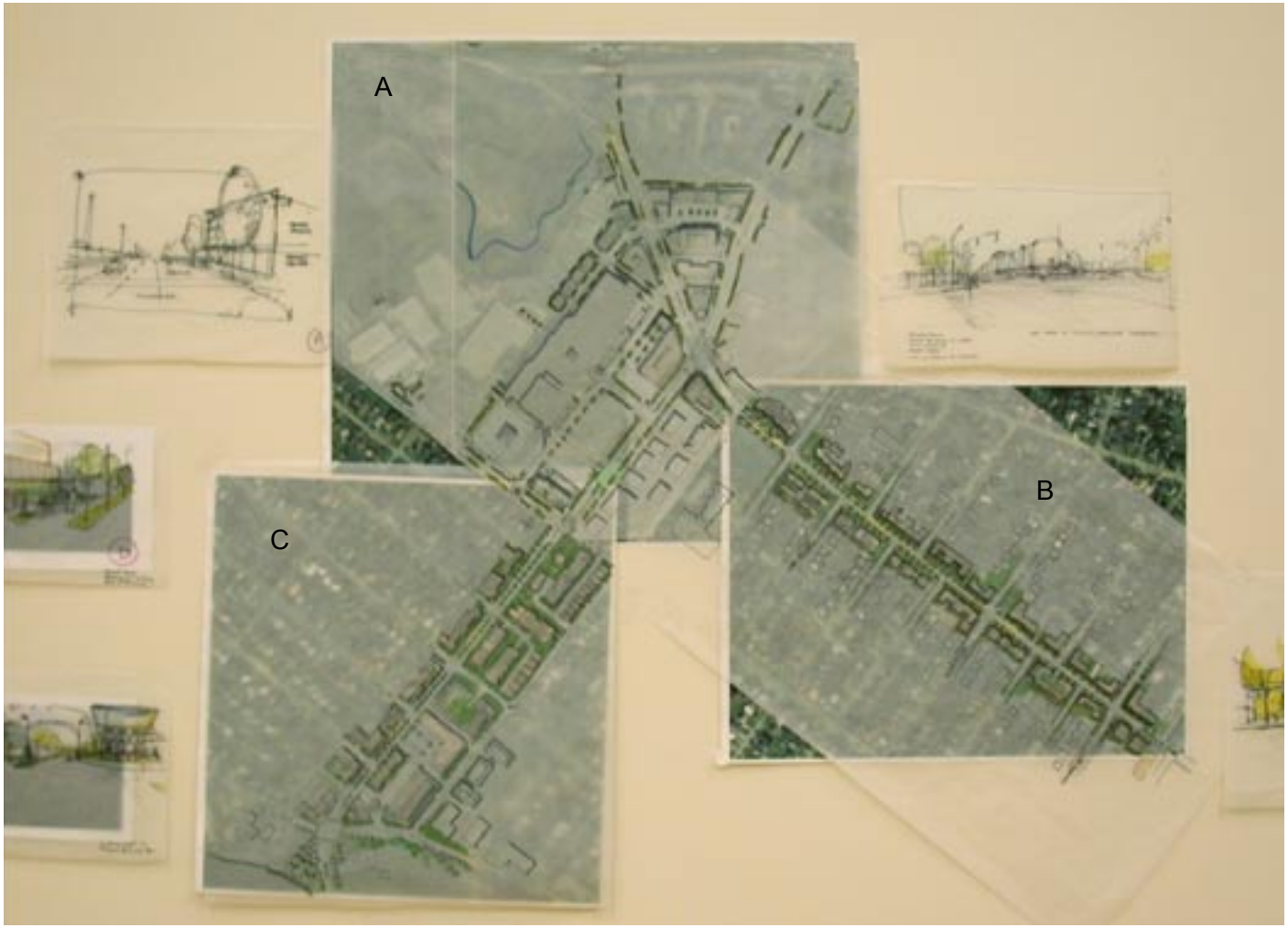


Three Sub-Areas

A Urban Village
Surrounding the Burnside Road and Tillicum Road Intersection

B Burnside Road
From Harriet Road to Tillicum Road

C Tillicum Road
From Gorge Road to Burnside Road



The Overall Schematic Urban Plan - *The work of three focus groups combined to form a whole vison.*

Sub-Area A

Urban 'Village'
Surrounding the Burnside Road and Tillicum Road Intersection
The exploration of the potential for a village centre, begins with observations and analysis of what exists.

Sub-Area A Urban Village Existing Conditions

Photography helps identify, focus-on and study the issues, problems and potentials of aspects and areas within the neighbourhoods.

Sub-Area A Proposed Urban Plan - *Working with overlays, the locations and 'footprints' of future additions and new buildings are studied.*

- Commercial and Residential Infill
- Community Functions: Library and Seniors Centre

Sub-Area A Proposal

The Regional Growth Strategy of the Capital Regional District is recognized and accepted as the guiding document for future development in the region, including Saanich. Thus, the future development of this area should include strategies that involve increased residential population, encouragement of transportation choices and alternatives, and the development of a vibrant urban mix of allowable uses.

Most importantly, the provision of multi-family housing is seen as the single most significant contributor to the future social and economic health of the area. Housing types for singles, young couples, families and the elderly are all to be included within walking distance of this urban centre and the two other centres of Burnside at Harriet and Tillicum at Gorge.

The scale of residential development in sub-area A will be determined in response to: site size; width and proportion of the street rights-of-way; and proximity to open space networks.

• Along Tillicum Road and Burnside Road, three storey to eight storey buildings could be appropriate, with the largest buildings being adjacent to the largest roadways and intersections. As the streets diminish from large arterials down to collector streets and local streets, so should the massing of the buildings. Buildings across the street from each other should preferrably be of comparable scale and use. For example, single-family, one or two storey housing should not be across the street from anything larger than two storey town houses. Two-storey townhouses should not be across the street from anything larger than three storey apartment buildings and so on.

Expansion of commercial and cultural facilities, as well as seniors housing, are important aspects of the future of this area.

• The expansion of the Tillicum Mall is unfortunate, but inevitable. This strategy would include the use of air rights, to place parking underground and under-building. It is suggested that the parking areas be considered as potential redevelopment sites. The buildings would be developed as street-oriented retail commercial and service commercial with a variety of uses on levels above. As part of this strategy, the actual concourse of the mall and the outside perimeter would be developed as ‘storefronts’. This would animate the street while increasing retail floor space.

• The corner of Tillicum Road and Arena Way could be developed as a multi–use building. It could include ground-level public library and café, a multi-level seniors community centre on the second and possibly third floor, and at least two levels of seniors housing above. This would be a good site for ‘assisted-living’ apartments. Under-building service, delivery areas and parking would be part of this multi-faceted project (Noted on the sub-area A drawings as #3).

• In addition to commercial retail, the Tillicum and Burnside Road area could be a primary location for service commercial, office, and light industries. Manufacturing and high technology uses could occupy upper storeys of buildings on a number of sites. These are illustrated as number 6 in the sub-area A site diagram.

In addition to residential, commercial retail, service commercial, public amenity, and high-tech industrial, this urban village must be inter-connected with surrounding networks of streets and open spaces.

• Ideas such as the reduction of excessive lane widths, and where possible, reduction of numbers of lanes, along with the creation of bicycles lanes on all arterial and collector streets, is critical.

• The widening of pedestrian areas, addition of landscaped boulevards, street trees, and small pocket parks, must all be part of the greening of the Tillicum Burnside Village.

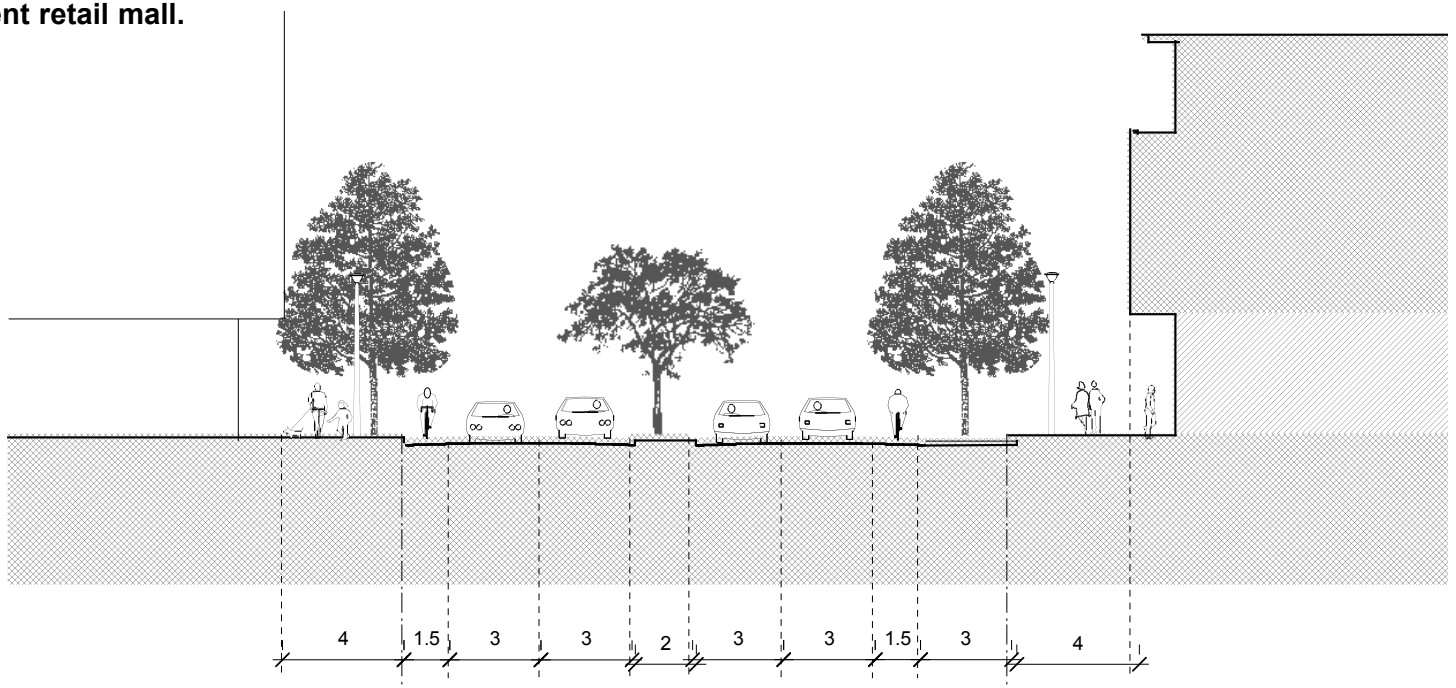
• Particular attention must be paid to the actual intersection and crossing areas of Tillicum and Burnside Roads. Buildings at the remaining corners must be outstanding in design, and could be the tallest of the area. Six and perhaps eight storey structures would not be out of place here.

This landmark corner could become a vibrant commercial centre, and even enhance the viability of the adjacent retail mall.

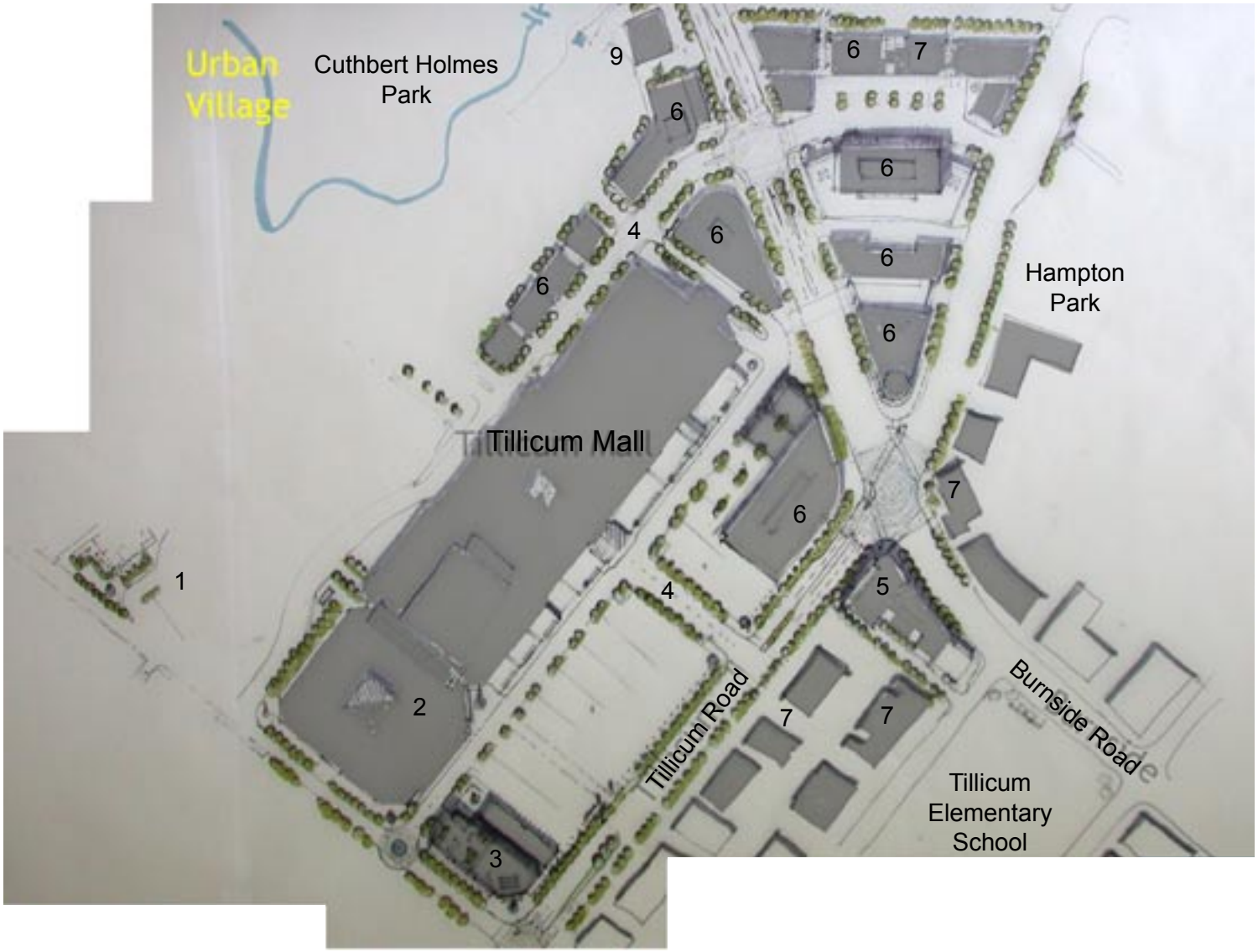
• Other specific redevelopment would include modifications and expansion to the Pearkes Community Centre. In particular, the expansion of a secure outdoor play area adjacent to the day care and family program areas, would improve this important community amenity. This is suggested as an alternative to acquiring property away from the immediate areas adjacent to the existing building. This is seen as a more desirable and practical way to create additional secure playground area.

Group A encourages the library board and the District of Saanich to reconsider the location of the library adjacent to the Pearkes Centre.

• Instead, it is recommended that this civic institution be used to reinforce and animate the principal streets of this urban village. Another specific amenity for this area would be a skateboard and bike park. The development of such a facility would address the current shortage of recreational areas for youth. An appropriate site for such a facility would be on the edge of Cuthbert Holmes Park adjacent to the retail mall, both of which are attractive to youth.

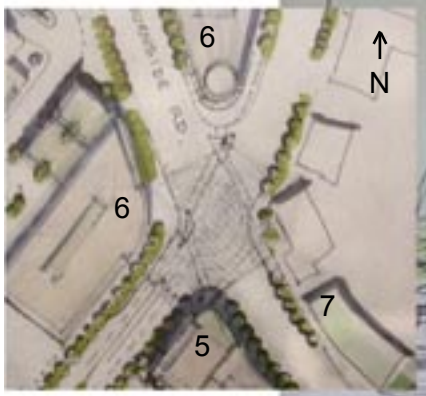


Recommended section for typical commercial/residential four lane street (28m right-of-way is illustrated)



Sub-Area A

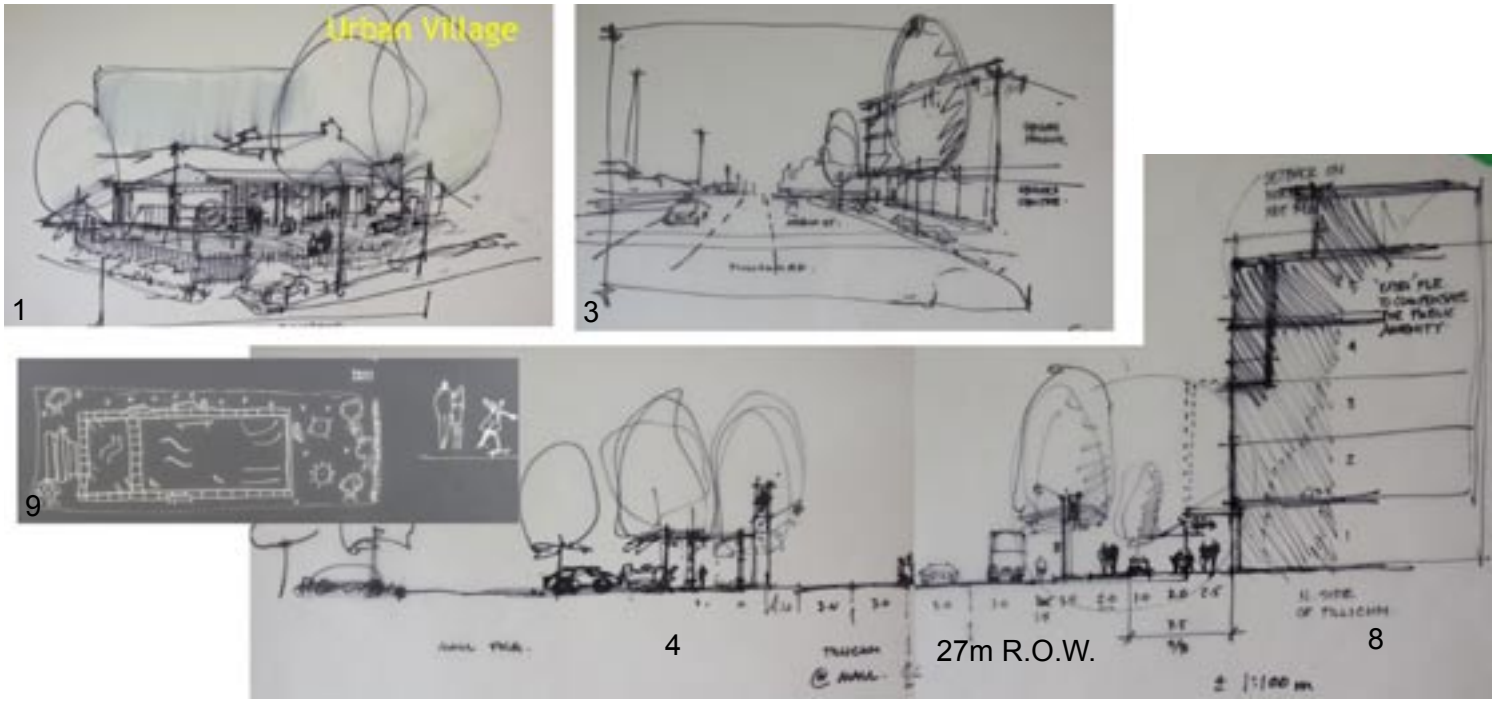
1 Secure playground at recreation centre
2 Expanded mall with walk-through arcade
3 New library with seniors centre and housing
4 New landscaped and treed lanes, driveways and parking lot streets (lanes)
5 Assisted-living seniors housing
6 New commercial retail with office and light/high-tech industry
7 New residential (medium density)
8 Residential, over commercial & retail
9 Skateboard Park



Plan of Tillicum / Burnside Intersection

View North at Tillicum / Burnside Intersection - *New development closer to corners to help form the urban space that will define the future character of the area. A regional and local retail and commercial centre.*

Sub-Area A: Tillicum Burnside Intersection



Section Through Tillicum @ Mall

Sub-Area A

1 Secure playground at recreation centre
2 Expanded mall with walk-through arcade
3 New library with seniors centre and housing
4 New landscaped and treed lanes, driveways and parking lot streets (lanes)
5 Assisted-living seniors housing
6 New commercial retail with office and light/high-tech industry
7 New residential (medium density)
8 Residential, over commercial & retail
9 Skateboard Park

View at Maddock Avenue, North-East up Tillicum Road - existing

A glimpse of the future in two steps, showing how bike lanes, street trees, wider pedestrian walkways and street-related buildings, can improve the human scale and urban character of a wide arterial right-of-way.

View at Maddock Avenue, North-East up Tillicum Road

First, streetscape improvements and traffic lane reconfiguration of Tillicum Road, with street trees, landscaped boulevards, bike lanes and pedestrian-controlled crossings.

View at Maddock Avenue, North-East up Tillicum Road

Second, a strong commitment and investment by the District to provide a catalyst for the creation of an urban village. Seniors housing and activity centre, a library, neighbourhood commercial over underground parking and a bus stop at this significant corner of Tillicum Road and Arena Way, would improve the chances of this area to become a more human-scaled, complete neighbourhood.

View North-West up Burnside Road at Tillicum Elementary School - existing
The street lacks definition and balance between vehicle lanes and pedestrian sidewalks.

View North-West up Burnside Road at Tillicum Elementary School

Proposed changes: streetscape improvements and traffic lane reconfiguration of Burnside Road, with street trees, landscaped boulevards, bike lanes and pedestrian-controlled crossings. The trees and building locations help reduce the apparent width of the street and have a slowing effect on drivers.

Sub-Area B

Burnside Road from Harriet Road to Tillicum Road

The Harriet/Burnside intersection has great potential as a future village centre. The scale of the streets, existing commercial buildings and proximity to established residential areas are all good foundations for a village centre.

Burnside Existing Conditions Sub-Area B

The street rights-of-way are overwhelmingly dominated by vehicle lanes. A severe imbalance exists between driving and non-driving comfort and safety. The visual experience is unpleasant for both drivers and walkers.

Sub-Area B Proposed Urban Plan
As an arterial road, Burnside could also be a commercial 'high street' especially at the two larger intersections.

- Street improvements, landscaping trees and traffic calming
- Street oriented commercial/retail, office and light industry
- Infill and redeveloped medium density residential

Sub-Area B Burnside Corridor Proposal

This team assumed that the goals of the Regional Growth Strategy are to be met. The RGS designates the Tillicum Burnside area as a regional centre in which population could double. The RGS also assumes that by 2026, 40% of all trips will be taken in means other than vehicles (i.e. an increase in share for transit, walking, cycling and other alternatives). To achieve these goals, the Burnside corridor should incorporate additional housing and provide a more attractive, vibrant urban village.

Recommendations

- Add residential units to provide built-in consumer base for local business, and to support transit
- Improve vitality and ambience of commercial area primarily between Harriet and Wascana, to increase services available to local residents, provide an attractive and walkable neighbourhood, and improve property values throughout community
- Reinforce availability of alternative travel modes (cycling, walking, and transit) by improving pedestrian ambiance and reducing traffic speed along Burnside.

Encourage mixed use redevelopment along Burnside corridor between Harriet and Earl Grey Street
- four storey buildings
- first floor commercial and zero setback
- residential on upper floors
- underground parking
- expand Little Eldon Development Permit Area zoning
- include properties along Burnside and one or two lots along side street (to provide enough land for a proper transition to the adjacent residential properties)
- tree boulevard

Plan for increased neighbourhood park space
(e.g. expansion of Qu'Appelle Park)
- Explore green infrastructure concepts along neighbourhood streets

Encourage residential redevelopment along Burnside corridor between Earl Grey Street and Albina
- four storey buildings with residential only
- setback of approximately 24 feet
- underground parking
- use Development Permit Area zoning
- include properties along Burnside and one or two lots along side street (to provide enough land for a proper transition to the adjacent residential properties)

Allow some infill and redevelopment on side streets
- on two to three lots on either side adjacent to the new Burnside DPA, allow duplexes up to sixplexes
- South of Burnside to Maddock, allow duplexes and secondary suites
- Control design to complement existing historical housing stock and maintain single family residential character

Reconfigure Burnside Road within existing right-of-way
- Reduce lane widths to 3.0 metres. Allow parking in curb lane (with the exception of rush hour in appropriate direction)
- Reconfigure curb and gutter and sidewalk on each side, such that the sidewalk is separated from roadway by a planted tree boulevard

Designate a "greenway" (as defined by Local Area Plan)
- primarily along Wascana to link Galloping Goose Trail and Gorge Waterway

Implementation Plan

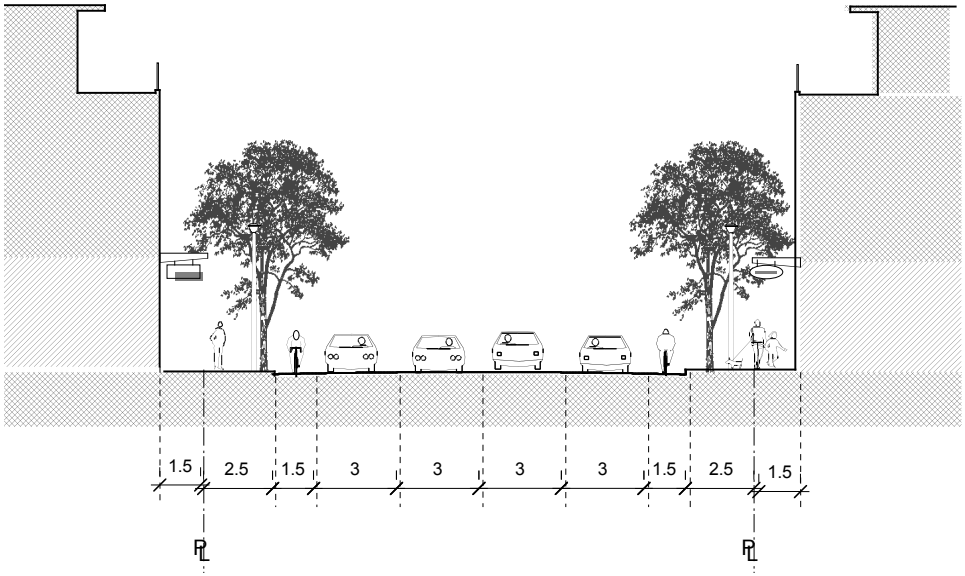
In order to effect revitalization of the area, a commitment must be made by the District of Saanich. This commitment can be demonstrated through physical improvements as well as measures related to the development review process.

The District of Saanich should undertake the following priority actions:

- Explore pre-zoning the Burnside corridor, to encourage developers to invest in the area. Utilize Development Permit Area zoning based on characteristics of desired development described above.
- Pursue funding to undertake infrastructure improvements. Possible sources may include:

    a. ICBC grants
    b. Capital grants
    c. Federal government funding for municipalities
    d. Federation of Canadian Municipalities Green Funds

Credit - Peter Lagerwey - Walkable Communities Workshop November 20, 2003



Recommended Section for Burnside Road

Undertake infrastructure improvements along Burnside corridor

- including narrowing of lane widths and reconfiguration of curbs and gutters to provide a consistent sidewalk and planted boulevard. Depending upon funding, use a phased approach, as follows:
    a. Harriet to Earl Grey Street
    b. Earl Grey Street to Tillicum

Explore siting possibilities for new or expanded neighbourhood parks

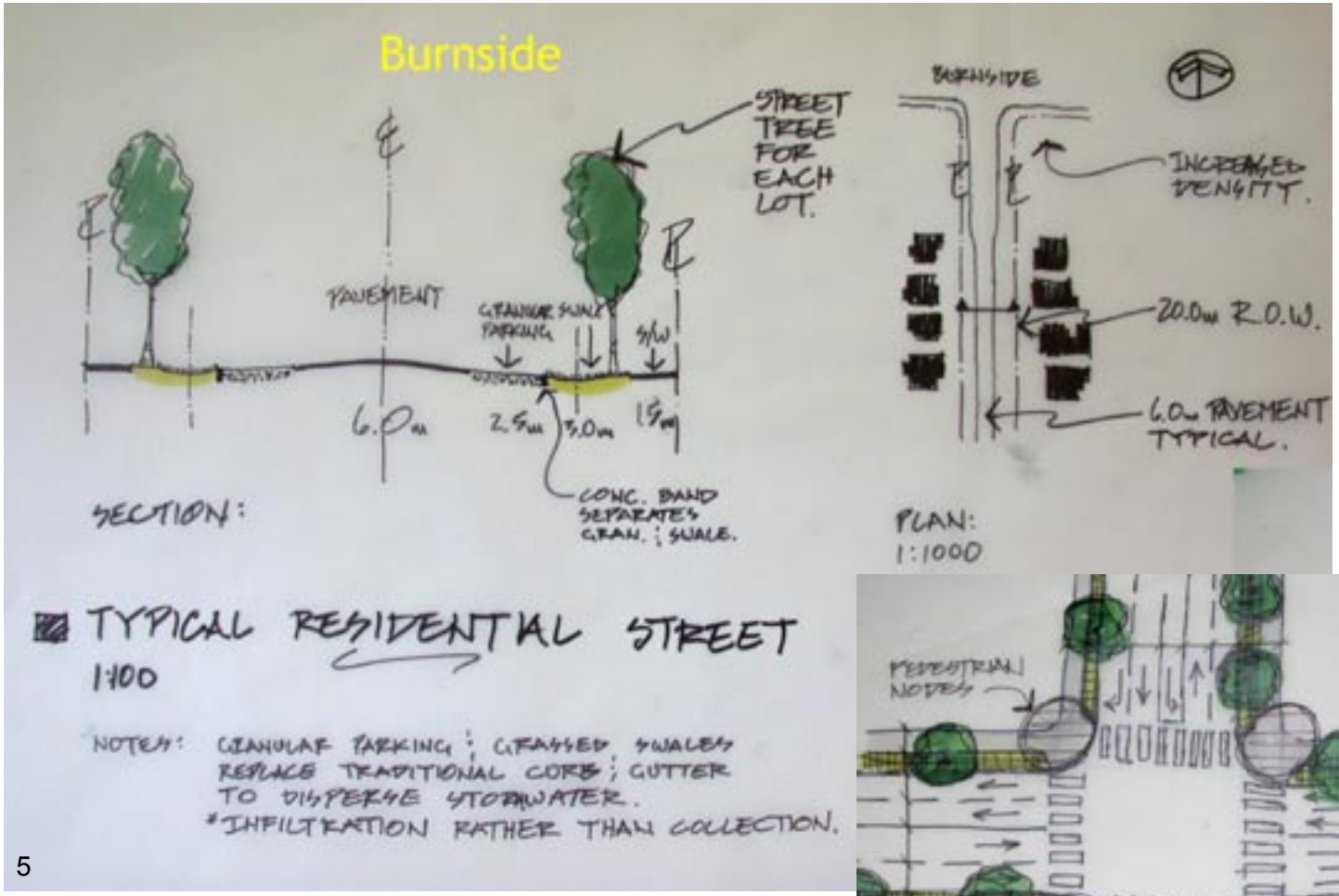
Undertake green infrastructure concepts along side streets

Develop a green space between the road and the sidewalk

- where opportunities exist such as along Burnside Road beside Tillicum School
- This should be done in cooperation with the school, so that fencing along school property is enhanced (i.e. replace unattractive metal fencing).

Plan of Burnside Road
Larger buildings along this larger road.

Sub-Area B: Building Types and Density
1 Commercial and professional offices above retail
2 Light industrial/high-tech over retail
3 Medium density residential
4 Low and medium density residential including townhouses
5 Street lane reconfiguration, landscaping, trees and traffic calming



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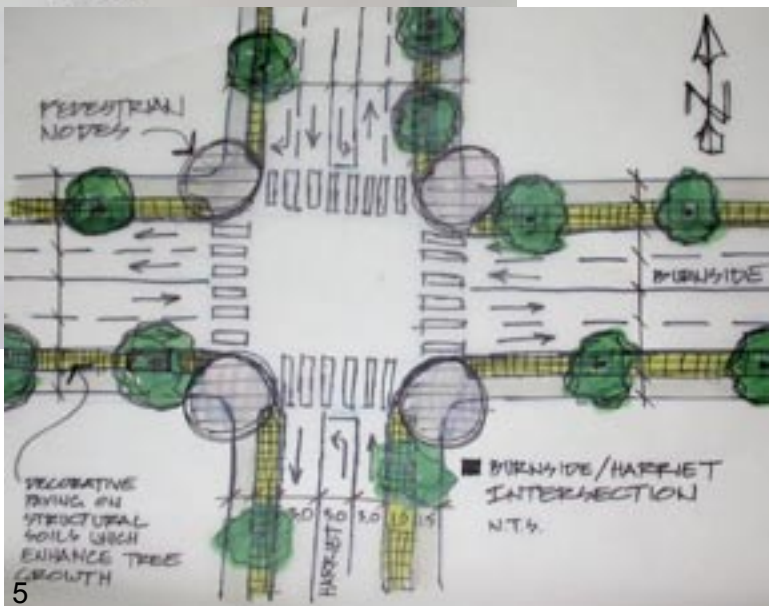

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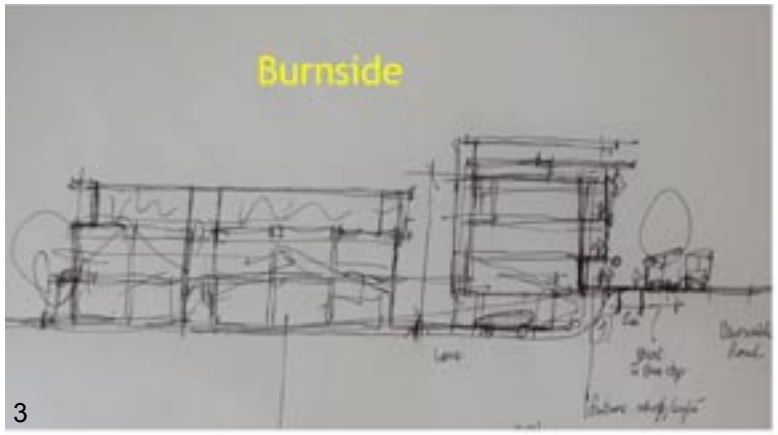
Sub-Area B: Streets

Careful study of the streets at various points leads to both continuity and, where appropriate, special street geometry and design.



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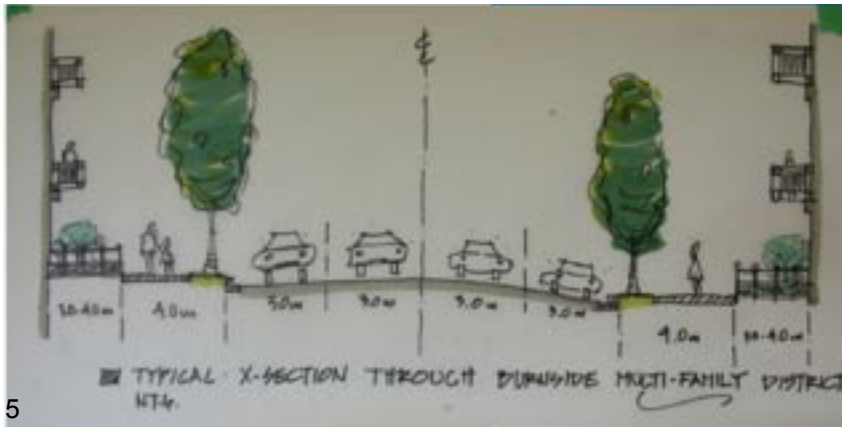

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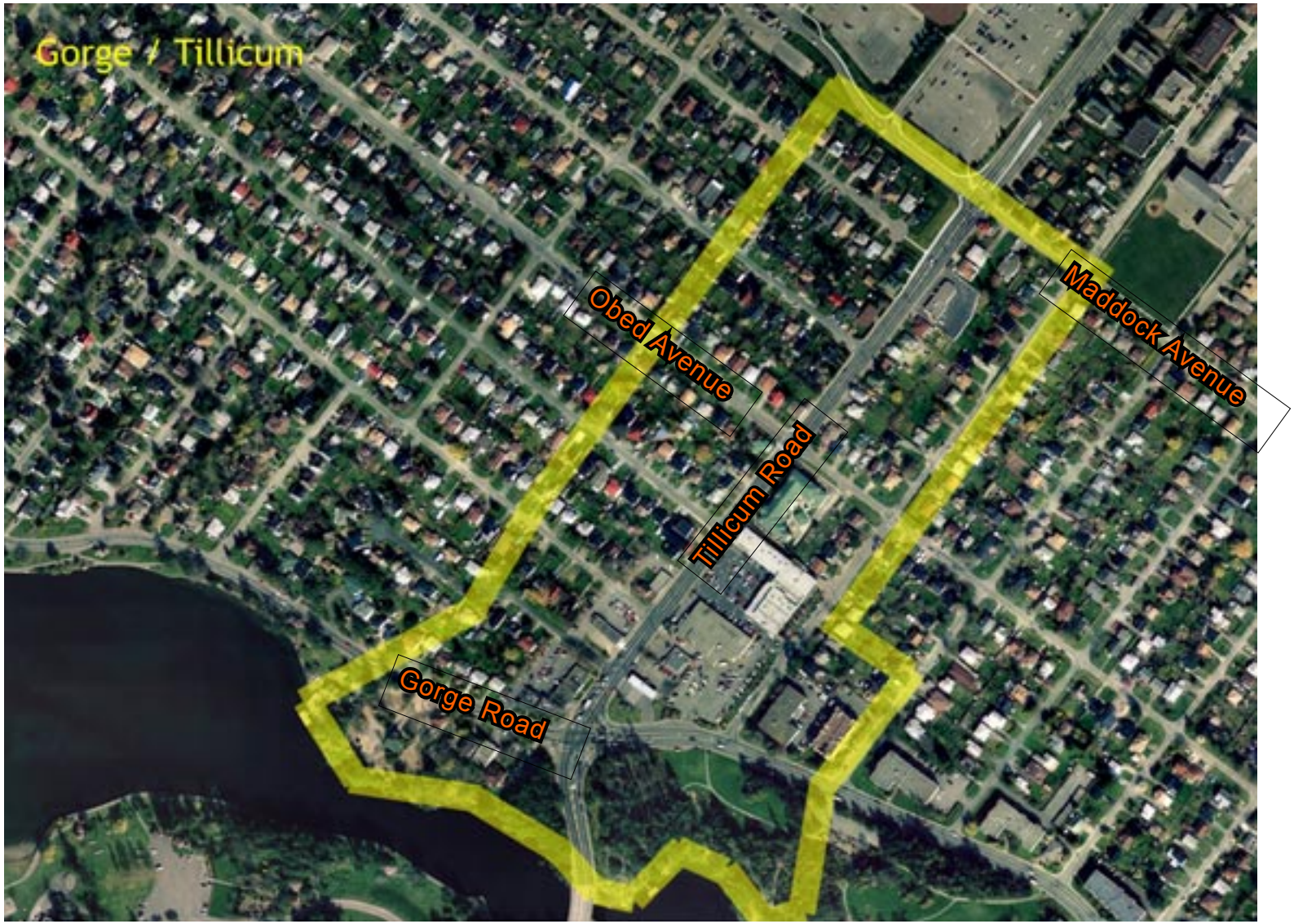
Sub-Area B: Density and Streets
Medium density residential with street lane reconfiguration, trees and landscaping. Street width and building heights are related and can be designed together to achieve scale and proportion that contributes to the character and 'feel' of a neighbourhood.

View up Burnside Road at Harriet / Burnside Intersection - existing
Mostly paved lanes and under-developed corner lots, this intersection could become a village centre.

View up Burnside Road at Harriet / Burnside Intersection

Proposed changes: streetscape improvements and traffic lane reconfiguration of Burnside Road, with street trees, bike lanes and pedestrian-controlled crossings.The corners and larger lots along Burnside would be developed with 3, 4 and five storey mixed commercial and residential buildings.

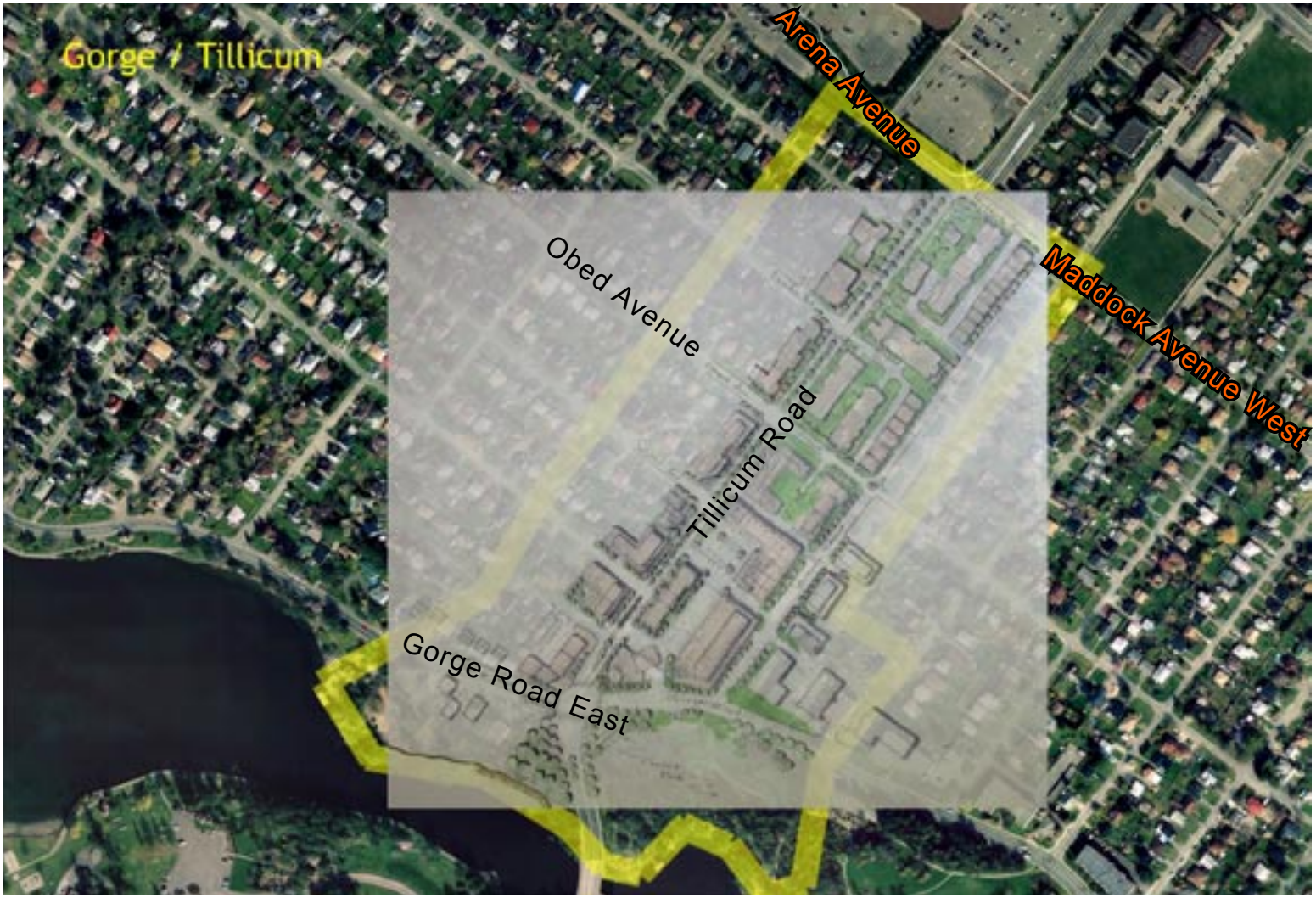


Sub-Area C

Tillicum Road from Gorge Road to Burnside Road

An important and distinctive intersection near a picturesque waterway, this part of Tillicum Road should remain at its present scale (no travel-lane expansion) Infill and redevelopment of some poorly planned blocks would be in order.

A parkland corner, mixed commercial uses and some traffic calming initiatives show great potential in this area which is now dominated by exclusive roadways.



Sub-Area C Proposed Urban Plan

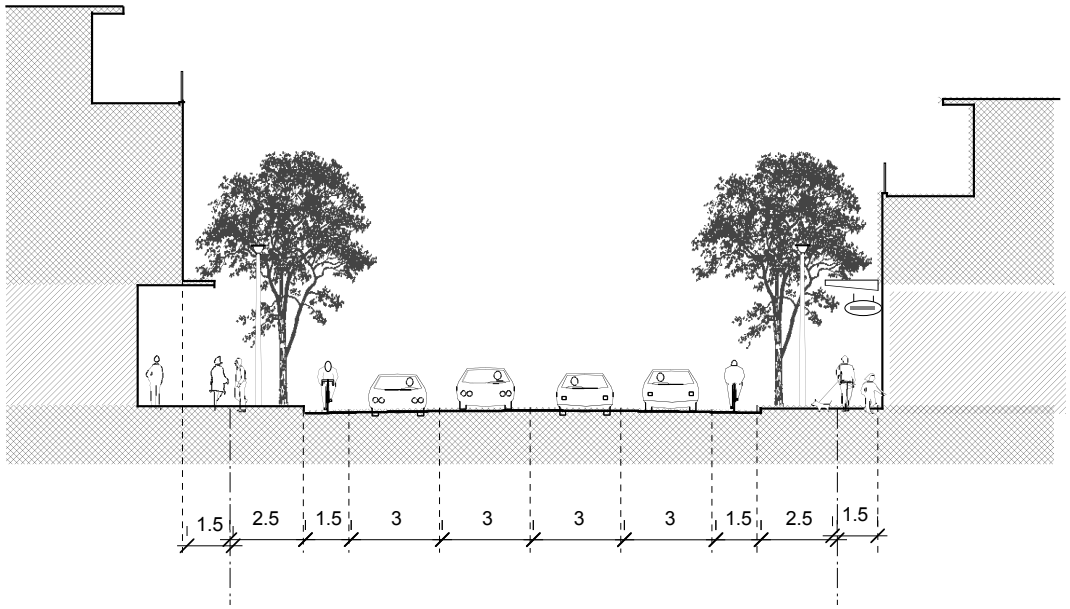
The proposed urban plan is street-oriented, and would include commercial/retail and residential infill, expanded and enhanced retail shopping centre and light industrial and manufacturing uses mixed into commercial sites. Greening with trees and landscaped boulevards would bring the character of Gorge Park up into the neighbourhood.

Sub-Area C Tillicum Corridor Proposal

Improve Tillicum/Gorge Corner
- install gate and banner assembly over Tillicum
- install gate and entrance assembly into Gorge Waterway Park at south east corner
- replace rocks in medians with flowers and hardy plants
- remove utility box on Chevron corner
- consider a landscape median in Tillicum roadway

Redevelop Hallmark Cleaners and former Doctor's Office site
- rezoning to higher density commercial/office and retail on ground floor, with three floor residential above
- density of FSR 3:1 to be encouraged
- street reconfiguration to encourage one development at Hallmark site
- resulting residential would have views of Gorge Waterway, Sooke Hills and Downtown

Gorge Centre/Fairways
- No major changes are needed at the Gorge Centre plaza
- redevelop Fairways, CIBC and Chevron station as integrated facility to improve aesthetics and function
- address Fairway loading bay problem
- reconfigure gas station into corner with improved landscaping
- possible move of bank to new commercial space across Tillicum
- encourage high density 4 storey residential development on Albina Street by Fairways



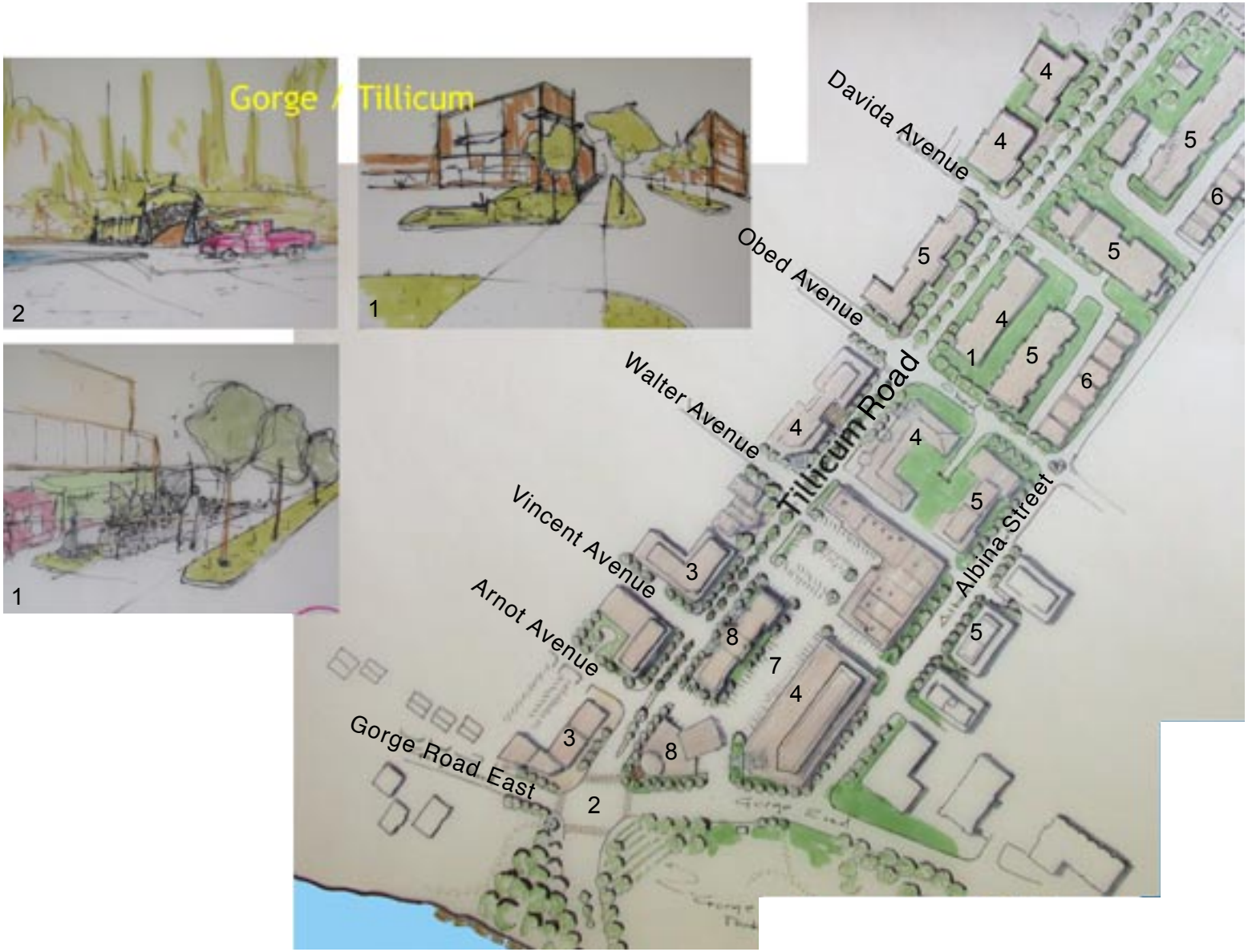
Recommended section showing parts of the Tillicum right-of-way

Tillicum/Albina/Maddock/Obed Block
- better pedestrian ammenites are needed
- redevelop entire 6 acre block into commercial, retail and residential
- encourage development of 370 condo/rental units in apartment and townhouse mix
- encourage underground parking to take advantage of existing slope
- sidewalks to be integrated along boundary streets/roads to promote village walking
- encourage courtyard centre area
- sidewalk on Tillicum to be separated from roadway by green strip
- have municipality prezone the whole block to encourage development proposals

Tillicum Road, west side
- separate sidewalk from roadway with green strip
- remove rock wall and level grade to soften streetscape
- prezone to encourage 2 storey commercial/ residential

Tillicum/Burnside/Albina/Maddock block
- prezone to encourage high density residential that has already begun
- separate sidewalk from roadway
- install crossing on Tillicum to give access to the mall

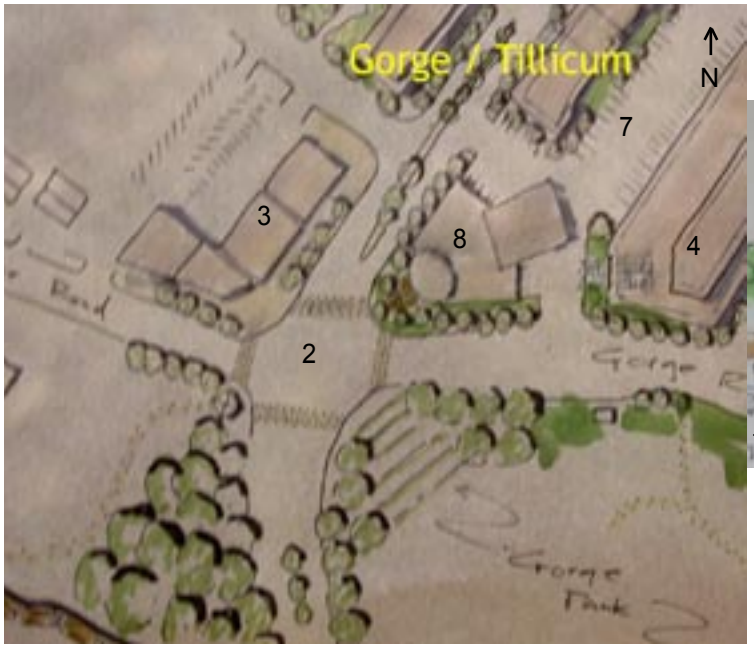
Walkway/Bike trail connector from Galloping Goose to Gorge Waterway
- connect with Seaton underpass at highway and with Colquitz to link at Albina and so to Gorge Park



Plan of Tillicum Road

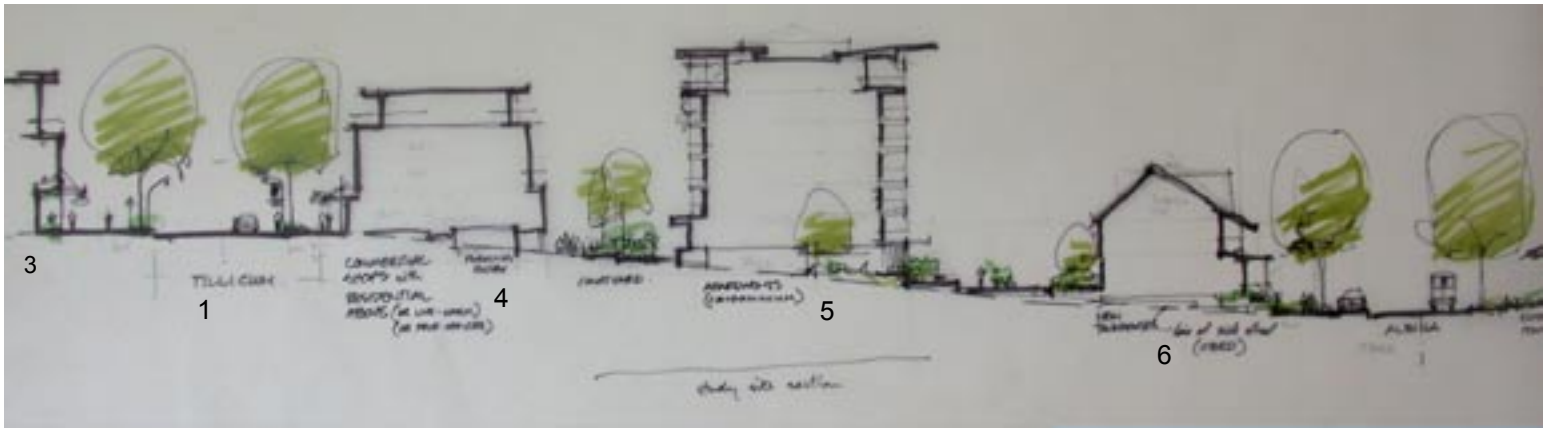
Sub-Area C: Tillicum Road Plan and Views

1 Landscaping, treed and traffic-calmed streets
2 Landmarking and public art
3 Commercial, light industrial & residential over retail
4 Medium density residential over retail/commercial
5 Medium density residential over street oriented residential
6 Street oriented townhouses
7 Expanded and redesigned retail centre
8 Retail



Plan Detail at Gorge / Tillicum Intersection

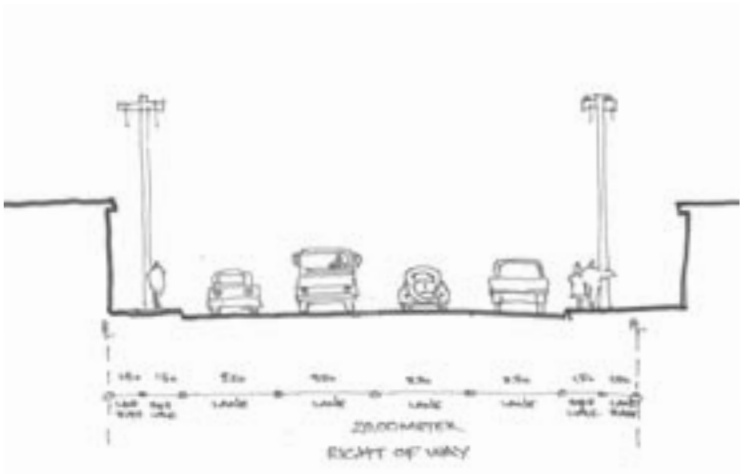
View North-East on Tillicum Road



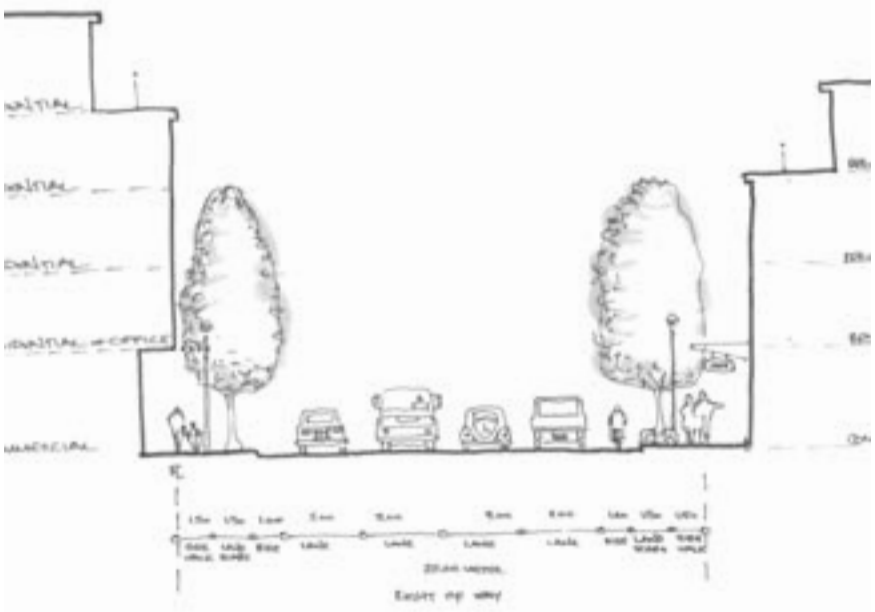
Study Site Section Through Tillicum and Albina Streets
Redeveloped with various scales of buildings. Similar types and uses across the street from each other.

Sub-Area C: Tillicum Road Section, Detail and View
(see legend on previous page)

Concept Plan



Existing Tillicum Road Section



Proposed Tillicum Road Section
The width of the right-of-way would be appropriate for 4 or five storey buildings.

Sub-Area C: Sections and Concept Plan

View at North-East up Tillicum Road at Tillicum/Gorge Intersection - existing
Driver dominated, poorly-defined edges and uncomfortable for pedestrians & cyclists

View at North-East up Tillicum Road at Tillicum/Gorge Intersection
Proposed changes: streetscape improvements and traffic lane reconfiguration of Burnside Road, with street trees, landscaped boulevards, bike lanes and pedestrian-controlled crossings. New mixed-commercial development is 4 to 6 storeys and closer to the street.

Summary of Design Concepts

Design concepts for streetscape along Tillicum and Burnside

- Treed boulevards/medians
- Separated sidewalks
- Reduction in width of traffic lanes
- Reduction in corner radius at major intersections
- Removal of one lane in front of mall
- Bike lanes on Tillicum
- Parking on Burnside except rush hour
- Improve pedestrian crossings
- Street furniture, banners, consistent colour/design, lamp standards

Design concepts for Urban Village

- Urban Village redevelopment of Tillicum Mall
- Public use such as library/seniors center at Arena Way entrance with seniors residents above
- Improve transit stop adjacent to shops
- Enhance street character of parking lot with shop fronts
- Street trees, covered pedestrian areas
- Expand commercial floor space
- Increase residential units for family and seniors
- Increase commercial/residential density
- Pull buildings to intersection
- Pre-zone for land use and density, tied to adequate design control
- Adopt Development Permit guidelines
- Streetscape initiatives kick started in target areas
- Community support
- Initial residential project must be high quality

Design concepts for Burnside

- Increase residential density to four story
- Mixed use
- Use elevation change on North side for underbuilding parking
- Switch to underground parking
- No increase in commercial zoning at this time
- Density decreases north and south away from Burnside, 45 units per acre fronting Burnside to 10 units per acre mid block; four story apartments to townhouses/duplexes
- Green infrastructure streets in neighbourhoods

Design concepts for Gorge Tillicum

- Gateway entry feature
- New pedestrian entry to Gorge Park at South-East corner
- Pedestrian friendly streetscape, meandering where possible
- Increase residential density on East side of Tillicum, up to eight stories in center of block, four stories facing Tillicum, two storey townhouse elevations facing Albina
- Use elevation change on east side for under-building parking
- Residential density increase on West side of Tillicum

Next Steps

Development Principles

- Allow for a mix of land uses (especially housing, retail, employment, and institutions), particularly along main corridors
- Increase housing opportunities for singles, families, and seniors
- Improve pedestrian and bicycle circulation and amenities on all street rights-of-way
- “Green” the streets, parking areas, and open spaces to improve the comfort, safety and appearance of the area
- Implement traffic calming measures (particularly by reducing vehicle traffic land widths), to discourage speeding and improve the safety and comfort of pedestrian sidewalks and street crossings
- Utilize zoning and pre-zoning strategies as incentives to owners and developers to invest in buildings and infrastructure, especially along Gorge Road, Tillicum Road, and Burnside Road
- Reduce the dominant visual and operational impact of vehicles by discouraging large surface parking areas and encouraging shared and underground parking
- Include ecological impact reduction as a criteria for all public and private site and building development
- Mandate that all public and private development plans demonstrate adherence to and support of the directives and goals of the Regional Growth Strategy of the Capital Regional District
- Review and elaborate upon the practical proposals of the charrette in the Action Plan process, as a catalyst for real projects

Implementation Strategies

Explore Zoning

The District of Saanich should consider pre-zoning of lands in the study area adjacent to Tillicum Road and Burnside Road. Used in conjunction with development permits and design guidelines, prezoning could streamlinethe development process and provide clear guidance regarding the desired type of development. This could provide an incentive for developers to invest in the area Burnside Road. Used in conjunction with development and begin improvements to the economic and social vitality of the area.

Pursue Funding

To fund the recommended improvements in the Gorge/ Tillicum/Burnside area, the District of Saanich should identify and explore funding partnerships with local, provincial, and federal organizations. Possibilities include the Federation of Canadian Municipalities’ Green Funds, Federal Government Municipal Funding, Capital Grants, and corporate grants (such as ICBC).

Improve Transit Facilities

The District of Saanich should improve and expand bus stops, and work with BC Transit to relocate bus stops to areas adjacent to retail activities. These actions would improve the convenience, comfort, and attractiveness of public transit as a viable transportation option.

Take Small Steps

The District of Saanich and other entities are encouraged to undertake short term pilot projects. These would demonstrate the commitment of the District and the community to the goals and principles of this charrette and the Regional Growth Strategy. In particular, improvements to the public domain (such as greening of streets by the addition of street trees and planted boulevards, demarcation of pedestrian and cycling areas, and other streetscape improvements such as street furniture and lighting) could be achieved in increments.

Next Steps - continued

Work with Developers
The District of Saanich and the Gorge Tillicum Community Association should encourage local land owners to approach the municipality with development ideas and proposals. The relationships and ideas that emerged from the charrette could thereby become a catalyst for collaboration between land owners and community representatives toward mutually beneficial projects.

How Do Ideas Get Implemented?

- Through Council adoption of planning documents
- Pre-zone for land use and density, tied to adequate design control
- Adopt Development Permit guidelines
- Streetscape initiatives kick started in target areas
- Community Support
- Initial residential project must be high quality

The Official Community Planning Program provides key guidance and control over the growth and development of the District of Saanich. The Official Community Planning process can be understood as follows:

The Official Community Plan process currently includes the Saanich General Plan (1993) and the Tillicum Local Area Plan (2000). The Saanich General Plan addresses land use, density and transportation issues in a total of 13 topics (e.g. transportation, residential, parks and recreation, environment, public works, etc.). The Tillicum Local Area Plan was developed in consultation with the local community association and residents. The policy in the Local Area Plan directs District staff and council, while informing residents, business operators, and developers.

The Official Community Plan process also employs action plans, special studies, and charrettes. The Tillicum Burnside Action Plan will be a policy directive within the Local Area Plan that addresses land use, pedestrian environment, landscaping, streetscape design, cycling facilities, transit service and facilities, and the role of streets as primary transportation routes. The District of Saanich is currently developing the Tillicum Burnside Action Plan (see appendices for additional information).

The charrette results will inform the Tillicum Burnside Action Plan. Initiated by the Gorge Tillicum Community Association, the charrette is intended to contribute design concepts and development principles. These charrette outputs will then be addressed and expanded upon during the Action Plan process.

Appendices

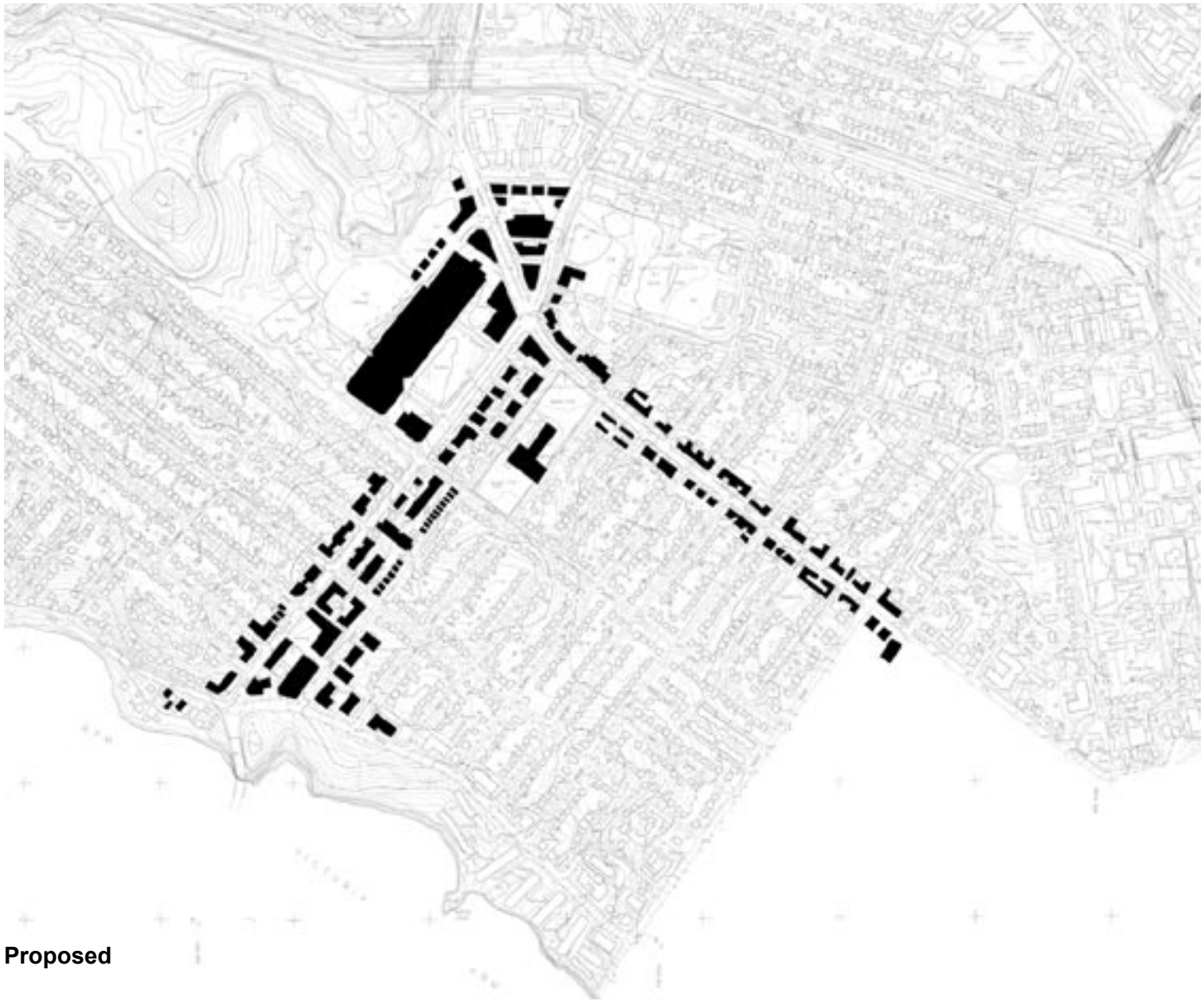
Appendix 1 – The Figure/Ground diagram

This study drawing shows the foot print of buildings colored in black (the figure), with the surrounding streets and open spaces left in grey and white (the ground). In this way, the proportions of built-up area versus non-built area, is clearly visible.

This kind of diagram is an indicator of the amount of open space that exists in the particular urban area. This also indicates both the scale of the spaces between buildings, and the so-called 'grain' of the urban fabric. It helps determine the impact and character of the density of building development in particular areas.

Existing

Appendix 2 – The proposed Figure/Ground diagram



Proposed

Appendix 3

The Charrette & the Official Community Planning Process

Outline of presentation by Anne Topp, Senior Planner, District of Saanich

What is the relationship of the Charrette results and the Saanich Official Community Planning Process?
• The Charrette is a stand alone document
• It will inform the Tillicum Burnside Action Plan Process

What is a Charrette?
A Charette is an intense design based process lead by Landscape Architects and Architects in discussion with selected Land Owners, Community Leaders, Development and Building Professionals and Municipal Staff

What is the Tillicum Burnside Action Plan?
• A Community Planning Process endorsed by Council
• 11 person Advisory Committee
• Public Meeting, Study Area Walkabout, Advisory Committee Meetings
• ICBC Safety Audit

What is the Action Plan?
Policy document adopted by Council addressing:
• Land Use
• Pedestrian Environment
• Landscaping
• Streetscape design
• Cycling facilities
• Transit service/ facilities
• Role of Streets as primary transportation routes

What will the Charrette do for the Action Plan?
• Provide creative ideas
• Illustrate a piece of the puzzle leading to an over all community vision
• Look into the future
• Be based in long term economic reality?
• Help to create a “Smart Growth Community”
• Recognise the surrounding Community
• Be supported by Community?

Charrette Results
• Focus on three areas
a. Urban Village
b. Gorge Tillicum
c. Burnside

• Land use
• Density
• Street Scape Design
• Urban Village Character
• Possible prezoning

Appendix 4

THE CORPORATION OF THE DISTRICT OF SAANICH
PLANNING DEPARTMENT

TILLICUM ACTION PLAN:
LAND USE, STREETSCAPES, AND URBAN VILLAGES

(Development of Action Plan not complete)

1.0 Action Plan Background

The Planning Department initiated the Tillicum Action Plan in Fall 2001 to address land use, streetscape, and urban village opportunities along the Tillicum and Burnside Road corridors. Council approved the Tillicum Action Plan Process Guidelines, including consultation recommendations and an Advisory Committee.

The 11 member Advisory Committee includes Councillor Cubberley, as well as representatives of the Planning, Engineering, and Parks Departments, Gorge Tillicum Community Association, local residents, and local business/commercial property owners.

Action Plans are more detailed than a Local Area Plan and usually pertain to a geographical area and/or topic. Action Plan policies take precedence over Local Area Plan policies if they are not in agreement.

The Action Plan will be a planning document which recommends policy, guidelines, and standards for land use, building siting and design, parking standards, mobility design and traffic management. The recommendations will include a functional and detailed streetscape design concept. The Action Plan will identify short-term and long-term implementation opportunities, including jurisdictional responsibilities and possible funding sources.

A public meeting, a study area walkabout, and several Advisory Committee meetings were held in 2002. Advisory Committee discussion to date has primarily dealt with mobility along the Tillicum and Burnside Road corridors, but land use and development economics have also been discussed. In 2003, ICBC completed a safety audit of a road design concept for Tillicum Road between Maddock Avenue and Trans Canada Highway, and Burnside Road between Tillicum Road and Trans Canada Highway.

2.0 Action Plan Study Area

Refer to the attached orthophoto.

3.0 Action Plan Purpose

The Municipality is directed as per policies of the Tillicum Local Area Plan:

> Policy 9.3: "*Undertake an Action Plan for Tillicum Road from Trans Canada Highway to Gorge Bridge which considers land use, pedestrian environment, landscaping, streetscape design, cycling facilities, transit services/facilities, and the role of the street as a primary north-south transportation route (see Policies 7.6 and 10.3)*."

> Policy 9.4: "*Undertake an Action Plan for Burnside Road from the City of Victoria to Trans Canada Highway, including Tillicum Mall and Burnside Plaza, which considers land use, pedestrian environment, landscaping, streetscape design, cycling facilities, transit service/facilities, and the role of the street as a primary east-west transportation route (see Policies 7.6 and 10.3)*."

Other related policies of the Tillicum Local Area Plan include:

> Policy 7.6: "*Examine residential densities in the Burnside-Harriet and Gorge-Tillicum areas in support of the 'urban village' concept as part of the Action Plans for Tillicum Road and Burnside Road (see policies 9.3, 9.4, and 10.3)*." (include Burnside-Tillicum as an "urban village" within the context of this Action Plan)

> Policy 10.3: "*Examine commercial land use and parking as part of the Action Plans for Tillicum Road and Burnside Road (see Policies 7.6, 9.3, and 9.4*)."

4.0 Action Plan and Smart Growth BC Charette

As part of the Action Plan process, Smart Growth BC volunteered to coordinate the October charette. The charette will be a valuable resource to inform the Action Plan process. The charette results will be used, as appropriate, by the Action Plan Advisory Committee to create the Action Plan document. The Action Plan document recommended by the Advisory Committee will be forwarded for Council's consideration in 2004.

TILLICUM ACTION PLAN
URBAN VILLAGE CHARACTERISTICS
September 24, 2002

Source: ***Summary of background research, and community and Advisory Committee feedback***

y *Existing in Tillicum*
n *Not Existing in Tillicum*

Urban Village Ambiance:

n welcoming and relaxing
n aesthetics
n positive image and identity

Urban Village Streetscape:

y Transit Service
y Sidewalks
y/n Safe Pedestrian Crossings
n Separated Sidewalks
n Boulevard Trees and Landscaping
n Safe Traffic Speed, Volumes, and Turning Movements
n Streetscape Furniture
n Median Trees and Landscaping
n Bike Lanes and/or Shared Motor Vehicle / Bike Lanes
n On-street Parking

Urban Village Land Use:

y Institutional, Community, and Recreational Uses
y Variety of Commercial Services
y/n Mix of Housing Types
n Mixed Commercial-Residential Development
n High density multi-family housing within walking distance to Urban Villages
n Urban Village building and site design

TILLICUM ACTION PLAN
SUMMARY OF STRENGTHS/OPPORTUNITIES AND WEAKNESSES/THREATS
March 15, 2002

Source: February 21, 2002 Public Meeting

STRENGTHS

- **Complete community**: the pieces exist, lots of potential, need to pull together by improving Tillicum Road and Burnside Road and commercial areas.
- **Sense of Community**: Gorge Tillicum Community Association activity, Community Parties, friendly.
- **Good schools**: within walking distance; sports for kids.
- **Social and Recreational Activities**: Hampton Park sports fields, Pearkes Community Centre, Les Passmore Seniors' Centre.
- **Parks/green space**: Gorge Waterway and Walkway; Cuthbert Holmes Park; Hampton Park.
- **Central Location in CRD**: easy access to within and outside the city.
- **Transit Service**: daytime and night time service.
- **Mix of demographics and multi cultural**
- **Range of commercial services available:** day to day commercial needs met; Tillicum Mall, Fairways, Gorge Shopping Centre.
- **Walking distance to Commercial services and amenities close to where we live**: most within walking distance; easy mobility because of traditional grid street pattern**.**
- **Mix of housing types**: single family, multi-family, and seniors housing; affordable; diversity of housing styles and design.
- **Municipal and Regional trail connections**: Colquitz River linear Park and Galloping Goose Trail.
- **Local walkways and trails**: Gorge Walkway, Cuthbert Holmes Park
- Pedestrian improvements: Sidewalks on Tillicum Road**,** cross walk on Tillicum Road at Regina Street**.**
- **Streetscape improvements**: landscaping and trees at Tillicum Mall**.**

OPPORTUNITIES

- **Pedestrian improvements**: trail under Gorge Bridge to connect Gorge Walkway, connections between parks, sidewalks within community to connect with urban villages (eg. Obed Avenue)
- **Cycling improvements**: connections to Colquitz River Park, Galloping Goose, between Galloping Goose and Gorge Road (eg. use underpass at Wascana Street and TCH)
- **Burnside Urban Village**: opportunity for Cook Street model; certain types of land uses; new road design, street furniture, landscaping (trees and green boulevards)
- **Improve commercial properties**: Gorge Shopping Centre very nice so far
- **Increase residential density**: Tillicum Road, Burnside Road.
- **Opportunity for mixed use development** (commercial on ground level and multi-family above): Tillicum Road, Burnside Road (between Orillia Street and Wascana Street)
- **Enhanced landscaping on private property**: incentives/bonuses to encourage commercial and residential property owners, road boulevards and medians (eg. Tillicum Road median in front of mall)
- **Improve landscaping on road boulevards and medians**: boulevard trees, landscaped medians, green street edge, sidewalks separated from road with landscaping
- **Plans needs to encourage and focus on revitalization/redevelopment**
- **Additional community amenities**: Regional Library at Tillicum Mall site, pool at Pearkes Community Centre
- **Tillicum Mall**: underutilized parking lot, improve landscaping, too plain,
- **Improve road design to accommodate all modes of transportation**: pedestrians, cyclists, transit, motor vehicles, scooters/wheelchairs/strollers
- **Accessability for all**: sidewalk corner drops, Sidney Disability Commission
- **New road design for Tillicum Road and Burnside Road**: reduce number of lanes, reduce lanes but keep centre left turn lane, left turn lanes at selected intersections, don't reduce lanes to keep traffic moving
- **New commercial uses**: neighborhood pub; working, non-service, commercial space, high speed electronic infrastructure
- **Commercial areas need to be "pleasant", "relaxing"**.
- **Commercial areas need "style"**: Admirals Walk, Broadmead Village, no pink stucco, more detailing, especially large buildings, facades of natural materials,
- **Street furniture**: along Tillicum Road and Burnside Road, and in commercial areas: seating, decorative lamp standards
- **Underground wiring**: looks better, does not clutter views, keeps sidewalks clear
- **Parking**: benefits of on-street or off-street

WEAKNESSES / THREATS

- **"uncomfortable", "nothing relaxing about the area"**,
- **Parking problems associated with commercial development**: (eg. proposed office building at Sims Avenue and TCH), on-street parking on Burnside Road
- **Area can be "greener" with improved landscaping**: new landscaping; maintenance of existing landscaping, Saanich landscaping of medians and boulevards,
- **Housing supply**: limited rentals, affordable, seniors; too many suites/rentals;
- **Poor condition of houses**: along Tillicum Road; holding properties, rentals
- **Infrastructure**: open ditches, age of storm drains and sewers
- **Pedestrian connections and access**: to and within Tillicum Mall, jay walkers, need to locate sidewalks and crosswalks where they will be used, connect sections of sidewalks to create complete pedestrian routes, separated sidewalks, walk light timing for crosswalks at major roads not long enough (eg. TCH at Tillicum Road, Tillicum Road and Burnside Road intersection)
- **Safety and crime**; mostly youth, grow-operations,
- **Road design**: width of roads, need pedestrian refuges
- **Business viability**: closure of small businesses
- **Commercial access and egress**: consolidate multiple driveways where possible, delivery trucks, loading bay locations
- **No bike lanes**: Tillicum Road and Burnside Road
- **Appearance of commercial properties**: update facades and landscaping (eg. Fairways), cost of redevelopment/landscaping to small businesses.
- **Dangerous intersections**: Tillicum Road and Burnside Road. Orillia Street and Burnside Road, Maddock Avenue and Tillicum Road,
- **Overhead wiring**: poles to close to road, poles in sidewalk
- **Transit**: ugly bus shelters, bus shelter maintenance
- **Traffic**: high traffic volumes on Tillicum Road and Burnside Road; speeding traffic, traffic goes through the area, but does not necessarily stop, unsafe on Burnside Road between TCH/Interurban Road and Tillicum Road (eg. speed off highway, weaving, merging)
- **No vision for area**: haphazard planning

Source: Advisory Committee (February 6, 2002 Meeting and March 6, 2002 Walkabout)

STRENGTHS /OPPORTUNITIES

- **Action Plan**:
  - provide a Vision for the area;
  - be approved and supported by Council;
  - provide framework for future decision-making;
  - applied consistently;
  - provide certainty to landowners and developers about what development will be supported by Saanich;
  - include the cost/benefits to all stakeholders;
  - show initiative for implementation of Vision;
  - will result in incremental change over time
  - Saanich needs to show initiative and leadership for implementation of the vision
- **Support Revitalization / Redevelopment / Development**: Saanich needs to provide density bonuses to receive neighborhood and community amenities (eg. underground parking); new development will create momentum which encourages more development;
- **Commercial Development**: focus energy on revitalizing/redeveloping existing commercial areas, floor space ratio usually cannot be maximized with surface parking,
- **Housing types**: are there alternatives to apartments which can achieve high density, a variety of housing types, not just congregate housing;
- **Tillicum Mall**: development potential; institutional uses (eg. library), multi-family housing,
- **Location of multi-family housing**: at periphery of commercial uses, mixed-use (commercial on the ground floor and apartments above) within commercial areas, along Tillicum Road and Burnside Road,
- **Zoning**: flexibility to create something unique, review parking standards, maximum height flexibility
- **Building Design**: ground floor at same grade as street; minimize blank walls, especially along street frontage; maximum standard for impervious cover, minimum standard for landscaping cover; guidelines to promote a particular type of design, review development permit area guidelines as part of Action Plan;
- **Streetscape improvements**: boulevard trees and tree wells, green edge to street, sidewalk separated from street with landscaping, street furniture, street treatments; Goldstream Avenue in Langford as an example,
- **Street Furniture**: benches, bike racks, garbage cans, define with surface treatments, pedestrian stopping and meeting places
- **Landscaping**: low maintenance plantings; promote naturescaping and drought resistant landscaping; select plantings to maximize green throughout the year; boulevard landscaping should be priority instead of medians for landscaping;
- **Mobility**: accommodate all modes of transportation; pedestrians, cyclists, scooters/wheelchairs/strollers, transit, motor vehicles; consolidate and move commercial access points away from intersections;

- **Parking**: review on-street parking for Burnside Road; selected locations for on-street parking bays, make promote/advertize off-street parking in commercial areas to make it easy to find;
- **Safety and Security**: lighting, screening, landscaping, fencing
- **Noise**:
- **Pedestrian Access**: separate sidewalks from road; separate with landscaping and different surface treatments, curvilinear sidewalk instead of straight; maintain consistent and functional width; curbs drops for scooters/wheelchairs/strollers; enhance community connections;
- **Access to Commercial Developments**: consolidate access points where possible, provide for left hand turning;
- **Business Improvement Area**: coordinated improvements, maintenance, and marketing of commercial areas; special events and activities;
- **Create Identity**: to define the community and commercial areas, change the perception of the area in the CRD; street banners; colours, signage.
- **Cycling**: bike lanes on Tillicum Road and Burnside Road; adequate right of way width?; connections between Colquitz River Park/Galloping Goose Trail/Gorge Walkway;
- **Road Design**: consider 4 lanes to 2 lanes, 2 lanes with centre turn lane, 2 lanes with selected left turn lanes; 2 lanes with on-street parking on Burnside Road east of Harriet Road.
- **Overhead Wiring**: underground is preferred, location of poles too close to road and in sidewalk is problem; if necessary on property side of sidewalk is preferred; if pole replacement relocate to property side of sidewalk; if in sidewalk, widen sidewalk to maintain width;
- **Transit**: location of bus stops, make transit shelters look better, improved maintenance at bus stops, buses don't use transit pullouts;
- **Tillicum Mall**: 30 acre site with development potential on parking lots; Zoning Bylaw parking standards restrict future development unless parking structures and/or underground parking added; parking lot may not be fully utilized for parking; existing C-2 zoning very permissive including apartments and congregate housing;

WEAKNESSES / THREATS

- **Multi-family housing is difficult**: consolidation of small lots, multiple owners, multi-family housing designation increased price, rental apartments don't make money,
- **Road Safety**: Burnside Road between TCH/Interurban Road and Tillicum Road, East on Burnside Road turning south on Tillicum Road,
- **Road Design**: too many travel lanes, road width, no bike lanes, poor pedestrian connections.
- **Not a destination**: the area is driven through to go somewhere else in the C.D., short-cutting through local neighbourhoods to avoid Burnside Road.
- **Image problem**: perception within the CRD is poor,
- **Boundaries**: the neighborhood and community boundaries are not apparent, there is not start or end.