

CORDOVA BAY VILLAGE DESIGN WORKSHOP

WORKSHOP SUMMARY

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INTRODUCTION

The document describes the results of a 3-day Community Design Workshop to help plan the future of Cordova Bay Village. The District of Saanich worked with MODUS Planning Design and Engagement Inc. to organize the workshop which was part of a broader planning exercise to update the Cordova Bay Local Area Plan.

The Community Design Workshop was a creative event where a team of designers (led by MODUS) worked with local residents and other stakeholders in the area to explore a number of ideas, strategies, and concepts for the Village's growth and change.

This highly collaborative and iterative exercise occurred over a three-day period (Thursday, May 24th to Saturday, May 26th) and included several opportunities for the public and other stakeholders to interact with the design team to identify issues and opportunities, review draft materials, engage in discussion and provide feedback on emerging directions.

The workshop generated ideas and directions for the growth and evolution of the Cordova Bay Village over the next 20 to 30 years. This, and further work by staff and consultants following the workshop, will include the development of:

- Direction for future land use, including policies and land use and building height designations;
- Updates to the Cordova Bay Village Development Permit Area Design Guidelines; and
- Guidelines and policies for enhancement of the public realm.

The design workshop built upon the policy in the Saanich OCP, the current Cordova Bay Local Area Plan as well as public input from the earlier phases of work to provide guidance and direction on a range of issues including land use, transportation and mobility, environment, housing, urban design, parks and open space, heritage and community amenities.

This document represents the consultant's recommendations for principles, policies and guidelines to help guide change and new development in the Cordova Bay Village. Recommendations will be further reviewed and refined as part of the Local Area Plan update process and then integrated as part of a final updated Local Area Plan and a revised set of design guidelines for the Village.

The report provides a foundation for further analysis and plan development and there will be further opportunity for public input and review.

DESIGN WORKSHOP PROCESS

AGENDA

The workshop agenda is shown below with key opportunities for public input shown in **bold**.

Time	Activity	Location
THURSDAY, MAY 24, 2018		
2:00– 4:00pm	Walking tour of the Village with public, stakeholders, staff, and consultants (led by Pam Hartling).	Meet at McMorran Park
6:00– 7:00pm	Public presentation. What Makes a Great Urban Village.	Cordova Bay 55+ 5238 Cordova Bay Rd.
7:00– 9:00pm	Public workshop to discuss issues, opportunities, and big ideas.	
FRIDAY, MAY 25, 2018		
8:30– 10:00am	Breakfast meeting with Advisory Committee, design team, and staff.	Cordova Bay Elementary School 5238 Cordova Bay Rd.
10:00am– 5:00pm	Design team produces initial ideas and concepts based on public input workshop.	
5:00– 6:30pm	Informal public review of initial design concepts from the workshop. Come chat with the design team about emerging ideas.	
SATURDAY, MAY 26, 2018		
8:30– 10:00am	Design team meet with District staff.	Cordova Bay Elementary School 5238 Cordova Bay Rd.
10:00– 3:00pm	Design team produces drawings, sketches and presentation building on Friday public feedback.	
3:00– 5:00pm	Public presentation to review and give feedback on the design ideas from the workshop.	

DAY 1: SITE TOUR

The three-day workshop began with a walking tour of Cordova Bay Village led by District of Saanich planner Pam Hartling, providing invaluable insight into the project area. District staff and tour participants (15 members of the public) shared local understanding of uses, constraints, and opportunities.



DAY 1: PUBLIC WORKSHOP

A public workshop on May 24th was attended by 37 members of the public. Cameron Scott, Manager of Community Planning, welcomed and thanked all attendees and Pam Hartling, Senior Planner and Project Manager, provided a brief overview of the Local Area Planning process and how the Village Design Workshop fits into the process.

Rob Barrs then delivered a presentation on ‘What Makes a Great Village’ including key challenges and planning & design principles for Great Villages.

Now, Wow, How

The presentation was followed by an exercise in small groups called Now, Wow, How. This collaborative exercise allowed for active participation by residents and stakeholders to:

- Discuss existing constraints and opportunities (“NOW”)
- Describe a vision for Cordova Bay (“WOW”); and
- Brainstorm strategies for “HOW” to achieve the vision.



NOW (existing elements, issues, and constraints)

The top themes identified in the NOW part of the exercise were:

- **Transportation Challenges:** Participants noted significant challenges along Cordova Bay Road, including traffic management, safety, and facilities for people walking and cycling. Lochside Trail was generally seen as a significant asset but may need some design changes for pedestrians and traffic. Some wanted increased public transit. (47 comments)
- **Greenery and Natural Feel:** Participants appreciated the green feel and natural areas throughout Cordova Bay. (27 comments)
- **Village Character:** Participants appreciate the small scale and height of Cordova Bay, resulting in a quiet and natural character. (19 comments)
- **The Beach:** Participants greatly appreciated the beach. Some noted that the beach has poor access. (20 comments)

WOW (vision for Cordova Bay Village)

The top themes in the WOW part of the exercise were:

- **Transportation:** Participants wanted to see better facilities for people walking and cycling – especially on Cordova Bay Road – including safe pedestrian crossings, improved sidewalks, and improved cycling facilities. Some participants also wanted improved east/west connections, and redesign of Lochside Trail to manage traffic. (25 comments)
- **Village Character:** Many participants wanted to keep Cordova Bay as a quiet and low-density neighbourhood with attractive housing and natural building materials. Many expressed support for limiting height and building form. Mixed-use and densification on Doumac Avenue was identified as an opportunity by some participants. (12 comments)
- **Increased Amenities:** Many participants want increased commercial services and community amenities, including a pub, restaurants, cafés, a grocery store, a community centre and other places to gather. (9 comments)

HOW (strategies to achieve the vision)

The top themes in the HOW part of the exercise were:

- **Transportation:** Participants suggested specific changes on Cordova Bay Road, including pedestrian-controlled crosswalks, traffic circles, and restricting traffic speed and volume. Participants also suggested changes throughout the neighbourhood, including public transit, improved cycling and walking infrastructure, and changes on Lochside Drive. (21 comments)
- **Village Character:** Participants wanted to see high-quality design resulting in human-scale development. Many wanted to maintain the “beach-side” character. Some suggested using the topography to facilitate higher-density buildings to enable housing variety without impeding views. (11 comments)

Other themes identified throughout the exercise included:

- Concern with specific developments, including the new mixed-use project at the former Plaza;
- Housing diversity and affordability;
- Encouraging Mattick’s Farm style of development;
- Boundaries of Cordova Bay Village;
- Connections between the Plaza and Mattick’s Farm;
- Celebrating the Indigenous history of the area;
- Strengthening East-West connections including the Doumac Avenue connection;
- Amount and type of commercial needed;
- Public realm improvements.

COMMUNITY MAPPING

Participants then continued in small groups to create simple maps of the area showing what they love about Cordova Bay and what needs to change. Using base maps, markers and a pre-prepared legend, facilitators led participants through a series of questions to gain a better understanding of local conditions and the area’s potential. Each group provided a brief report back on the key findings from their group.

One group noted, “this is a really great place to live, so we really don’t feel like we have to do too much”.

Participants identified that Cordova Bay Road simultaneously connects many of the key pieces of Cordova Bay – and needs a lot of work. Traffic calming and crossings across Cordova Bay Road were key components identified.

Cordova Bay Road was described as a necklace, with pearls on a string. “Hearts” of Cordova Bay included the Plaza site, Mattick’s Farm, and McMorrان Park (as the historical beginning of Cordova Bay). The Plaza site and Mattick’s Farm do not currently connect very well.

Participants identified that there should be a “Village Core” along Cordova Bay Road at Doumac. This is where Cordova Bay Road is straight and is the historical location of most of the commercial.

Big moves identified included greening Cordova Bay Road; connecting Rambler Road; providing affordable housing, including for seniors; creating a community gathering space; connecting Doumac to Lochside; and forming a walking loop along the beach and Cordova Bay Road between McMorrان Park and Agate Park.

Everyone identified the beach as a major asset, however, some access points need improvement.



DAY 2: ADVISORY COMMITTEE CHECK-IN

A working breakfast was spent with the Cordova Bay Local Area Plan Advisory Committee (6 members and Christine Culham, Senior Manager, CRD Regional Housing attended), asking them to reflect on the outcomes of the public workshop and comment on elements of consistency as well as divergence about initial directions for land use, height, and design. This provided valuable perspective for the design team to create some initial concepts.



DAY 2: INFORMAL PIN-UP AND REVIEW

The Design team generated some preliminary concepts for land use, building heights, opportunities for key sites, housing forms and improvements to CB Road. Members of the public (62 people attended) and key stakeholders were invited to review this preliminary work and discuss it with design team members.



DAY 3: SATURDAY WORKING SESSIONS

Day 3 began with a breakfast meeting with staff to discuss further opportunities and confirm key directions. The design spent the rest of the day working with staff to generate a more refined set of opportunities and prepare the public presentation.

DAY 3: PUBLIC PRESENTATION

Following a welcome and introduction by Pam Hartling, the design team presented a summary of the key opportunities that had been generated during the design workshop (these are described in the section below). Members of the public (73 people attended) had an opportunity to provide feedback.



A summary of the final presentation and a summary video of the process can be found at saanich.ca/cordova.

DESIGN WORKSHOP OUTCOMES

The following presents a synthesis of the key outcomes from the three days of work at the Village Design Workshop. The content includes an overall concept for the village, key principles, policy recommendations, proposed land use and height designations, and a framework for updated design guidelines that will be developed in the coming months.

OVERALL CONCEPT

The concept starts by acknowledging existing assets, including Doris Page Park, Doumac Park, Cordova Bay School, Mattick's Farm, the Plaza, and the beach. A logical boundary that encompasses and connects these assets was recognized as the *Village*. It contains the majority of commercial, institutional, and multi-unit residential buildings, and recognizes that Mattick's Farm is a significant node of commercial activity. Within the Village, a key concept was imagined: **“pearls on a string, with a pendant.”** Further, a distinct *Village Core* was identified, which includes the higher density multi-family buildings and commercial area.



Figure 1: "Village" and "Village Core" areas.

Enhancements along Cordova Bay Road are conceptualized as *pearls on a string*, which include beach access improvements, small scale commercial opportunities, and public realm improvements. The Village Core commercial area at Cordova Bay Road and Doumac Road is the *pendant*.



Figure 2: "Pearls" on a necklace highlighted.

DETAILED CONCEPT PLAN

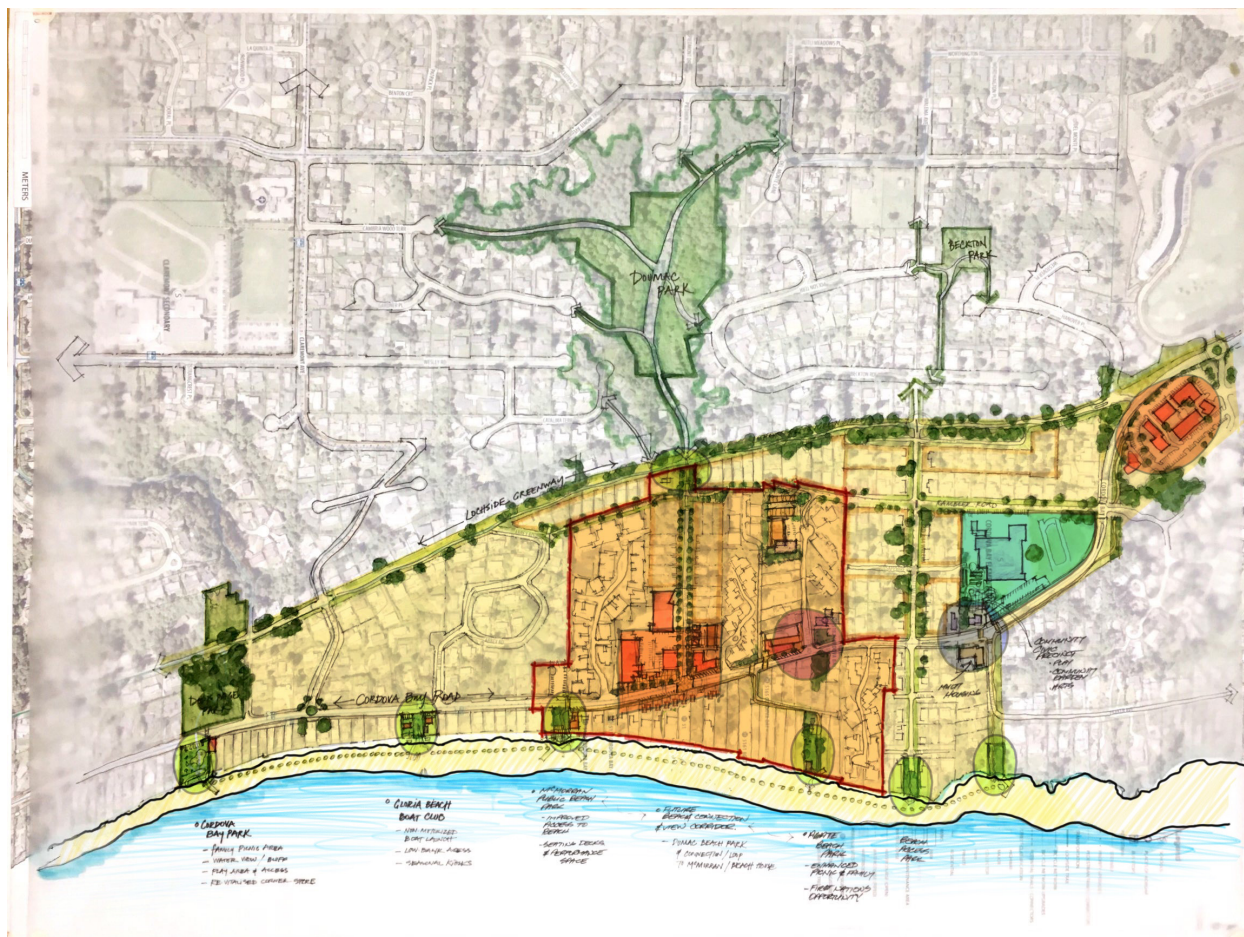


Figure 3: Overall concept plan showing "Village Core" and "Village" areas and highlighting the "pearls" on a necklace.

KEY DIRECTIONS AND POLICY RECOMMENDATIONS

Eight **Key Directions** for the design of Cordova Bay Village were proposed. These represent the key organizing principles upon which Village development and enhancements can be based.

1. Retain the **green feel**.
2. Celebrate the **beach character**.
3. Create a **compact, complete, and walkable** village.
4. Emphasize the **human scale**.
5. Enhance the **public realm**.
6. Increase east-west **connectivity**.
7. **Tame** Cordova Bay Road.
8. Increase **sustainability** and **resiliency**.

Each of these Key Directions is described below along with accompanying illustration and precedent images.

1. RETAIN THE GREEN FEEL

Policies should include:

- Protect and enhance the urban forest on both public and private land. Where trees must be removed for development, replace them with two or more trees.
- Be flexible about setbacks to allow sensitive infill while protecting mature trees.
- Enhance the parks, natural areas, and trees and landscaping in street rights-of-way.
- Consider an Urban Forest Management Plan for the area that would document significant and mature trees and provide recommendations to protect and enhance the Urban Forest.



2. CELEBRATE THE BEACH CHARACTER

Policies should include:

- Enhance beach accesses through improved park design and landscaping, purchase of additional sites and a wayfinding strategy.
- Reinforce the beachside character of the village by allowing small scale commercial units to front onto Cordova Bay Road.
- Develop Village Design Guidelines to encourage an intimate Seaside Village Character.



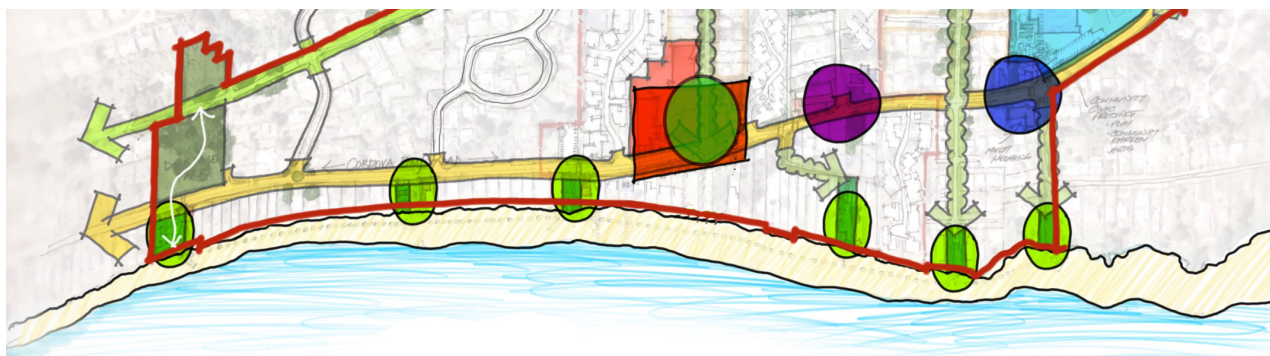


Figure 4: Beach access points highlighted in green.



Figure 5: McMorran Park concept

3. CREATE A COMPACT, COMPLETE, WALKABLE VILLAGE

Policies should include:

- Focus the highest density development and majority of commercial and mixed-use development in the Village core centred around the intersection of Doumac Avenue and Cordova Bay Road.
- Increase the amount and variety of commercial spaces in the Village by expanding commercial opportunities along Cordova Bay Road, mainly focused within the Village Core area.
- Expand the diversity of housing, including housing for seniors and workforce housing.
- Allow for sensitive residential infill in areas immediately surrounding the Village Core to allow for a greater diversity of housing types and tenures while maintaining a Village Scale.

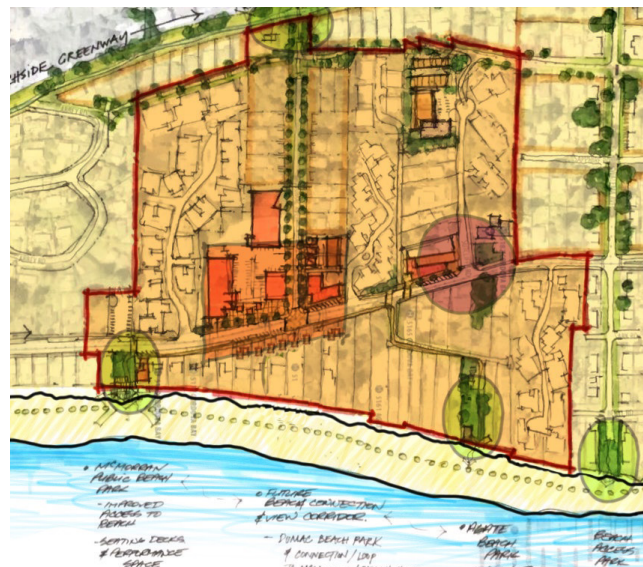
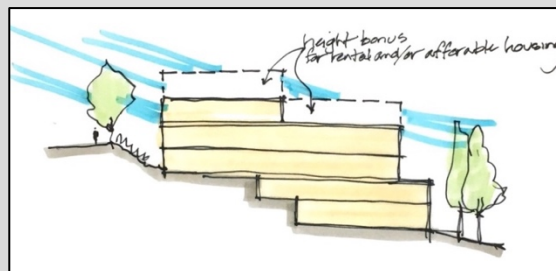


Figure 6: Concentrate Village Core at Cordova Bay Road and Doumac Avenue.

Managing Height and Density

If a building is on a slope, the building can “step down” along the slope. In the example in the figure below, it appears to be three storeys from the top of the slope but there are more useable storeys within the building that are not visible.

Where appropriate, density bonusing and/or relaxation of maximum building heights in exchange for the provision of specific types of housing or amenities (such as rental or affordable housing) may be considered as an incentive for the development of more affordable housing.



Examples of Potential Infill Forms



Figure 7: Infill quadraplexes (front) and semi-detached houses (rear). Two lots required, stratified.



Figure 8: Semi-detached house. One lot required, subdivided into two narrow lots.



Figure 9: Left: Triplex, one lot required. Right: Two single-detached houses with coach houses on lane. One large lot required, subdivided into two lots.



Figure 10: Quadraplex. One lot required, stratified.



Figure 11: Left: Semi-detached houses (four units). One lot required, subdivided front/rear. Right: Two quadraplexes with garages off lane. Each requires one lot.



Figure 12: Single-detached house with basement suite and coach house on lane. One lot required.

4. EMPHASIZE THE HUMAN SCALE

Policies should include:

- Maintain a two-storey form throughout much of the Village Area with the exception of the Village Core and areas designated for Sensitive Infill.
- Sighting and design of taller buildings (>3 storeys) should minimise shading of the public realm, respect privacy of adjacent buildings and reduce overlook.
- Upper storeys of buildings (above 2 storeys) should step back to minimize the visual impact of taller buildings and reduce shadowing and overlook.
- In hillside conditions, step massing along with natural grade to minimize the visual impact of taller buildings.

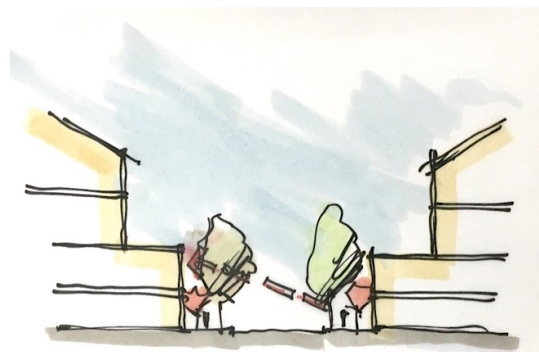


Figure 13: Where taller buildings face the street, use lower elements and landscape to retain a sense of human scale.



Figure 14: Use the slope of Doumac Avenue to minimize the visual impact of taller buildings.

5. ENHANCE THE PUBLIC REALM

Policies should include:

- Enhancing the quality and comfort of the public realm along Cordova Bay Road within the Village with a unified and continuous cross-sectional design, including:
 - opportunities for undergrounding utilities and enhancement of street tree canopy;
 - pedestrian facilities – including bus shelters and seating areas;
 - continuous bike lanes along full length of Cordova Bay;
 - wayfinding (signage) and public art; and
 - enhanced landscape design.
- Create additional seating and accessibility within parks and beach access points.

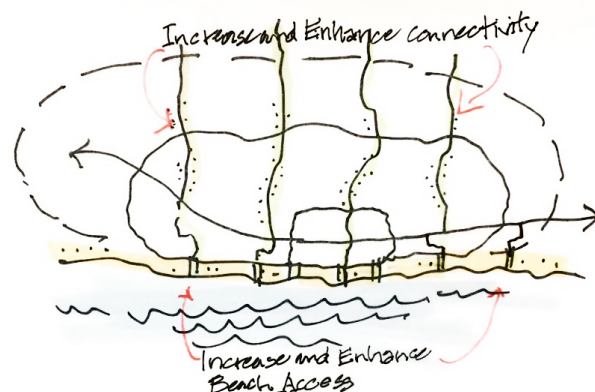


Figure 15: Enhance the public realm along Cordova Bay Road and throughout Cordova Bay.

6. INCREASE EAST-WEST CONNECTIVITY

Policies should include:

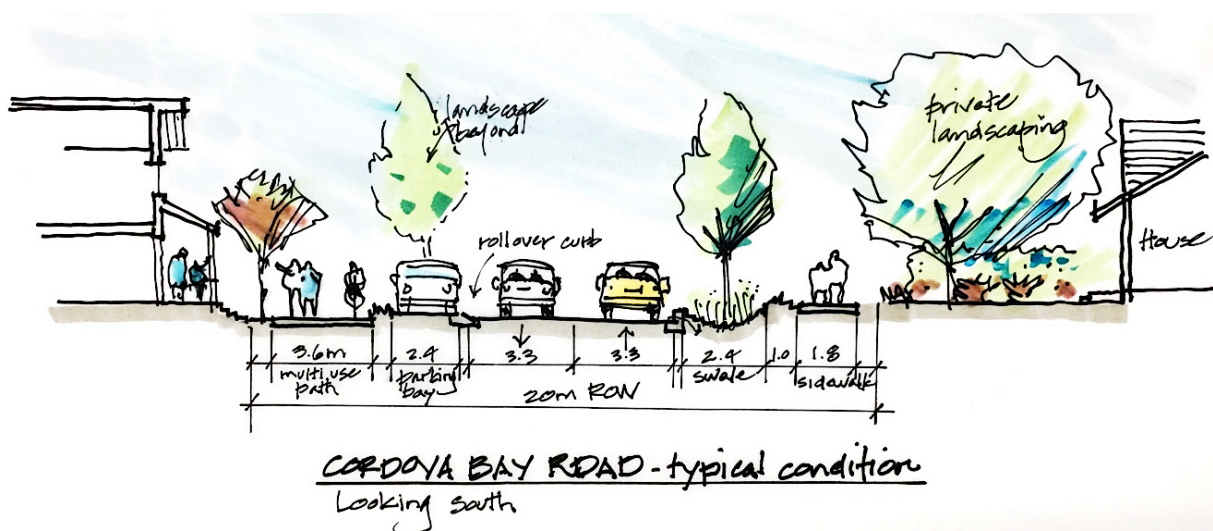
- Increase the walkability of the Village and surrounding area by enhancing pedestrian connections, especially in the east-west orientation.
- Enhance the Doumac public right of way especially where it connects to the Lochside Trail and design Doumac as a Greenway.
- Increase the number and improve Cordova Bay Road crossings to emphasize pedestrian safety.
- Explore opportunities to secure future beach access at Doumac to enhance public connectivity and visibility to the beach.



7. TAME CORDOVA BAY ROAD

Policies should include:

- Increase the pedestrian and vehicular safety of Cordova Bay Road through the Village by increasing “stickiness,” reducing the perceived width of the road and inserting additional “friction” elements that cause traffic to slow down such as on street parking, landscaped medians, landscaped boulevards, road side kiosks, signage, textured pavement, crosswalks, traffic signals etc.
- Bring buildings close to the edge of the street along Cordova Bay Road by allowing residential buildings to have a smaller setback and requiring commercial buildings to not exceed a maximum setback along Cordova Bay Road.
- Allow on street (parallel and possibly angled) parking in front of commercial uses but do not allow parking lots in front of the building.
- Protect and enhance a continuous street tree canopy along Cordova Bay Road.



8. SUSTAINABILITY AND RESILIENCE

Policies should include:

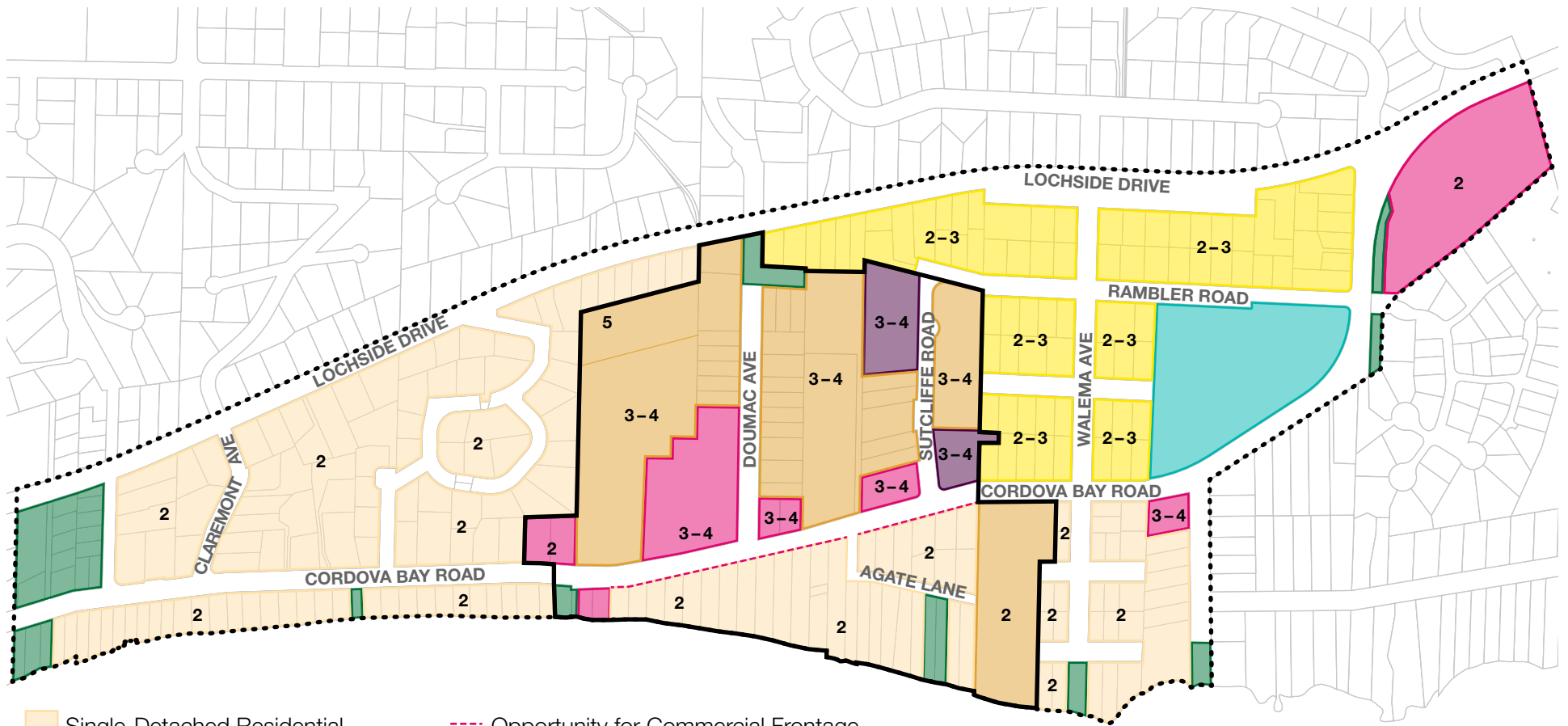
- Maintain and enhance tree cover for slope stability, shade, wildlife habitat and temperature control.
- Create Electric Vehicle charging infrastructure in Village.
- Encourage the use of renewable energy and energy efficient buildings.
- Take advantage of opportunities to educate people about the natural environment, marine area, and the Indigenous and settler history of the area.
- Build social resilience through diversifying local population and housing, creating social gathering places, local businesses and services, and other social support systems.

PROPOSED LAND USE AND HEIGHT

The map on the following page shows the consultants' recommendation on land uses and building heights (number of storeys) in the Village, reflecting workshop input and looking to achieve OCP directions related to expanding housing options, working towards more complete communities and meeting resident's commercial and service needs – in building forms up to 3 to 4 storeys.

Detailed descriptions of the recommended land uses are:

-  **Single-detached Residential:** areas shown as single-detached are proposed to remain much as they are today and remain at two storeys. There may be opportunities to include secondary suites or garden suites subject to broader District of Saanich policy.
-  **Sensitive Residential Infill:** this area is proposed for modest density increases to provide additional housing opportunities. The form of development would typically be multiple units within a large single-detached building form or smaller cottage style units.
-  **Townhouse and Apartment:** this includes areas that are already zoned and developed for multi-unit buildings or areas proposed for new multi-unit buildings.
-  **Commercial/Residential Mixed-Use:** this includes areas that are already zoned and developed for mixed-use (commercial and residential) or purely commercial uses.
-  **Institutional:** this area includes institutional uses, such as Cordova Bay Elementary School and Cordova Bay 55+.
-  **Institutional-Mixed Use:** this area is institutional/mixed use, which would include a primary institutional use such as a Church or Community Building combined with housing.
-  **Opportunity for Commercial Frontage:** these are areas along Cordova Bay Road that could be used for commercial uses so long as access to the residential dwellings can be preserved. On the east side of Cordova Bay Road, these commercial units could remain part of the ocean-fronting residential lots with a “split zone” with commercial at the front of the lot and residential in the rear, or be subdivided to create a “panhandle lot”.



- Single-Detached Residential
- Sensitive Residential Infill
- Townhouse/Apartment Residential
- Commercial/Residential Mixed-Use
- Institutional
- Institutional Mixed-Use
- Park
- Opportunity for Commercial Frontage
- Village Boundary
- Village Core Boundary
- # Maximum Height (in storeys)

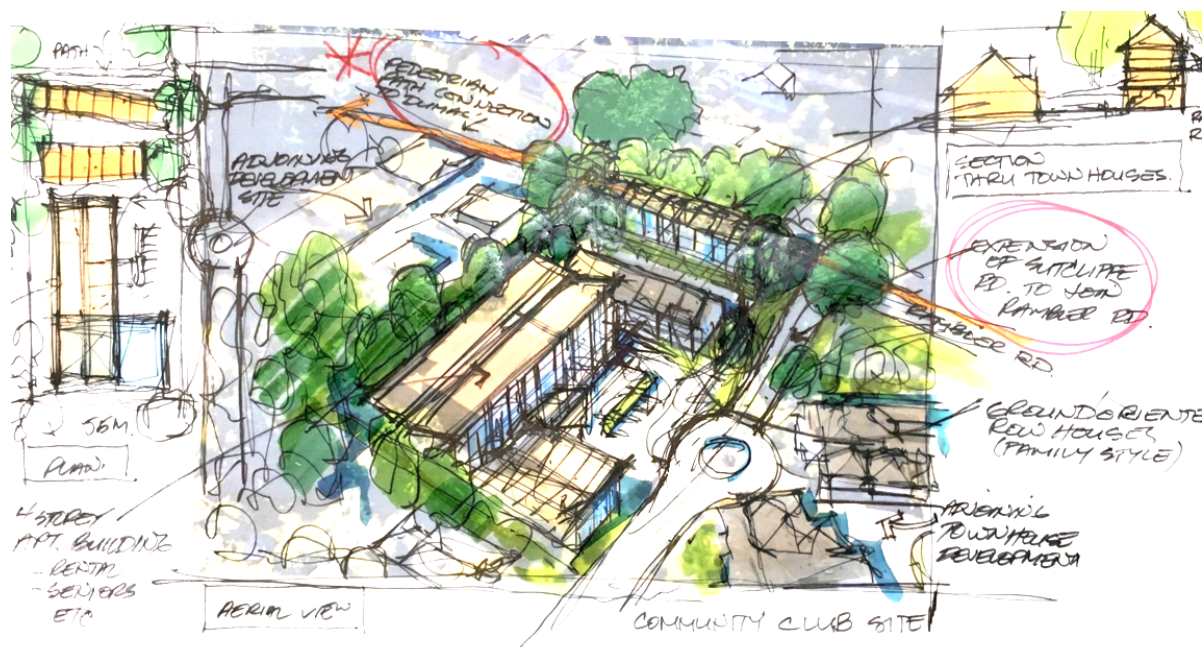


NOTABLE SITES

During the design workshop, several key sites were identified, and redevelopment concepts were developed and illustrated. The purpose of these concepts is to show opportunities for future community enhancement in keeping with the principles and policy directions developed.

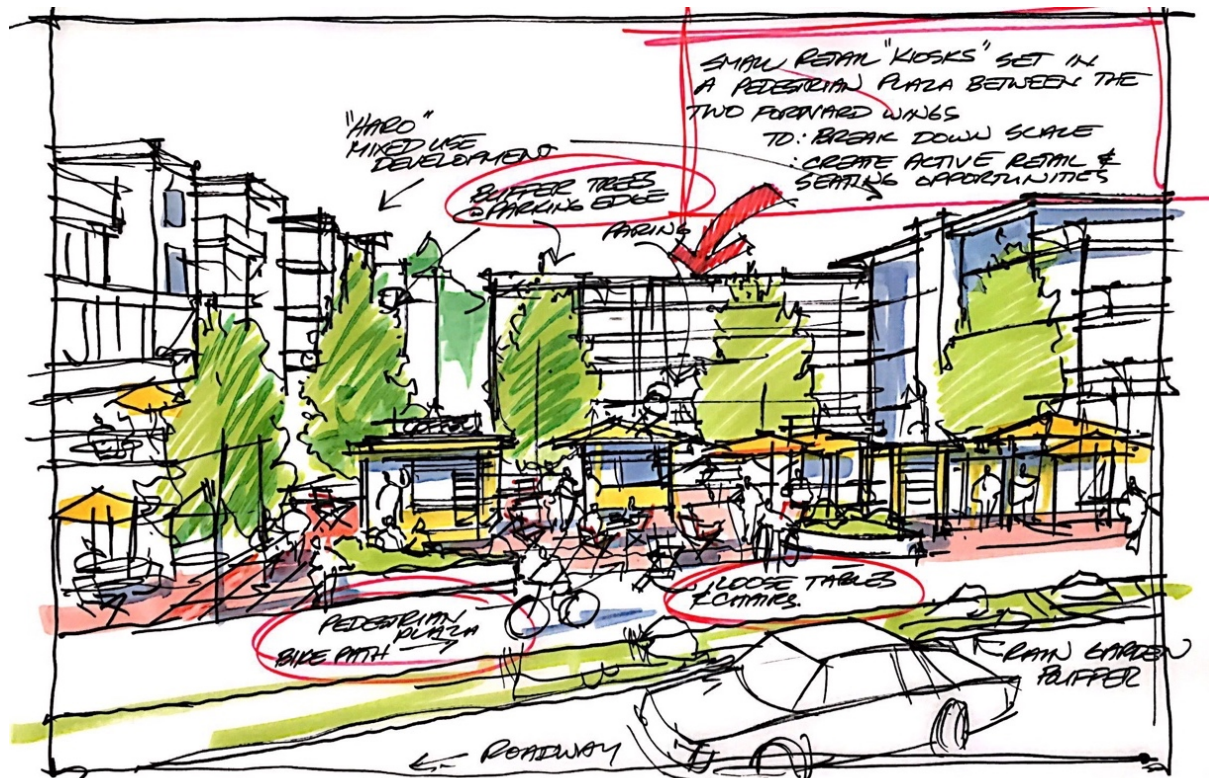
COMMUNITY CLUB

The Community Club includes a community centre/recreation building on the eastern portion of the site, integrated with a four-storey multi-family building that could include rental and seniors housing, and townhouses. Some of the townhouses face onto a pedestrian path connection to Doumac Avenue.



PLAZA ENTRANCE

The redeveloped plaza site could include small retail kiosks set in a pedestrian plaza between the two buildings that front onto Cordova Bay Road. These kiosks break down scale, and create active retail and seating opportunities.



IDA PHARMACY

This concept for the IDA Pharmacy site brings small-scale retail with 1.5 storey residential units above. This could include a pub or restaurant with a street fronting garden.



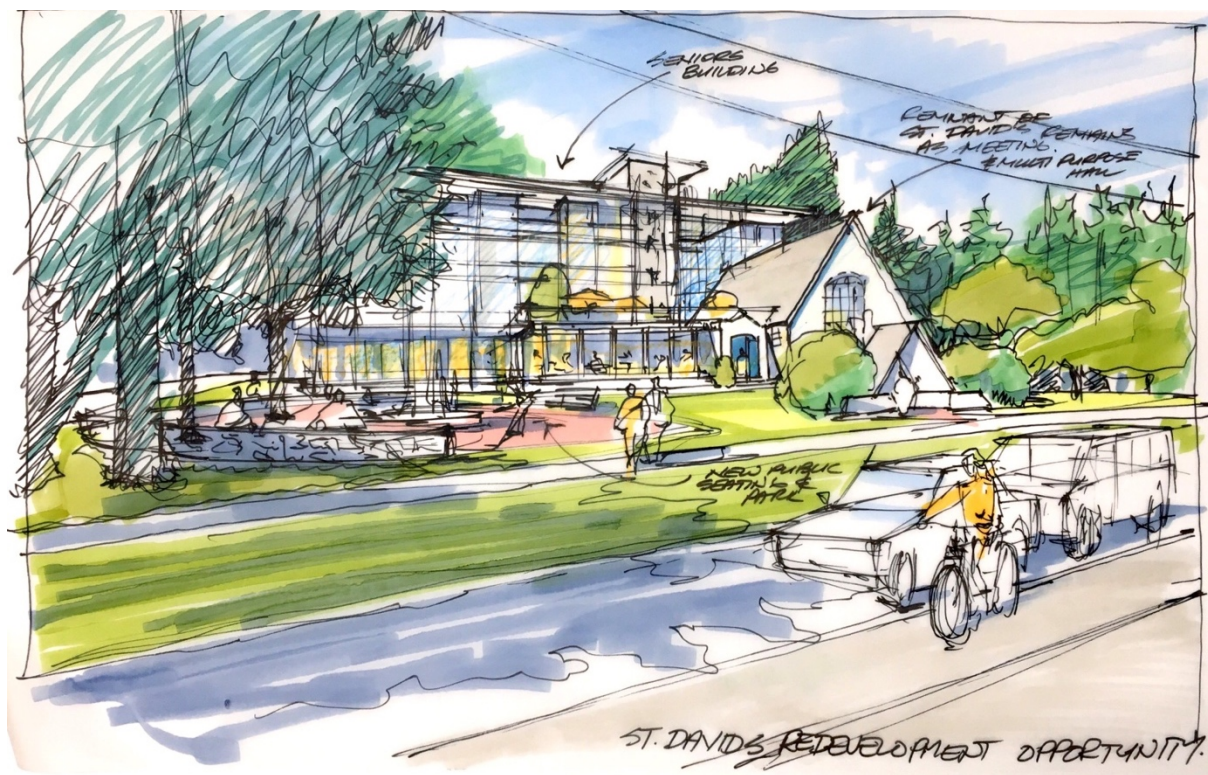
McMORRAN PARK

The concept for McMorran Park improvements includes a series of seating decks to provide an accessible viewpoint and seating areas, connecting to and celebrating the beach.



ST DAVID BY-THE-SEA

This reimagining of St. David-on-the-sea includes a seniors building integrated with the church and a public space utilizing the large front lawn.



PROPOSED STRUCTURE FOR DESIGN GUIDELINES

CORDOVA BAY VILLAGE DEVELOPMENT PERMIT GUIDELINES FOR FORM AND CHARACTER

The following presents a **proposed scope and structure** for the Development Permit Area Guidelines areas within the Village.

Introduction, Justification & Applicability

Guidelines

- General
 - Human-scale, pedestrian-orientation
 - Access w/in Publicly-accessible, Privately-owned Open space
 - Transitions between uses
 - Views
 - Signage & Wayfinding
 - Landscape Design & Urban Forest enhancement
 - Access
 - Parking
 - Street furniture & Public Art
 - Lighting
- Residential
 - General guidelines related to seaside village character
 - Sensitive Infill
 - Townhouse
 - Apartment
- Commercial
 - General guidelines related to seaside village character, including:
 - Stepping and/or variation of roofscape to create visual interest;
 - Commercial scale (small shopfronts)
 - Visually interesting and durable materials
 - Off-street parking
 - Cordova Bay Road frontages – including considerations for unique characteristics of the west- and east-facing street edges
 - Doumac Road as a primary linkage (major pedestrian route/enhanced greenway) between the Doumac Park forested hillside experience and the waterfront.
- Street Design Guidelines (based on cross-sectional designs)
 - Cordova Bay Road
 - Lochside Drive
 - Doumac Ave

- Beach Access Design Guidelines
 - Cordova Bay Park and Doris Page Park
 - Gloria Beach Access
 - McMorran Park
 - Doumac Beach Access
 - Agate Beach Park
 - Walema Beach Access
 - Fern Beach Access

Include the following topics in guidelines:

- Building siting (particularly related to tree retention & overlook)
- Building massing (including considerations for setback guidelines for buildings >2 storeys)
- Building form (including roof forms with particular consideration for hillside views)
- Building character (including preferred and prohibited materials)
- Street Interface (with an emphasis on front door/entry sequence relationships)

Preliminary ideas and examples for guidelines

- Consider flexibility of building siting and setbacks to retain mature trees and vegetation and other natural features.
- Within the Village Area, encourage buildings to be sited closer to Cordova Bay Road in order to frame the pedestrian realm, emphasize a sense of transition/arrival to the Village and to help calm traffic along Cordova Bay Road.
- In the Village Core area, require that any commercial buildings be sited close to Cordova Bay road to frame the street. This may creating a “Build to” line.
- Emphasize a predominant 2-storey building form along Cordova Bay Road, with occasional 3-storey elements where additional amenities are proposed.
- Avoid use of vinyl as a siding material.
- For sensitive residential infill:
 - Emphasize building massing reflective of single-detached building form & character and/or clusters of smaller buildings.
 - Utilize pitched roof elements (including street-facing gable ends).
 - Do not allow large areas of blank walls on buildings.
 - Encourage the retention and planting of lush vegetation (large hedges, trees).
 - Use natural building materials.
- For commercial frontage:
 - Buildings facing the street with well-defined entrances.
 - Transparency – large windows at front of building.
 - Allow for seating areas, porches and decks at front of building.
 - Parking at side or rear of building and on street.

- For beach access:
 - Picnic area at Cordova Bay Park and Doris Page Park
 - ROW and utility access, and non-motorized watercraft and Gloria Beach Access
 - Terraced seating decks and viewing platform at McMorran Park
 - Waterfront to Plaza connection and “Ocean to Lake” finale at Doumac Beach Access
 - Indigenous history and parking at Agate Beach Park
 - Walema Beach Access
 - Direct beach access for school at Fern Beach Access

OTHER RECOMMENDATIONS

- Do not include specific building heights in DP guidelines as these are regulatory and included in the Zoning Bylaw.
- Look for opportunities to secure additional beach access (including a key parcel at the foot of Doumac Street and sites adjacent to existing beach access points) through Right-of-First-Refusal agreements with key landowners, land acquisition and/or registration of Section 219 Restrictive Covenants/partnership with local land trust.
- Consider “split zoning” along east side of Cordova Bay Road to allow for small-scale commercial uses fronting the road while retaining residential uses fronting the beach.
- Allow for setback variances along Cordova Bay Road and/or create a new “Village Commercial” zone to allow buildings to be sited closer to the road to create a more intimate “Village” feel.
- Explore an urban forest management strategy to maintain and enhance the green feel of the neighbourhood as development occurs.

NEXT STEPS

This report documents the results of the 3-day Community Design Workshop held in late May 2018. The next stage of work involves Saanich planning staff and the design team drafting recommendations for the public realm improvements, a set of Development Permit area guidelines and land use policies within the Village.

APPENDIX A: PLANNING AND DESIGN TEAM

District of Saanich

- Pam Hartling, Senior Planner and Project Manager
- Cameron Scott, Manager of Community Planning
- Megan Squires, Planner
- Julie Lommerse, Parks Planner
- Troy McKay, Manager of Transportation and Development Services
- Shari Holmes-Saltzman, Manager of Current Planning
- David Izard, Senior Planning Technician

Consultant Team:

- Rob Barrs, Team Lead and Senior Planner, MODUS
- Edward Porter, Urban Designer, MODUS
- Frank Ducote, Urban Designer
- Calum Srigley, Urban Designer and Illustrator
- Alix Krahn, Junior Planner, MODUS

Advisory Committee

- Jon Marshall
- Nancy Pye
- Colin Millard
- Alex Izett
- June Klassen
- Jacquie Langley
- Dave Chater
- David Mitton
- Barb Lucas
- Kate Phoenix
- Candace Nagy
- Michael Pasch

Special Guest

- Christine Culham, Senior Manager, CRD Regional Housing

APPENDIX B: WORKSHOP FEEDBACK

The following pages include transcribed feedback given by participants during the design workshop during the following sessions:

- May 24: Public workshop to discuss issues, opportunities, and big ideas. Included community mapping.
- May 25: Informal public review of initial design concepts from the workshop.
- May 26: Public presentation to review and give feedback on the design ideas from the workshop.

Now, Wow, How Feedback - May 24

Table facilitated by Frank Ducote

NOW!

Need better walkways to beach areas (negative)

Accesses to beach are frequent (positive)

Already 500 condos approved (negative)

Low key low level housing (positive)

Lack of services (negative)

Location

Trails

Mattick's farm

Now: The large building approved by council. Not a village. Need traffic, pedestrians, bikes plans to Cordova Bay Road & Lochside (negative)

Bus service

More services commercial

More condos affordable

JAWL development

Doumac park

Improve wayfinding e.g.: Doumac park to Plaza

Need for better cycling lanes along Cordova Bay Road OR encourage cyclists onto Lochside

Lochside park - good sports fields (positive)

The short strip of the Doumac trail from Lochside Drive to the top end (Lochside) of Doumac should be improved to connect/bring people from Lochside to Plaza

Sight lines (out to the water) - CB road along the beach side are OK i.e.: No 4 stories (starting at CB road level and up)

Sidewalks along CB road are good from Royal Oak Ave to Mattick's farm - at least on one side

Good soccer/baseball fields - tennis courts?

Gold course(s) (positive)

Services at Mattick's farm (positive)

Good recreational/Outdoor facilities

Need for more varied housing (affordability) (Negative)

Traffic Management - needs significant improvement (negative)

Beach Access - difficulties (negative)

Improved public transit

Natural environment (positive)

Poor public transit (negative)

Accessibility (on main street) (Positive)

Lack of connection between Lochside and Plaza

CB 55+ in community (positive)
Mattick's style development (positive)

WOW!

Affordable housing (mix of)
More patio homes - no more condos greater than 2 storeys
Vehicles do not exceed speed limits
Mixed use on Doumac
Roundabout Doumac/CB Rd before Plaza development.
Vibrant mix of shops + amenities (including grocery store)
Safe pedestrian crossing at all beach accesses along CB road
Improved East/West pedestrian + cyclist traffic from Lochside to village areas
Improve sidewalks (and bike lanes) + pedestrian crossing (to. beach)
Calm traffic on Cordova Bay Road thoroughfare
Densification of Doumac street incl. Saanich property
More diversity of housing types affordable to encourage young families
One way on Lochside (from Claremont - left + right one way)
"Local Traffic Only" (N/S) --> R.O.

Design Elements:

Wood
Stone
Context:
-Height
-Setbacks
-Views

HOW!

Pedestrian-controlled crosswalks
Slowing traffic through roundabouts
Connect elements of "village" How??
Restrict truck traffic
"Warning" lights at all pedestrian crossings
Encourage the connectivity between Mattick's and the Plaza through banners/pedestrian-sized lighting/wayfinding
No mechanical "stuff" on top of commercial buildings - for those on the ridge looking down
Agreed 20 year measurable goals adopted by Council
More shops, pubs, restaurants
Consistent 40km/hr. along "corridor" - enforce!

Now, Wow, How Feedback - May 24

Table facilitated by Pam Hartling

NOW!

Need to plan for safety on Cordova Bay Road - can not turn out of driveways

Treed public walking paths linking to Lochside Trail and Beach accesses

Challenge: Cordova Bay Road separates the bulk of the community from the main asset - the beach

Quiet. Safe.

Taking down obsolete and archaic plaza - good!

Poor access to highway

Too much traffic on Cordova Bay Road

Too much development too fast

Poor transit

-Traffic access

-Limited beach access

Walking is fine but not for all seniors

-Views

-Natural environment

Mattick's Farm

Bicycles should not be allowed on Cordova Bay Road. They have Lochside Drive.

Great people live here

Doumac intersection is a disaster

Good: Beaches are wonderful

Beautiful clean well used beach

Beach with multiple public accesses

Current density levels are OK

Bad: Traffic on Cordova Bay

Attractive Housing

Good Quality of natural environment

Don't change Cordova Bay road - keep in rural --> heavy traffic

Spectacular views

Opportunities for walking in natural areas - e.g.: Doumac Park, beach

Need to leave area for all services

No obvious centre and gathering place except Mattick's

Visibility on Cordova Bay Road at Claremont - cars parked

Challenge: Manage growth to retain the positive aspects of the community i.e.: Don't bring high rises to the forefront - keep it in the background. Keep the livability first and foremost

No good tools to manage growth

WOW!

Retain and enhance natural ecology
Enhancing natural setting ecology
Connectivity with First Nations neighbours
Diversity of population
Affordable Housing. Social Enterprises
An established architectural character
Attractive housing
First Nation tie in
Central Place
Don't want new buildings to appear massive on the street - keep it human sized
Places to gather for public
A green community or community feel that is the envy of communities in development
Better beach access in general and from Parker
Sea walls where possible as per Sidney
Needs nature park
Expanding the network of paths + accesses to the beach + regain a feeling of connectivity for the whole community
Focus on natural building materials
Move main traffic to Lochside from Cordova Bay road
A physically green community with park and public areas that retains the ecosystem needed to support wildlife i.e.: eagles - need the large trees
Keep big trees - key natural asset
A quite, friendly neighbourhood where families and senior feel welcome

HOW!

Better use of public land i.e.: Schools could be more than one storey
All new developments to be consistent with same kind of chosen ethos/culture e.g.: Mattick's architecture/pedestrian movement + room is very well done)
Give priority to green initiatives - alternative energy in developments, low environmental impacts etc.
"Rewards" walkers/bikers (i.e.: non-cars) where these kinds of decisions are possible
Say no to developers
More education about wildlife so people realize this is the history of the area before we arrived
Retain the fancy beach cottage vibe
Mattick's provides great services for visitors - not so much for locals - we could benefit from a local bank, small scale hardware store, small scale practical shops NOT box stores, large units
Network of routes for pedestrian access
Better mental map of getting to beach
More education about Cordova Bay ecology
Use the existing topography to achieve the density needed to enable varied housing - provide design and planning guidelines to ensure pedestrian accesses are not overwhelmed

Village development needs to be linked more to past/setting rather than "modern" buildings

Design of new buildings linked to beach side style

Human scale development - well designed

Diversity of housing types will lead to more diverse population

Municipality needs to demonstrate and make clear to people that they are thinking ahead i.e.: infrastructure rather than reacting/responding to a foreseeable crisis (e.g.: traffic)

Human scale + consistent design to give sense of space but with individuality

Need connectivity to the beach

Appreciating that money makes the world go round it would be refreshing to see those in authority and developers not always have that as priority #1

Now, Wow, How Feedback - May 24

Table facilitated by Cameron Scott

NOW!

Constraint of topography

Poor pedestrian and cycle environment on Cordova Bay Road

Cordova Bay Road too busy for a village

We have good definite boundaries

How to make Cordova Bay a destination instead of a route (i.e.: a pass through)?

Family oriented neighbourhood and ability to age in place (positive)

Close knit community - social for all ages e.g.: Schools/55+ (positive)

Large trees preserved

Mattick's farm - mix of uses

Mature vegetation and beach proximity (positive)

Positives:

-Quietness of Sunnymead area

-Lochside Trail

-Beaches with children and dogs on them

Tree lined off road walkways

Lochside Trail - needs design clarity for pedestrians

Parks and walking paths

Beaches

Biology (diversity)

Urban forest

Cordova Bay road is way too busy and noisy. Too many cars bypass the highway by using Cordova Bay Road.

The plaza is a disaster. I sure hope the new development is decent

WOW!

Well connected trails and roads that are comfortable and safe to walk on

Sidewalk all the way around sunnymead for safe walking

Improved sidewalks and cycling lanes through neighbourhood

An inviting walk from the Beach House/Doris Page to Mattick's Farm

Very slow Cordova Bay Road

Cordova Bay Road - pedestrians, cycling and streetscape improvements

Improve access to features i.e.: beach trails

Build a pier & boardwalk

Walking circle tour

Green spaces everywhere

Range of attractive well designed + sensitive multi-residential

-town house (single row)

-3-4 storey multi-family residential buildings

-In strategic locations that make sense

Accommodate senior housing + service to truly age in place

Desire for more commercial services

-Restaurants

-Pub

-Clothing

Cordova Bay Road has continuous commercial services + housing between Mattick's + pharmacy plaza

-Corridor development

-Pedestrian Friendly

A defined village or necklace

Beachside ice cream/café destination area

HOW!

Gateways to community

Places to grocery shop, eat etc.

Define critical regions i.e.: village (e.g.: commercial vs recreation vs leisure (parks, beaches))

Space for summer/farmer's markets

Higher quality design for infill multi-residential + Aragon site

Take cues from Mattick's

Make a plan that listens to public need. Restrict through traffic flow.

Cordova Bay Road not widened - avoid becoming even more of a speeding highway

Improve safety - road

Improve/lower pollution especially noise

Improve transit on Cordova Bay

Desire for improved cycling and pedestrian infrastructure throughout neighbourhood

Strengthen design guidelines for commercial and multi-residential.

Now, Wow, How Feedback - May 24

Table facilitated by Alix Krahn and Julie

NOW!

Beach House although parking on road is not good

Social interaction at Beach House / coffee patio

Benches and seating areas

Lochside Trail although thru traffic southbound discouraged

Lochside Trail - from Mattick's farm along... Great!! Good community.

Love the dogwalkers on Lochside... Need doggie poop bins and water availability

Beach - but beach accesses need improvement and beautification

Need more parks - small park land areas

Trails and foot access good but could be better

Replace garbage can at Cordova Bay park. Currently is old barrel with rusty lid

Mattick's - winding pathways, places to sit, variety of shops

General 'beachside feeling' matter of scale

Mattick's farm

Parks - McMinn - Several beach accesses

Lochside - alternative to Cordova Bay Road for walking - path needed

The beach and Beach House

High rise buildings up against the slopes

55+ 'centre' of the community

The beach and Beach House

Lochside trail for easy cycling into the city

Mattick's farm

Springs and small streams

Slow down traffic

Mattick's farm, Beach House, trails, parks, 'skinny' roads, beach front houses, 'The beach'

Mattick's farm, Beach House restaurant, Green spaces, Lochside trail, the multi-family housing already in place (as far as scale), the beach seaside environment

Attractive to 'neighbours' from away

Walkable for me. Closer to Maxine Lorne, but Mattick's farm is not too long to get to. I consider those 2 points the ends of the village. 52 years of change.

Traffic getting onto Cordova Bay Road

WOW!

All subject to design and good city planning

Houses for Everyone

Small lot single family

More pedestrian paths (gravel)
Fewer sidewalks
Saving existing trees in developments
Multi family low density units
Lochside drive - widened to facilitate everyone: bikes, pedestrians, cars etc.
Traffic calming on Cordova Bay Road
Pub for social interaction
Replace Cordova Bay community hall. We need a community centre.
Library - walking to and from - centre of village

HOW!

Medians and baskets
One way for Lochside Drive
Build trails
People to meet-up. Doumac market day - summer market once a week
More small green spaces - family locations
Change the plaza - smaller scale please - that would be WOW
Lochside: Split up at other locations? More than just at Mattick's Farm
Sidewalks on only one side
Traffic calming on Cordova Bay Road
Separate paths on Lochside for pedestrians/cyclists (separate from cars)
Lights at Rambler and Doumac

Now, Wow, How Feedback - May 24

Table facilitated by Megan and Troy

NOW!

Great appropriate scale commercial spaces - though not quite enough of them

Agate park - away from traffic (positive)

Need more east/west connections

Lochside Trail (positive)

Lochside Trail (positive)

Lochside trail and connectors down to Cordova Bay - Doris Page, Doumac. Great pedestrian spaces

Flat trail with trees

The ridge geography is challenging

Lack of crosswalks on Cordova Bay road

Through traffic destroys the ambiance

Crossing Cordova Bay road (especially walking, cycling)

Inconsistent bike lanes

Inconsistent sidewalks

Non-compliance with posted speed zones

Through traffic destroys the ambiance

Narrower roadways for more relaxing walking and cycling

High traffic volume issue

Attractive current low profile housing

Good access to commercial spaces

Need some (but not too much) additional commercial zoning on the waterfront to provide additional enjoyment of beachfront

Noisy less secure/comfortable walking/cycling on busier roads (especially Cordova Bay road)

Mix of commercial uses for seasonal uses (e.g.: Summer and Winter)

Improve rapid traffic on Cordova Bay Road

Beach access (multiple locations)

The beach

Ready access to trails, parks and beach

Cordova Bay elementary and Cordova Bay 55+ are good!

Mattick's Farm

Many town house developments are set back from the road and tastefully screened.

Retain small commercial sublets - Broadmead is close enough to service area to the south of Cordova Bay.

Retain the greenery

Good beach access

McMinn Park (positive)

Designated green space - parks

Beach House and McMorran Park - public beach access, with great private facility. Happy place for celebration, enjoyment, not 'exclusive' but open
Agate Park is wonderful - a few more design details to enhance seniors access to the water - benches, no stepover walkways are needed
Beach accesses
Boulder retaining walls on beach are scouring sand from shoreline
Tree screening at Mattick's
Getting out of my driveway
Boulder retaining walls
Elements of good design as outlined tonight are missing in the design of the new plaza
Consistent design for housing in the future
Townhouses, single-family, condos - ok if designed well
Design
-setback from road
-height
-massing
Wayfinding to find east/west connections

WOW!

Keep the aspects of Cordova Bay that we like (see 'now' comments)
Balance of ages in community - families and seniors
Indigenous history of the village - especially the ancient village at around Agate Lane should be recognized and celebrated and respected
Improved public transit

HOW!

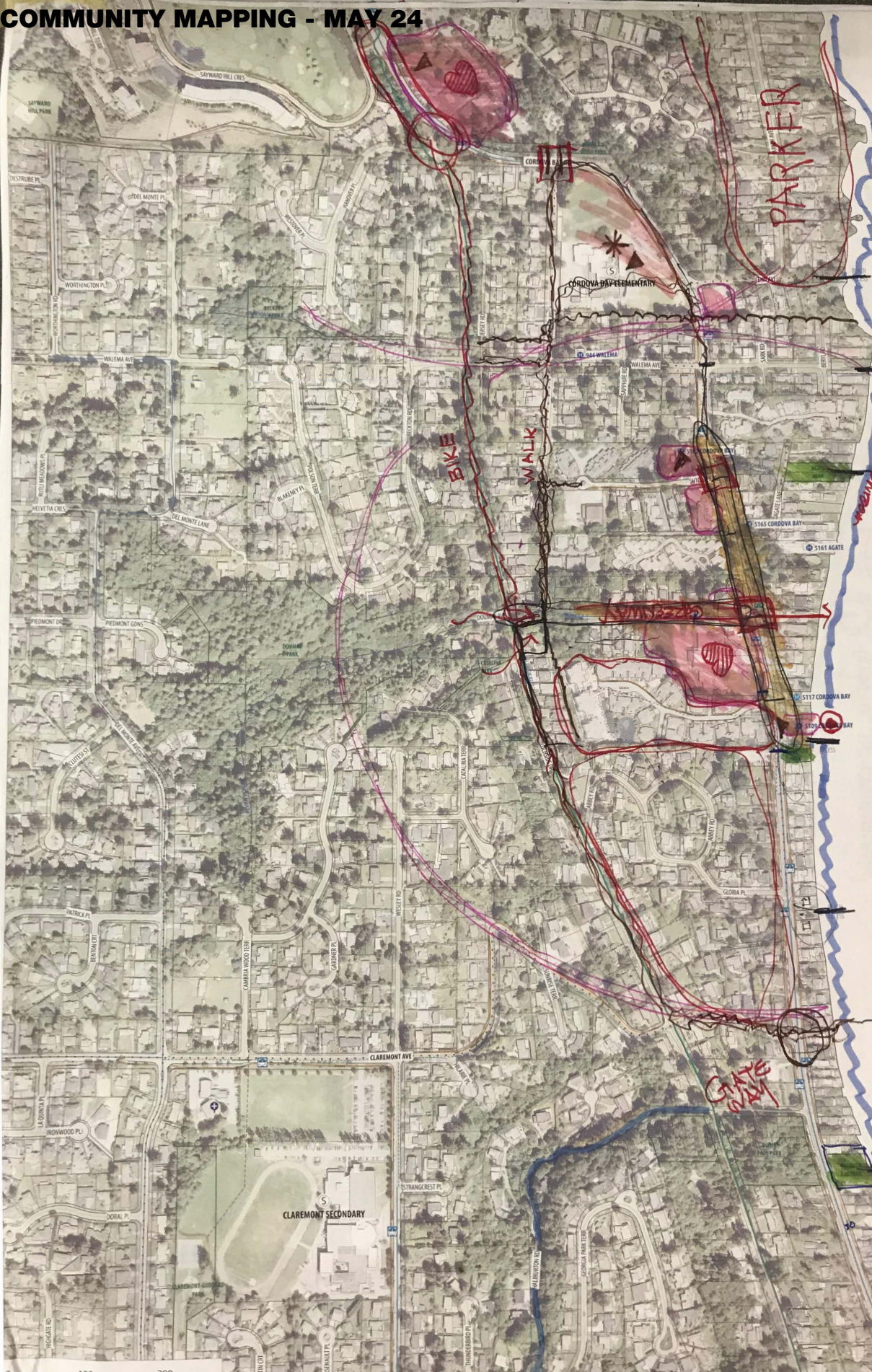
More play/green space (like McMinn)
In 20 years: Cordova Bay Road safely accommodates cars, bikes, pedestrians
Range of ages
Transit service
There needs to be a coordinated business needs assessment to encourage the right diversity of shops and services in the community
Retain narrow Cordova Bay Road - make it difficult for through traffic
Retain current parks and create more as population increases

COMMUNITY MAPPING - MAY 24

1:1,500

Legend

- SCHOOLS
- PLACES OF WORSHIP
- BUS STOPS
- PEDESTRIAN
- BICYCLE
- PRIORITY UPGRADES
- PEDESTRIAN TRAILS / CONNECTORS
- LOCKSIDE TRAIL
- BICYCLE NETWORK
- POTENTIAL TRAILS / CONNECTORS
- STREET CLASSIFICATION
- HIGHWAY
- MAJOR
- COLLECTOR
- PARK
- PRIVATE
- RESIDENTIAL
- PARKS
- PARK
- BEACH ACCESS
- PARK MAINTENANCE AREA
- WATERCOURSE (OPEN)
- WATERCOURSE (PIPED)
- WATERCOURSE
- HERITAGE SITE(S)
- HERITAGE (DESIGNATED)
- HERITAGE (REGISTERS)
- SIGNIFICANT TREES



BIKE WALK

PARKER

- DOUMAC
- PUB
- THEATRE
- GREEN C.B. RD.
- SIDEWALKS
- C.B. PARK
- BEACH BOARDWALK
- PUBLIC WASHROOMS
- SENIORS + AFF. HSG
- ELIMINATE THRU TRAFFIC

Gate way

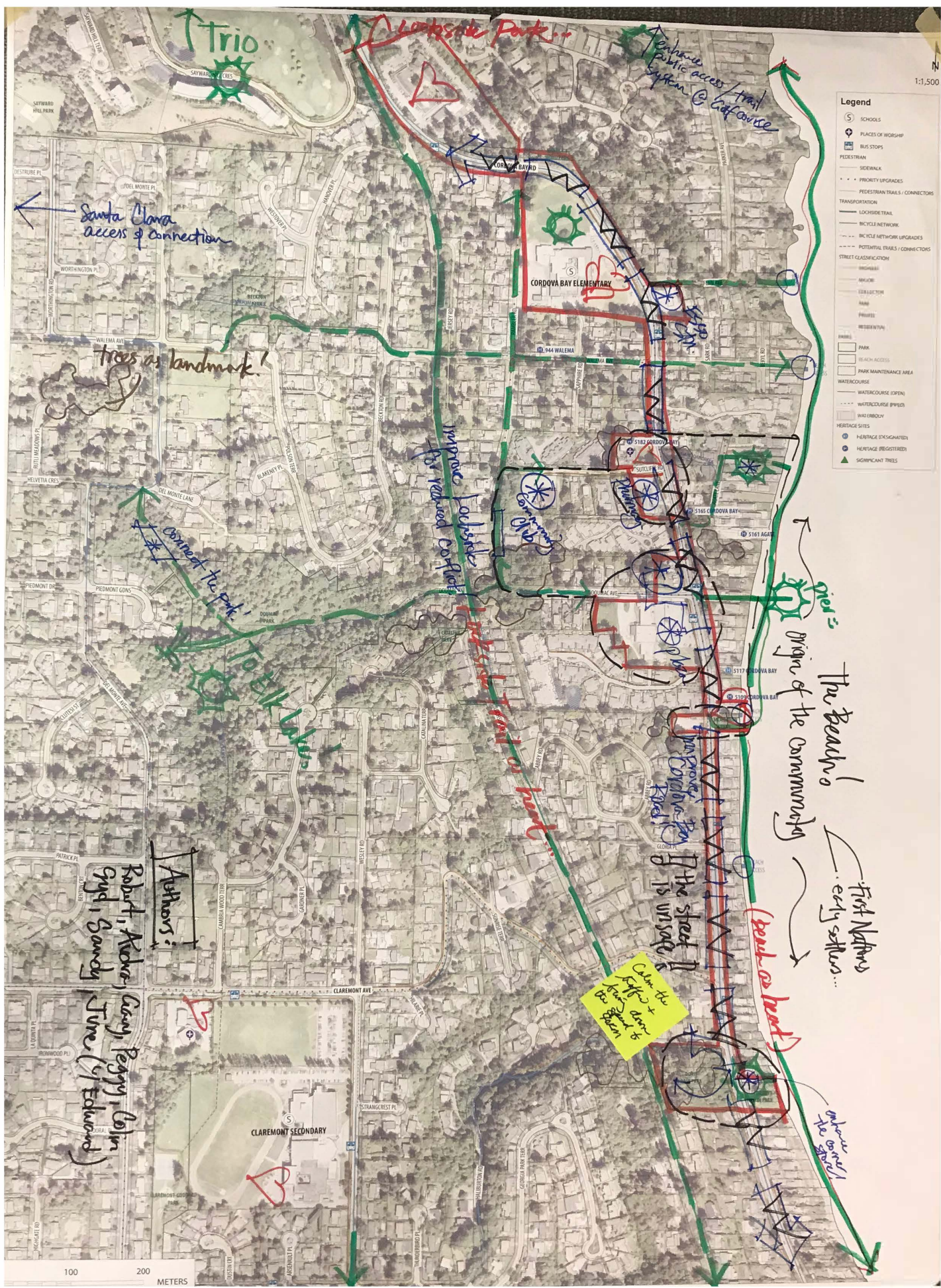
Revitalize!

0 100 200

FRAN

Legend

- SCHOOLS
- PLACES OF WORSHIP
- BUS STOPS
- PEDESTRIAN
 - SIDEWALK
 - PEDESTRIAN TRAILS / CONNECTORS
 - PRIORITY UPGRADES
 - PEDESTRIAN TRAILS / CONNECTORS
- TRANSPORTATION
 - LOCKSIDE TRAIL
 - BICYCLE NETWORK
 - BICYCLE NETWORK UPGRADES
 - POTENTIAL TRAILS / CONNECTORS
- STREET CLASSIFICATION
 - INDUSTRIAL
 - ARCADE
 - COLLECTOR
 - MAJOR
 - MINOR
 - RESIDENTIAL
- LANDSCAPE
 - PARK
 - BEACH ACCESS
 - PARK MAINTENANCE AREA
 - WATERCOURSE
 - WATERCOURSE (OPEN)
 - WATERCOURSE (PIPE)
 - WATERBODY
 - HERITAGE SITES
 - HERITAGE (DESIGNATED)
 - HERITAGE (REGISTERED)
 - SIGNIFICANT TREES



Authors:
 Robert, Archer, Cathy, Peggy, Colin
 Gyn, Sandy, Irene (of Edward)

Calm the traffic down to the street

golf = The Beach's origin of the community
 First Nations early settlers...
 beach as heart

improve the overall the overall

Legend

- S SCHOOLS
- PLACES OF WORSHIP
- BUS STOPS
- PROPOSED TRAIL**
- IDEAL TRAIL
- PRIORITY UPGRADES
- PEDESTRIAN TRAILS / CONNECTORS
- TRAIN / BICYCLE
- LOCKSIDE TRAIL
- BICYCLE NETWORK UPGRADES
- POTENTIAL TRAILS / CONNECTORS
- STREET CLASSIFICATION**
- HIGHWAY
- MAJOR
- COLLECTOR
- FEEDER
- RESIDENTIAL
- LAND USE**
- PARK
- BEACH ACCESS
- PARK MAINTENANCE AREA
- WATER COURSE**
- WATER COURSE (OPEN)
- WATER COURSE (PIPELINED)
- HERITAGE SITES**
- HERITAGE (DESIGNATED)
- HERITAGE (REGISTERED)
- SIGNIFICANT TREES



Ridge District

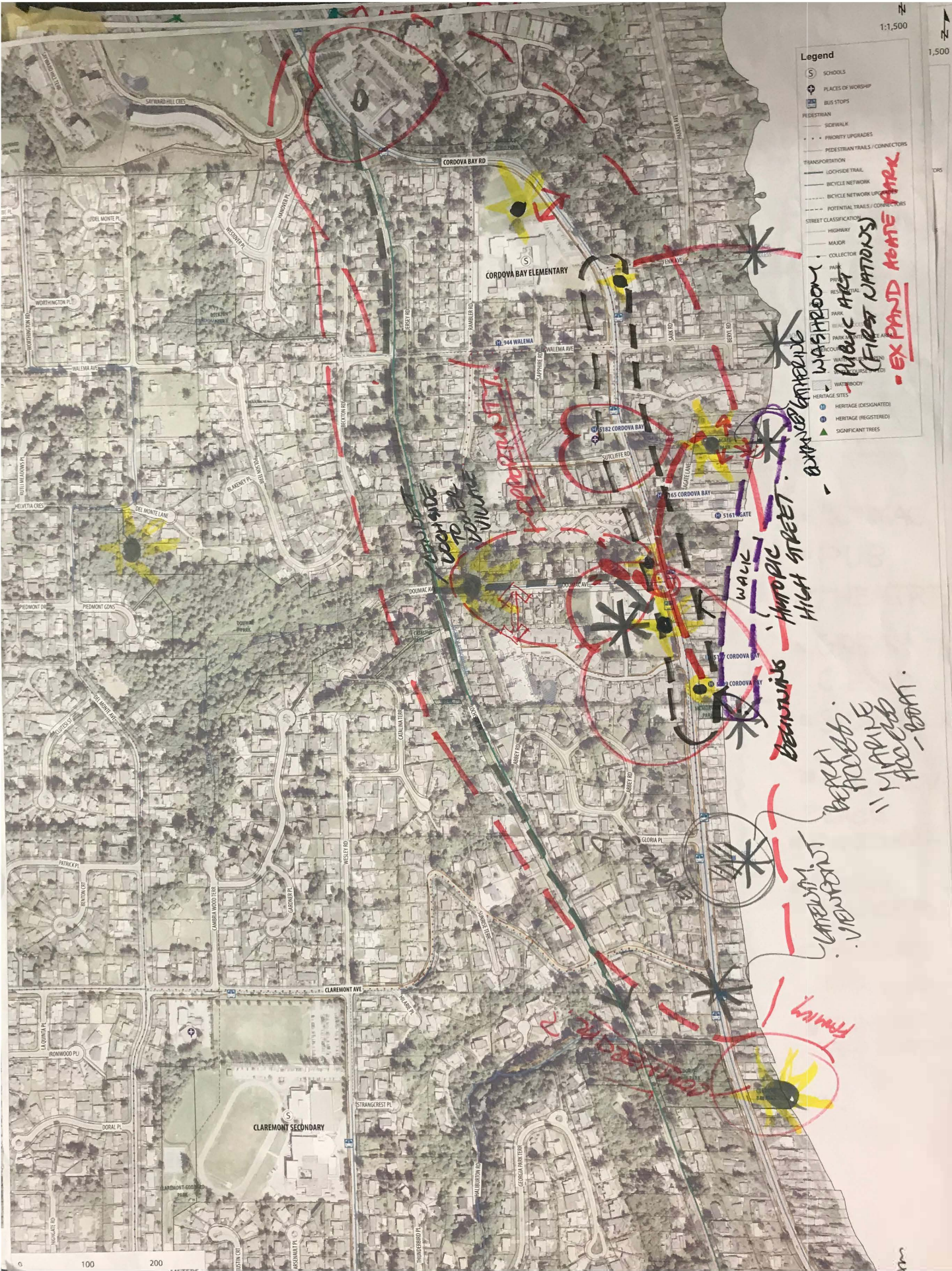
Design - All of C Bay Rd in Village Theme - e.g. banners, trees, lighting

SUNSET BEACH

Cordova Bay Beach

SUNSET BEACH DISTRICT

Megan & Troy



Legend

- S SCHOOLS
- PLACES OF WORSHIP
- BUS STOPS
- PEDESTRIAN
 - SIDEWALK
 - PRIORITY UPGRADES
- TRANSPORTATION
 - PEDESTRIAN TRAILS / CONNECTORS
 - BICYCLE TRAIL
 - BICYCLE NETWORK
 - POTENTIAL TRAILS / CONNECTORS
- STREET CLASSIFICATION
 - HIGHWAY
 - MAJOR
 - COLLECTOR
 - PARK
 - PARKWAY
 - RESIDENTIAL
 - LOCAL
 - WALKWAY
 - WATERBODY
- HERITAGE SITES
 - ① HERITAGE (DISCONTINUED)
 - ② HERITAGE (REGISTERED)
 - ▲ SIGNIFICANT TREES

WASHBROOM WASHBROOM
PUBLIC ARTS
(FIRST NATIONS)
- EXPAND MONTE PARK

BURNING
ANTHROPIC
HIGH STREET

WALK

VIEWPOINT
VIEWPOINT
FRMRY
WALK WAY TO THE VILLAGE

EXPAND MONTE PARK

Need a map of the area to the north of the school to show the proposed route.

- Legend**
- S SCHOOLS
 - Ⓜ PLACES OF WORSHIP
 - Ⓡ BUS STOPS
 - PEDESTRIAN
 - SIDEWALK
 - PRIORITY UPGRADES
 - PEDESTRIAN TRAILS / CONNECTORS
 - TRANSPORTATION
 - LOCKSIDE TRAIL
 - BICYCLE NETWORK
 - BICYCLE NETWORK UPGRADES
 - POTENTIAL TRAILS / CONNECTORS
 - STREET CLASSIFICATION
 - HIGHWAY
 - MAJOR
 - COLLECTOR
 - PARK
 - PRIVATE
 - RESIDENTIAL
 - PARKS
 - PARK
 - BEACH ACCESS
 - PARK MAINTENANCE AREA
 - WATERCOURSE
 - WATERCOURSE (OPEN)
 - WATERCOURSE (PIPPED)
 - WATERBODY
 - HERITAGE SITES
 - Ⓛ HERITAGE (DESIGNATED)
 - Ⓛ HERITAGE (REGISTERED)
 - ▲ SIGNIFICANT TREES



Feedback on Materials Produced

The following feedback on the charrette materials was received from the May 25 informal pin-up and the May 26th Public Presentation.

LAND USE AND HEIGHT

This is NOT sensitive!

What does sensitive mean? Who says?

Like commercial frontage idea

Like the 2 storeys

Why is all the single detached zone along the beach?

No 3/4 storeys in core

This demos great exciting mixed housing. CRAZY

Too much potential development in Walema/Rambler/Jersey area. Still should be single residences.

Wrong place for 3/4 storeys

2+ like Tyndall & St John

Fenn/Cordova corner 2 storey max

Don't see need for "Beach Connector" at Doumac

Old gas station should not have 3-4 storeys

3-4 storeys too high for old gas station site

Where is green space?

4 storeys will appear like 5 because of slope down to Cordova Bay Road

Parking? With all these shops

Little shops put front of plaza - excellent

No commercial buildings along east of Cordova Bay Road

Where is pier

How much shopping does one person need?

Let's do 2 storeys yes

I like the 2 two storey concepts

Like Doumac beach pass thru idea

Nothing higher than 2 storeys

Doumac - 3 storey. Density and tree/vegetation will compliment each other - BALANCE

I like 2 storeys for road front at plaza

More thought needs to go into traffic calming chicanes

More shops, retail, pub, restaurants on lower Doumac

No 4 storey buildings

Only want 3 stores on Doumac at back, otherwise 2

Possible commercial on East side of Cordova Bay Road

2 storeys only at front of CB road at plaza - great!

Put a toll on Cordova Bay Road

More retail - would love a pub

Don't make it more than 2 storeys on Doumac

Remember tides

Roundabouts throughout Cordova Bay road

Parks should have safe crossings on Cordova Bay Rd (light)

Maximize density by increasing green space at every opportunity - prevent sprawl

SITE PLAN

Do DPA guidelines follow changes in village boundaries?

Preserve/support open watercourses

Cordova Bay Road cannot/will not cope with increased traffic

Preserve our conifers! We love woodland planting

Refurbished playground needed

Would love to see new developed playground

Refurbish corner store much needed

Love to have the store back

Much needed roundabout

It is awful trying to turn left from Claremont onto Cordova Bay Road! Sightlines need to be improved ok?

Get cyclists off Cordova Bay Road onto Lochside

Like the improved connectivity for pedestrians and enhanced beach access

Need a safe walking path

Where's the pier?

Water feature out front (Natural access + grade) to water

Great pass through (comment points to the future beach connection & view corridor)

Roundabout at Doumac & Cordova Bay Road

Agate park - add public washroom

More beach and/or park activities i.e.: Waterpark for young families in the area

Change rooms and washrooms

Align school driveway with Fenn and install lights

Like the Rambler footpath extension

Yes indeed. We need to listen to and accommodate the younger generations!

Like the idea of connecting Rambler to Doumac.

Rambler - Sutcliffe. Connect!

We want to acquire this connector

Connecting retail is much needed. Needs to be supported with bike lanes and sidewalks

Cordova Bay Road cannot cope with traffic

This is the one to use

Yes please. Agree!

PLAYGROUND

I want to talk about having a playground on the beach. Because every year my school (Cordova Bay) goes down to Walema Beach. Sometimes we have a lifeguard. People play in the sand and play games. We go down there for about an hour or two. It would be nice to have a playground there. I think we should get the school to vote on what we should have on our beach. Like a zipline or slide. The beach is a wonderful place to be. It's good to have change! Change for the community!

-India Furtado, Age 10

SENSITIVE INFILL PRECEDENTS

Cordova Bay Road cannot cope with more traffic

Horrible!

These infill housing units are completely out of keeping with the look and feel of Cordova Bay!

Housing should be varied in "look" & "finishing"

Add some variation - uniformity makes it look like a Disneyland façade

Keep setbacks as per rest of residential to provide space for landscaping

Need to address traffic though

Good need more density

Not here

Too dense. Not enough green/pervious space

Too dense for lot size. Not enough off street parking

Sensitive - no such thing!

No boxes

Boxes without character!

Green space is essential - need to balance growth with maintaining our very special natural environment

I like having green spaces between rows of houses = space (for play, picnics, connections, quiet)

Could work. But already have in Cordova Village

Creates space and common area = community

Like the center green space.

-Second this - makes accessible to public

Gentle? You are joking?

Good for single or seniors

And change gable roofs would be good

Don't like it

None of this is affordable in Cordova Bay

What is affordable?

Prefer the current green frontage

I like the lower height (2.5 storeys) max along CB road

Like zero lot line frontage "seaside" character
The look of too much road
Great idea! This currently is a very under utilized space
Love the lower height. 2 storeys max.
Plaza 4 stories. Big mistake.
No. 2 storeys max.
Allow garden suites

CORDOVA BAY ROAD

Where is the 15 minute Public Transit Plan?
Where is parking?
Let's look at opening up other roads (i.e.: Lochside) as an alternative to solely relying on Cordova Bay Road to take all the traffic
Integrate roundabouts on Cordova Bay Road where possible
Incorporate 'beautifying' Cordova Bay Road with trees and nice street lamps
Love the trees within the median - visually appealing
Like the narrowing of Cordova Bay Road - will slow traffic
No! Road can't handle traffic
Chicanes could be used for traffic calming. Also slightly raised sidewalks/decorative refuges as well. Popular in Europe/Switzerland.
Please display infrastructure updates to go with increased density!!
Bike lanes are essential on both sides of Cordova Bay Road (every developing community now has these). Green.
Is there actually a will to calm traffic? I don't believe Saanich would like to calm traffic on Cordova Bay Road
Before we add too much density we need to address the issue of Cordova Bay Road - it's the only access for all
I love the planted boulevards/medians - grasses etc.
We need to plan and acknowledge mixed bike & pedestrian uses

NOTES ON HEIGHT AND DENSITY

We have nowhere like this unless you go up hills!

VILLAGE COMMERCIAL PRECEDENT

Beware of 'improving' traffic to the point of losing the loose country character of our streets
Storefronts tight to the sidewalk get rid of green feel of neighbourhood. AGREE.
We need to aim for a Cadboro Bay village feel and not uptown
Love the idea of being able to build in front of an existing home
So wrong!!
Will Trio development have retail? If so, need to connect into plan of village

MCMORRAN PARK

Remember Cordova Bay has families with children. Don't forget them.

Very nice!

Fantastic. Increase beach access. Opportunity for pier?

Love this staggered stair - small desks!

Very creative - would be very nice!

Perfect!

Nice idea. Much better than a blank space.

ST. DAVID'S

Love the design - great incorporation of old and new

This looks good

Interesting but too high and over-powers original church structure

Excellent design and look. Seniors Centre - thumbs up!

COMMUNITY CLUB

Far too dense

Where is green space

Wonderful, creative use of what is currently an eyesore

Where is nature park?

Please, please save the row of trees

I like it

Too intensive housing. No.

Where are the families? This is missing here

Too high and large a structure

Leave backdrop of mature trees

No! (arrow points to extension of Sutcliffe road to Rambler road)

PLAZA

Attractive, modern - No 1 for social connectivity and mobility. Bikes, scooters + walkers.

More attractive and more services. Yes!

Where are the parks in the centre?

Good luck attempting to improve!

Where do the families with children go?

This looks like a community for old people.

I like the kiosk design.

IDA PHARMACY

We don't want to attract outsiders to shop in Cordova Bay - keep the green space

Who would want to sit right along busy Cordova Bay Road having a beer?

More retail boutique + specialty shop

How much shopping do we need!

Too close to road and too high. Use Mattick's as the low profile model.

Need set-backs along road frontage

Too over bearing

Too near roadside. Creates a corridor.

Too busy

Wrong. Too intense.

I think this looks cozy and inviting