



APPENDIX A

Tillicum - Burnside Action Plan Streetscape Concepts

**Comments • Public Open House
February 3, 2005**



Thoughts on the streetscape concepts...

At the Public Open House held on February 3, 2005 at the Saanich Silver Threads – Les Passmore Centre...

more than 50 people attended.

we asked everyone what they thought of the streetscape concepts...

SAFETY, SAFETY, SAFETY...

- LANE WIDTHS narrowed to 3.0 m will not allow SAFE movement of any deliver trucks – the highway standard is 3.6 m
- Queensborough Bridge has 3.0 m lanes and many fatalities/crashes
- Buses cannot travel safely in 3.0 m
- With no deliveries, businesses will close & convert to a ghost town
- **Please** consider safety **first** before all the cosmetic touches

- I am most anxious that traffic lanes not be removed from Tillicum. It is a major regional corridor for obvious reasons.

- It will be grand to see some initial moves being made on streetscape particularly as the library project begins. I think the easiest place to make significant difference is in front of the mall. There are too many traffic lanes there – give some space to pedestrians, cyclists & trees & tie this work to the library to upgrade the whole area. Encourage RioCan to get on board at the same time as all of this municipal work (& tax dollars) will be helping their business too.

- Very ambitious and progressive-seeming plan
- Also suggest painting cyclist-trigger lines on roads that abut the main roads which have bike lanes
- Like the wide sidewalks and tree green separator from roads
- Like the idea of setbacks on 4th storey of buildings to keep natural light on streets
- Prefer to see smaller buildings built in different styles to maintain character & diversity
- I recently saw the new developments at East Clayton in Surrey and was very disappointed by the lack of diversity in the style of homes and exterior palettes used on them. Too uniform and boring
- New developments that want to retain character of an area ought not to look “planned”
- Please try to retain consistency with bicycle & sidewalk treatments
- Idea for roadside parking on narrower streets à look @ Finlayson between Quadra and Cook. Parking bays and trees
- Slightly higher buildings 5-6 storey around to allow for commercial and office spaces would be great too:
 - Tillicum/Burnside • **Epecially**
 - Tillicum/Harriet
- Don't forget bike lock-up facilities
- Attractive Bus stop – Tillicum exchange? Idea for around Tillicum/Burnside
- Residential oriented businesses to attract Daycare, Gym, bike shop
- **Public art ideas** • Location to display art produced by local schools (rotating every few months)
- **Labelled** demonstration garden beds showing attractive use of draught-tolerant plants and native plants
- Get local schools to make stone mosaics and insert them into sidewalks (i.e. see Renfrew Ravine project in Vancouver)
- Please don't forget pedestrian connections on dead-end streets

- Tillicum Mall Redevelopment is shown as “unfortunate”. I think that should be sticken.

- Very good start. Once the ball gets rolling change will happen quickly
- Streetscaping Tillicum Road and Burnside Road must be a priority
- Working with developers to assist in finding solutions (to) barriers that have impeded investment so far

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- Tillicum-Burnside Corner up to Albina to east & Arena to South. Establishment of a streetscape program will encourage development to south & both side of Burnside while cementing the charrette concepts in that development.

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- 1) Overall – you have done a good job
 - 2) I favour priority given to the Gorge/Tillicum corner
 - 3) I think ongoing community involvement and support are essential for whole process, including development principles
 - 4) I am happy about the new gate & entrance assembly at S.E. corner of Gorge & Tillicum (this should read Gorge Park not Gorge Waterway Park)
 - 5) What is meant by “light industrial and manufacturing” in the Gorge Tillicum Village?

“I think the plans look great. Lots of thought was given to neighbourhood geography/grades, traffic, pedestrians & cyclists”

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- 1) Remove utility poles from curbsides
 - 2) Greenspace between roadway and sidewalk in concept #2 as shown in concept #1 (i.e. Ladysmith, BC)
 - 3) Flashing yellow lights where highway exit meets Burnside West

Sidewalks on secondary roads are important to me. All development plans should be approved and completed as soon as possible. Any upgrades of this caliber would be a great welcome improvement.

Question – how will you get current commercial property owners & merchants to change or spruce up properties? (i.e. Fairways or Gorge Centre)

Crosswalks on Tillicum between Maddock & Burnside West too far apart. Mostly seniors live across Tillicum from Mall. Many seniors take lives in their hands in trying to cross in this area between X-walks. Existing traffic on Tillicum travels far too fast.

I think first priority should be around Tillicum Mall should be a starting point and then it should go from there on either side down Burnside or down Tillicum towards Gorge. It would complement the mall and the arena after all it would make a good impact on people traveling (from and to) those areas.

I think the plans look great. Lots of thought was given to neighbourhood geography/grades, traffic, pedestrians & cyclists.

Highway off ramp to Interurban requires clearance of some vegetation along HW off ramp to improve vision “cars approaching – pedestrians using Colquitz Creek crosswalk cannot see vehicles coming downhill & likewise pedestrians cannot see cars – roaring downhill.

They all look great. This neighbourhood really needs this project to happen soon to spark redevelopment of stagnating properties.

Question—why is Gorge Road from Harriet to Tillicum not included in this project? While not as desolate as the two main stretches being considered, serious safety issues need to be addressed: speed of traffic; too steep curbs at side street intersections; narrow sidewalks (green boulevard perhaps?); lack of bike lanes; more pedestrian crossings...

All the plans look great and should all be implemented! Are there any plans on connecting the Tillicum Mall to the Galloping Goose?

Are there any plans to reduce the speed of traffic on Gorge Rd.? A bike lane on Gorge Rd. would also be beneficial—currently it ends at Harriet Rd. where Gorge crosses from Victoria into Saanich.

I am happy the process has started. Maybe some property along Tillicum from Gorge to Arena Road could be expropriated so that we can put in a centre median (that is my #1 priority for the area). Sidewalks on the side streets are desperately needed.

The streetscape concepts are interesting and look good. But I personally do not like trees in the middle of roads. I like to be able to see across the road.

Some grand ideas but no idea of costs. Wonder how you can make landowners improve or upgrade their properties. Some trees become hiding places or block visibility of roads & traffic. Trees are lovely but need more care in selecting to avoid interfering with vision at intersection.

Tillicum Road needs most upgrading, the concept is good. Sidewalks do need to be in good order but grass between curb and sidewalk do need a lot of maintenance. Putting in a complex for senior use at the corner of Arena Road & Tillicum would possibly make it easier for some of us oldies to get there.

“These concepts are EXCELLENT. It is great to see the municipality taking such forward Actions.

CONGRATULATIONS

Now let's get in done ASAP!”

I chose the Tillicum/Burnside Urban Village Streetscape Concept #2. I foremost like the simplicity of the greening between the lanes of traffic. I don't like the small cluster of greens that was proposed in the other designs. To tourists I think it will be more of a “wholesome” view. To onlookers of either side, the trees are a refreshing sight. Though I would suggest more banners.

Tillicum Road: increased density (setback over commercial?)—wider pedestrian setbacks—landscaped medians & boulevards—separated sidewalks—consistent street furniture (incl. banners)

Burnside Road: skinny the road, wider pedestrian setbacks—landscaped medians of boulevards—separated sidewalks—integrate with Victoria traffic design.

Bike lanes, bus shelters (modern), better traffic system for intersection Trans-Canada Highway off ramp.

The buildings are planned too close to the road. Tunnel effect, downtown look not for Saanich.

More space between road & buildings would allow for buffering of sound by trees. Trees act as stormwater management, more open and inviting to pedestrians.

More open space needed if more density is added to this area.

The ideas are good. Tillicum mall area needs more development, esp. the rec, library, senior living. Would be nice if there were areas of Burnside for more stores or proposed 3 & 4 level apts/condos.

These concepts are EXCELLENT. It is great to see the municipality taking such forward action. CONGRATULATIONS.

Now let's get it done ASAP!

Streetscapes (Blvd plantings etc.)

Companies/New developments that go into an area should also contribute a certain percentage to the cost of streetscaping, e.g. Tillicum Mall landscaping is cheap (no irrigation, trees are dying grass is brown/weeds). If Saanich does streetscaping and improve (beautify) Tillicum, why not pressure the Mall Management to upgrade their landscaping?

All of the plans and their guiding principles are impressive.

Although, how realistic the goal of reducing automobile traffic is questionable.

I think that the Burnside/Harriet section should be the initial priority because it is already used by pedestrians and positive improvements to the streetscape would hopefully further encourage this use. In other words, start with what already works.

What about employing permeable sidewalk surfaces and other green technologies? Is cost too prohibitive?

“Sidewalks that are on Tillicum & Burnside are horrible, and being so close to roads is not a comfort zone for me – splashed by puddles & vehicles that travel along at high speeds is a concern for all.”

Saanich has been in need of upgrading for years. Sidewalks that are on Tillicum & Burnside are horrible, and being so close to roads is not a comfort zone for me—splashed by puddles & vehicles that travel along at high speeds is a concern for all.

Keep your new buildings back off the road, leave room for grass, trees & sidewalks with distance between roads. More business and seniors complexes create more traffic and this area is already a going concern, & may I suggest that a stop sign, or major speed bumps be put on the off-ramp coming off the highway onto Burnside—why this access seems to think it has the right of way to all 3 lanes is beyond me. Traffic coming down Burnside is what should have the right of way—Not a Down Ramp .

Also, thanks for putting in the one way street & bike lane = too bad no one treats it that way, just as we said would happen (Bodega, between Ker Ave. & Arena).

Still waiting for the speed bumps to be put in on Arena Road to slow down traffic too.

Roundabouts that were put in on Maddock and Obed are terrible, as a pedestrian be careful, be very careful as you have cars now driving up on the walks to try & make their turns. Stupid, stupid idea this was.

“As traffic comes from the Trans Canada Highway into Tillicum, they get their first impression of the area. I think landscaping with trees, greenery, banners etc. would go a long way to make the first impression a good one.”

The block north of the Gorge Shopping Center with its low rundown building needs attention (Tillicum/Gorge Poster). The corner with the El Greco is nice and the church on Vincent is getting made over so only a short space needs attention.

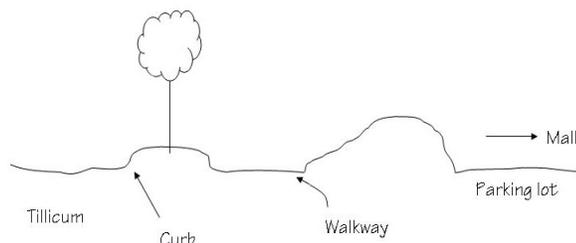
The overall display was excellent.

It isn't practical to build over 4-storey woodframe buildings except a good 4-storey building over commercial/retail. Try and articulate what bonus that would be available to developers to encourage the first development. The more info that is available to start a project, the sooner a decision to proceed is made. Developers go to areas that are defined with expenses understood.

Please update Orillia, Seaton etc. streets. These streets are the main ones used by the Senior Centre, Baseball, Soccer, Lawnbowling & the condos, They are one lane & thereby constrict the flow of traffic particularly when a number of activities are going on in the park area. (There are) better roads in cow pastures.

I am in general agreement with most suggestions. I would like to make two points:

1. As traffic comes from the Trans Canada Highway into Tillicum, they get their “first impression” of the area. I think landscaping with trees, greenery, banners etc. would go a long way to make the first impression a good one. I refer to the stretch between TCH and Burnside/Tillicum intersection.
2. It would be a “safer” walk, if pedestrians could be shielded from Tillicum Road traffic, in front of the mall, by having a “green space” between the road and the walkway:



I believe the Tillicum/Burnside Urban Village Center concept should be Saanich's first priority. I frequent this area a lot and it could be more appealing with the new design concepts. The additions of greenery (i.e. trees in center roads) is a great idea. This area is in need of improvement, especially with the new addition of Old Navy, Pier 1, etc. These concepts are what Victoria is about à more appealing to tourists.

Trees at Davida & Tillicum need trimming for Traffic safety

The information was interesting however, I thought some more consideration would have included West Burnside through to Helmcken where there are some real traffic tie-ups across from Spectrum School. 4 Lanes are required from Helmcken to Douglas with no side street parking—as this is becoming a major traffic corridor.

I have seen and participated in many such plans. They all look wonderful. The success hinges on two factors—political will and allocation of resources. If council caves in to special interest groups (who usually do not participate in the charrette) nothing good will happen.

On Tillicum, the first major change needs to be running power, phone, cable services underground. Drivers turning on and off Tillicum to the west have to dodge poles which forces turns toward the center of the road. It would seem to be very costly to widen the road to accommodate above-ground services.

Before increasing housing & especially for seniors, an effort must be made to address traffic noise. I live on Tillicum. During the hot summer months it is necessary to open windows. The noise from straight-pipe exhausts on cars & motorcycles is literally deafening—prevents conversation. Automobile boom-boxes are the same.

Several authors have provided irrefutable evidence that zoning is responsible for more urban sprawl than any other factor. You can't get rid of the concept but it can be minimized by the use of development permits. See Parksville's LAP from about 1995.

Today, many vans need 6'8" clearance for underground parking.

For access to Tillicum Mall from the Senior's residences across the street, consider the "Level 2" concept from Calgary—for about 2020.

We asked everyone who attended which streetscape concept should be the first priority?

**Tillicum Major Centre
Part II**

17

Gorge Neighbourhood Village

17

**Tillicum Major Centre
Part I**

11

**Burnside Neighbourhood
Village**

7