

Colwood Gateway & Triangle Lands Vision and Action Plan

December 13th, 2023



Land Acknowledgment

The City of Colwood sits on the ancestral lands of Teechamista and the Lekwungen-speaking people of the Songhees and Esquimalt Nations.

This land is defined by the 1850 Douglas Treaty with the Teechamitsa people.

We are honoured to have the opportunity to build strong working relationships with local Nations based on learning, openness, humility and respect.

We endeavor to walk softly on these ancestral lands of the Xwsepsum and Lekwungen families.

The City of Colwood has developed a Vision & Action Plan for its Gateway and Triangle Lands located in and adjacent to Colwood Corners. The following provides a summary of the Plan, which builds on the direction of the Official Community Plan, engagement with landowners and input from staff and Council.

Let us know what you think and find out more at Colwood.ca.

PLANNING FUNDAMENTALS



STRUCTURE & FUNCTION

emphasize public space for long term community benefit, secured through the creation of new connections.



PLACEMAKING & CONNECTION

prioritize places for people, protect and enhance natural assets and improve pedestrian connectivity.



OPTIMIZING SPACE & VALUE CREATION

promote intensification of mixed-uses with an emphasis on local streets, ground-oriented forms and activate pedestrian spaces.

PHASING + IMPLEMENTATION

To assist City staff and developers in realizing the vision, the Plan includes recommendations for policy updates and incentives, including a “**fundamentals checklist**” to guide development permit applications. The phasing strategy centers on two principles: incremental growth and long term flexibility.

incremental growth recognizing this as a ‘generational plan’ with a 30-50 year time horizon. As individual parcels are redeveloped, the vision will begin to come together.

long term flexibility is built in through multiple high streets and centres. The plan does not rely on one “big move” to be successful, nor on a specific sequence.



NEIGHBOURHOOD PRECINCTS

A Galloping Goose Precinct

Leverage opportunities for placemaking and a vibrant public realm along the Galloping Goose.

B Triangle Lands Precinct

Improve circulation within the precinct and unlock potential for development.

C Gateway Mixed-Use Employment Centre Precinct

Diversify land use types, improve circulation and the quality of the public realm.



1 view of the proposed high street in the Triangle Lands Precinct.



2 view of the proposed internal road in the Gateway Mixed-use Employment Centre Precinct.



3 view of the proposed future condition for a small segment of the Galloping Goose.

Annotated Table of Contents

This document presents the vision for the City of Colwood's Gateway and Triangle Lands located in and around Colwood Corners and offers direction for how to get there. This Plan serves as a roadmap to all parties involved in realizing the vision, from developers to City staff and Council, as well as business owners, and residents.

Colwood Gateway & Triangle Lands Vision and Action Plan. Here is what you will find inside.



Introduction

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The introduction section presents the project process, study area, landform analysis and policy context information. Subsections include:

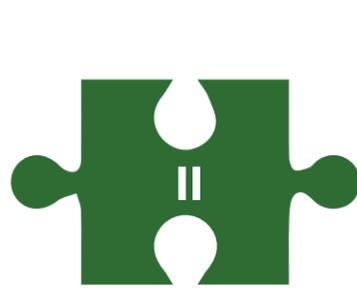
Process Overview

Study Area

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Natural & Environmental Context

Qualities of Great Neighbourhood Centres



Vision, Values & Planning Fundamentals

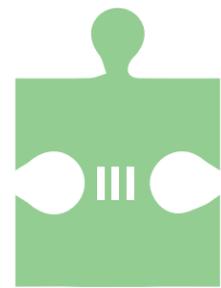
page 9

This section presents the project's vision and values, design precedents and fundamentals to guide future development. Each of the three Fundamentals includes a "fundamentals checklist" to emphasize the most important considerations for new development within the Gateway and Triangle Lands. Subsections include:

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This section presents the overall concept for the study area, showing generalized Land Use areas and precincts. Subsections include:

Land Use & Structure Concept

Conceptual Illustrative Site Plan

Building Configurations... Risk & Return

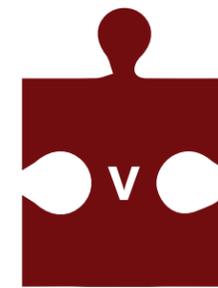


Galloping Goose

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This section illustrates an ambitious long term vision for the lands adjacent the Galloping Goose, leveraging the opportunity a new overpass presents to celebrate and activate a small portion of this remarkable regional active transportation trail. Subsections include:

Galloping Goose Precinct Concept and Big Moves



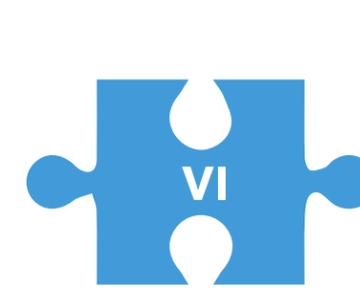
Triangle Lands Concept

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This section focuses on the Triangle Lands and presents a more detailed concept of how this area should develop in the long term. Subsections include:

Triangle Lands Concept

Big Moves



Gateway Lands Concept

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Gateway Lands Structure

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The implementation section explains next steps in the planning process and how the vision will be realized over time through the incremental development of both private and public lands. Subsections include:

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I. INTRODUCTION

The introduction section presents the project process, study area, landform analysis and policy context information.

Process Overview

Vision, Masterplan, Implementation.

The City of Colwood is a thriving community in one of the fastest growing regions of the province. Colwood increased its population by 12.5% between 2016 and 2021, and by 2038 there will be an estimated 26,484 residents. The City of Colwood is seeking to build on its sense of community for existing and future residents.

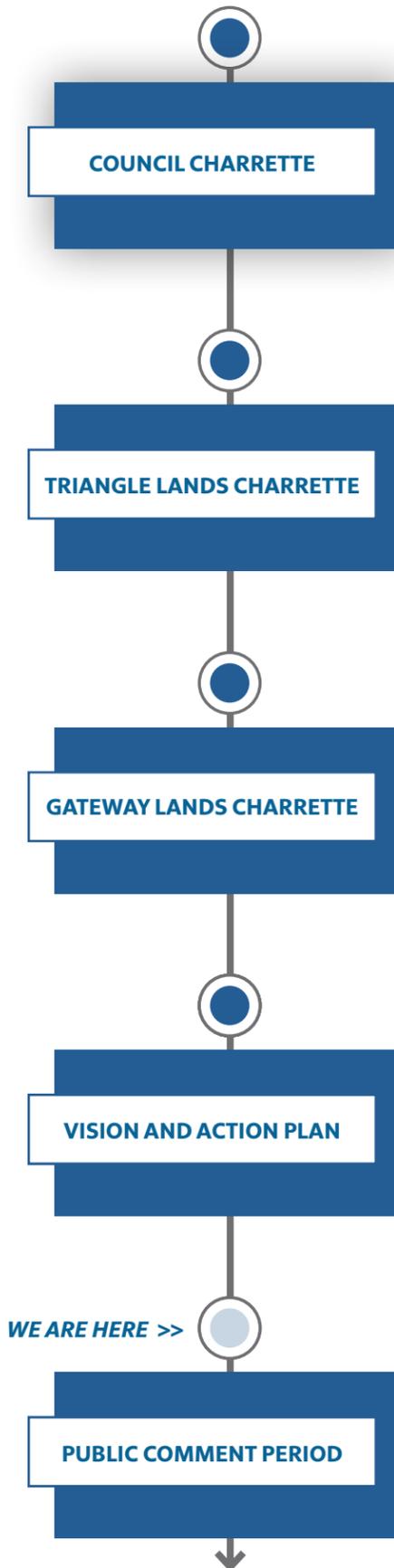
Starting in 2021, the City of Colwood led a visioning process to take a closer look at the "Gateway Lands" and the "Triangle Lands". The Gateway Lands consist of a Mixed Use Employment Centre on the west side of Sooke Road / Island Highway. The Triangle Lands are located in Colwood Corners adjacent Wale Road. Visioning for these lands built on the 2018 Official Community Plan's direction. More specifically, the purpose of this process was to:

- Clarify the Official Community Plan's vision for the Gateway and Triangle Lands;
- Develop more detailed land use concepts and block configurations for these areas that illustrate the vision's general scale, form and character; and,
- Explore how the vision could be implemented through public-private partnership.

Three charrettes (multi-day workshops) were held with Colwood Council, as well as landowners of the Gateway and Triangle Lands respectively. A team of planners and architectural and urban designers, including municipal staff, facilitated the workshops and translated the vision into a series of concept plans and sketches, presented in this document.



Colwood Corners, as illustrated in the Colwood Official Community Plan



A multi-day design workshop was held with Colwood Council to discuss the community's hopes for the Gateway and Triangle Lands. Project values and fundamentals, as well as an area land use concept plan were developed as part of this charrette.

A two-day design workshop was held with Triangle Lands residents and landowners to present the project values, fundamentals and land use concept. As part of this workshop, a masterplan concept was developed for the Triangle Lands and participants were engaged on how this vision could be implemented over time.

A two-day design workshop was also held with Gateway Lands stakeholders and landowners to present the project values, fundamentals and land use concept. As part of this workshop, concept options were developed for the Gateway Lands to explore how the project's vision and fundamentals could be realized through different ownership and partnership models and at various stages of implementation .

The charrette outputs are presented in this Vision and Action Plan. The sections reflect each of the charrettes, moving from Vision, Values and Fundamentals, to the overall Land Use Concept, followed by more master plan concepts for the Triangle Lands and Gateway Lands respectively. The Plan concludes with an Implementation section outlining considerations and recommendations for staff and Council moving forward.

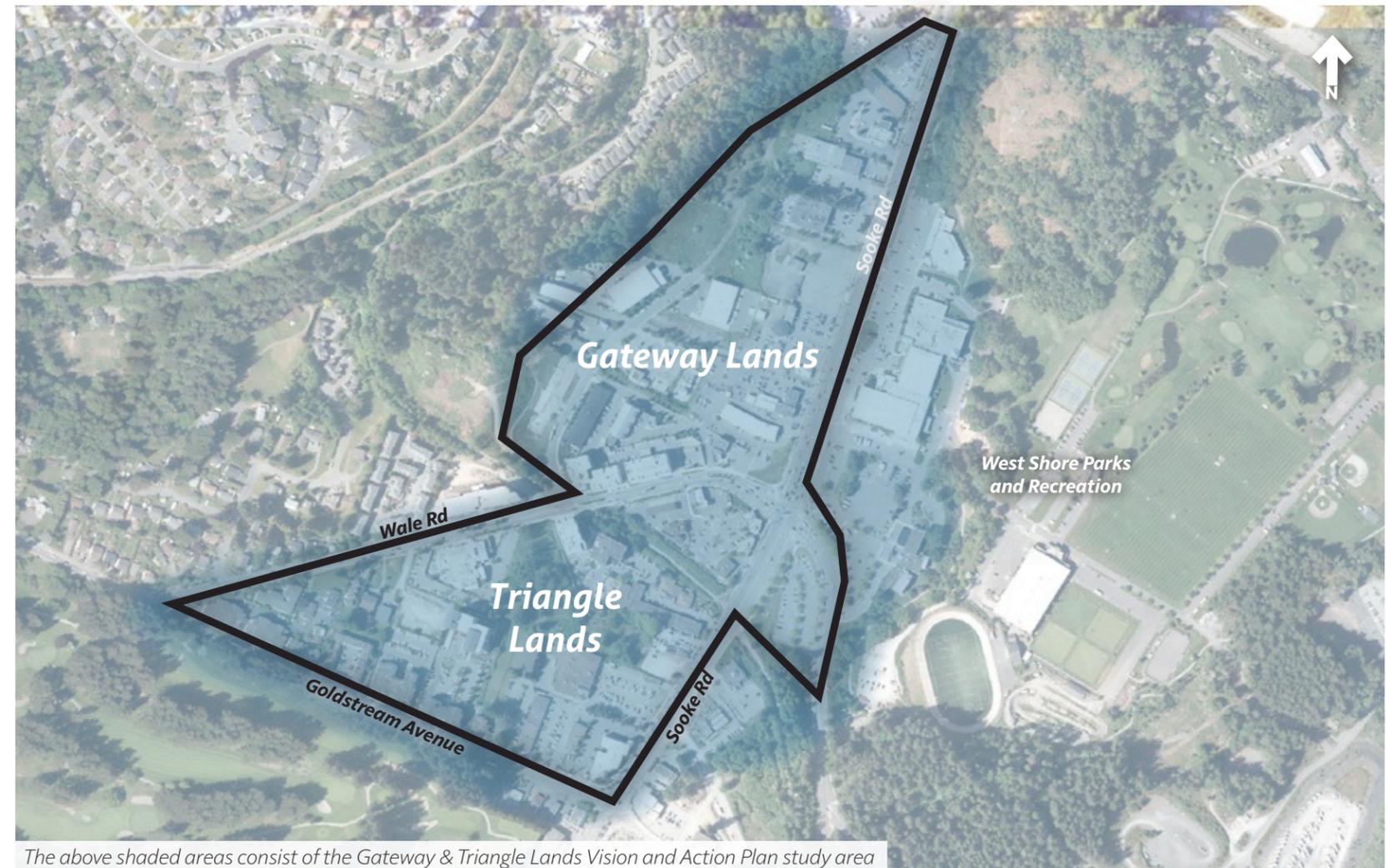
Following engagement held during the Official Community Plan update process, the City returns to the general public and Colwood community members to present the Colwood Corners Gateway & Triangle Lands Vision and Action Plan for their review and comment.

Study Area

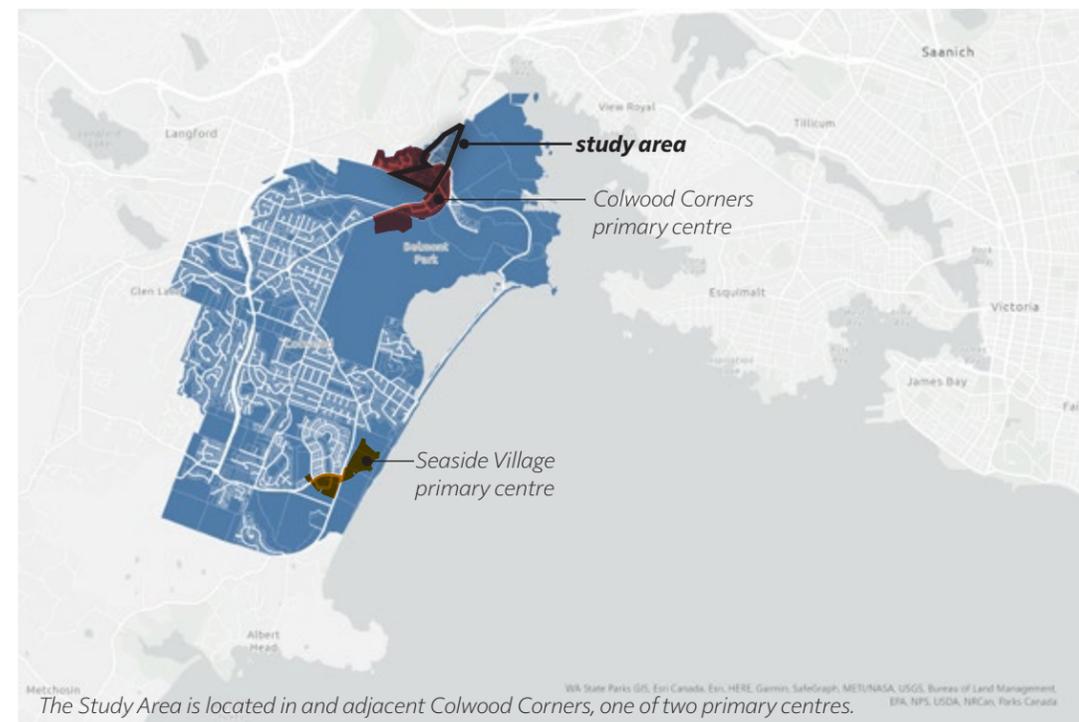
Location and overview

The Gateway and Triangle Lands are located in and adjacent Colwood Corners. Colwood Corners is one of two primary centres of cultural, civic, economic, and public life within the city. Situated to the north east of the City of Colwood this area is strategically located relative to the greater Capital Regional District. To name just a few significant indicators:

- the study area straddles Sooke Road / Island Highway and is just 30 minutes from Downtown Victoria;
- BC Transit’s Regional RapidBus Implementation Strategy designates this stretch of Sooke Road / Island Highway and Goldstream Avenue as a regional rapid transit corridor; a new “Terminal Station” and park-and-ride is proposed to be located within the study area;
- the Galloping Goose Regional Trail - a readily used bike commute route - traverses the study area; and
- West Shore Parks and Recreation is adjacent to the Gateway and Triangle Lands and will provide diverse and accessible recreational opportunities for residents and visitors to these areas.



The above shaded areas consist of the Gateway & Triangle Lands Vision and Action Plan study area



Triangle Lands

The Triangle Lands are bounded by Wale Road, Goldstream Avenue and Sooke Road / Island Highway. This triangular-shaped area is within Colwood Corners and is approximately 27 acres in size. It is bisected by the Galloping Goose and includes a mix of housing and commercial services (e.g. health services, children’s learning and family services, grocery store, banking, fast food, automotive, etc.).

Gateway Lands

The Gateway area consists of the parcels fronting the Sooke Road / Island Highway upon entering Colwood from View Royal. The Island Highway Corridor defines the entryway to the City of Colwood and stretches approximately 600m from the municipal border to Wale Road. The east side of the corridor is bordered by West Shore Parks and Recreation - governed by a Board of Directors made up of representatives from five municipalities: Colwood, Langford, Metchosin, Highlands and View Royal. The west side is a Mixed Use Employment Centre currently made up primarily of commercial low rise developments and parking lots.

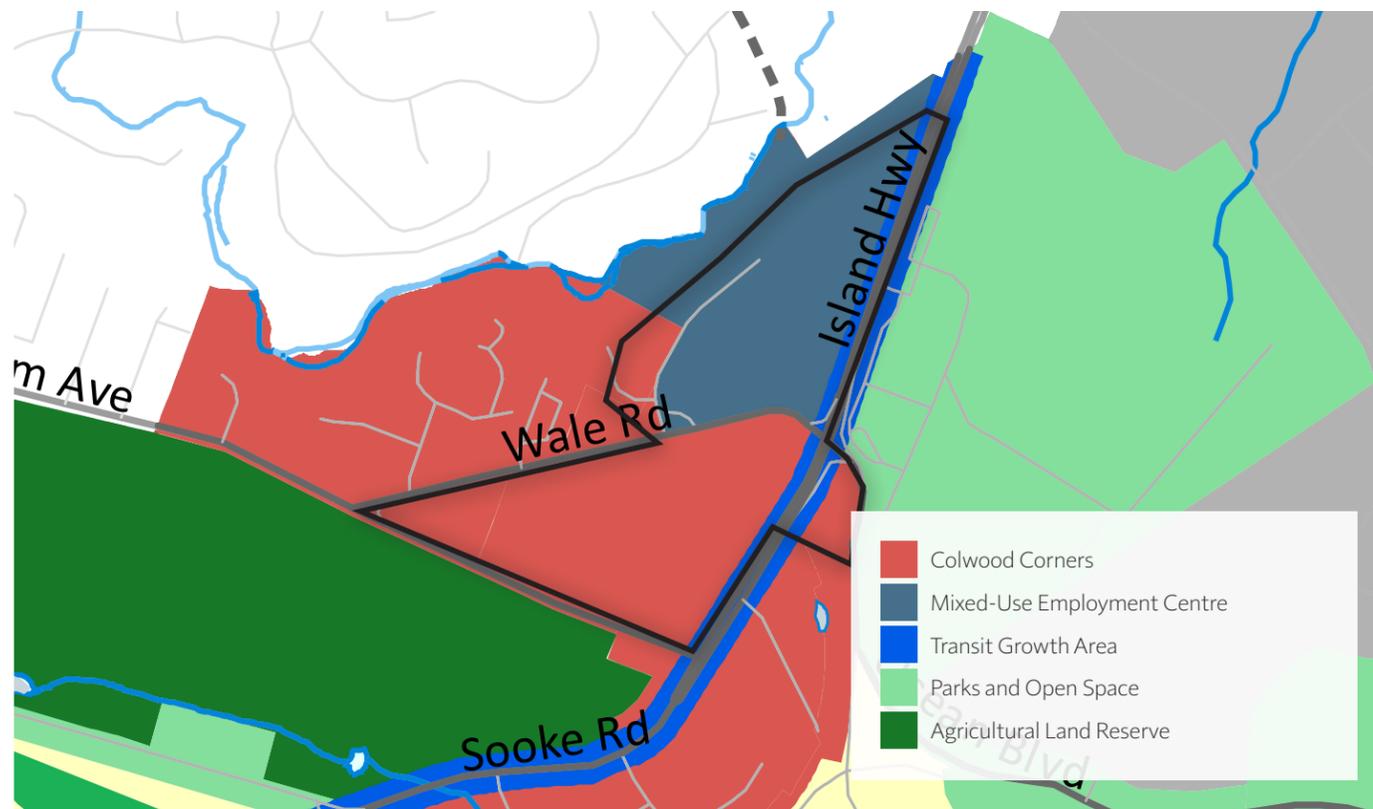
Policy Context

Official Community Planning Land Use + Zoning

The Official Community Plan identifies most of the study area as part of growth and/or employment centers (Colwood Corners, Mixed Use Employment, Transit Growth Area). One of the main goals for this visioning exercise was to further define what this could look like in order to support and incentivize future development and provide better direction to zoning updates.

OCP Land Use Designations Map

The OCP designates land uses in the Gateway Lands as “Mixed-Use Employment Centre” to the west, West Shore Parks and Recreation as “Parks and Open Space” to the east of the highway corridor. The Triangle Lands are designated as “Colwood Corners”, and is bordered by Royal Colwood Golf Course which is included within the Agricultural Land Reserve.



Colwood Official Community Plan - figure 8: Land Use

Zoning Map

The Gateway area has a mix of zoning including commercial, mixed-use commercial, and service commercial uses. Within the Triangle Lands, there is a variety of commercial zones along with multi-unit residential zones. While the updated Land Use and existing Zoning generally aligned, a revitalization of this area will better support the Colwood community and reflect the goals and policies of the Official Community Plan.



Zoning - Colwood Land Use Bylaw

Official Community Plan | Goals + Policies

The Official Community Plan (OCP) includes overall objectives for the City and its vision for the future. It speaks to the potential of the gateway area to become a more vibrant and thriving centre with **a specialized role in the community as a hub**. OCP goals and policies related to the Gateway and Triangle Lands include:

Goals

- People and nature are exceptionally well-connected.
- Residents have realistic transportation choices.
- Public spaces – including streets – are for public life.
- Colwood is home to family-friendly neighbourhoods that provide housing choices.

Policies

Policy 6.2.2.1 TWO MAJOR CENTRES

Within the “Intended Growth Areas”, focus the greatest intensities of residential and commercial growth in Colwood Corners and the Seaside Village.

Policy 6.2.3.2 TRANSIT-FRIENDLY COMMERCIAL USES

Support increased transit demand by focusing commercial growth, including both retail and offices, in Colwood Corners, Seaside Village, and Neighbourhoods Centres

Policy 15.2.1.4 ATTRACTING DEVELOPMENT IN COLWOOD CORNERS

Give consideration to pre-zoning for the desired types and forms of development in Colwood Corners in advance of development applications, and investigate the feasibility of a revitalization tax exemption to attract mixed-use development in Colwood Corners.



GENERAL DEVELOPMENT GUIDELINES

Colwood Corners

BUILT FORM

- Low-rise, mid-rise, and high-rise multi-unit buildings up to approximately 12-15 storeys
- Base permitted FAR is 2.0. Maximum FAR is approximately 4.5.

USES

- Multi-unit residential and mixed-use
- Commercial
- Institutional
- Live/work and home occupations
- Greatest intensities to be focused along Sooke Road, Goldstream Avenue, and Wale Road east of Wilfert Road
- Customer service oriented industrial uses, where there is an active ground floor and where uses are compatible with residential uses

Mixed-Use Employment Centre

BUILT FORM

- Ground-oriented and low rise buildings up to approximately 6 storeys

USES

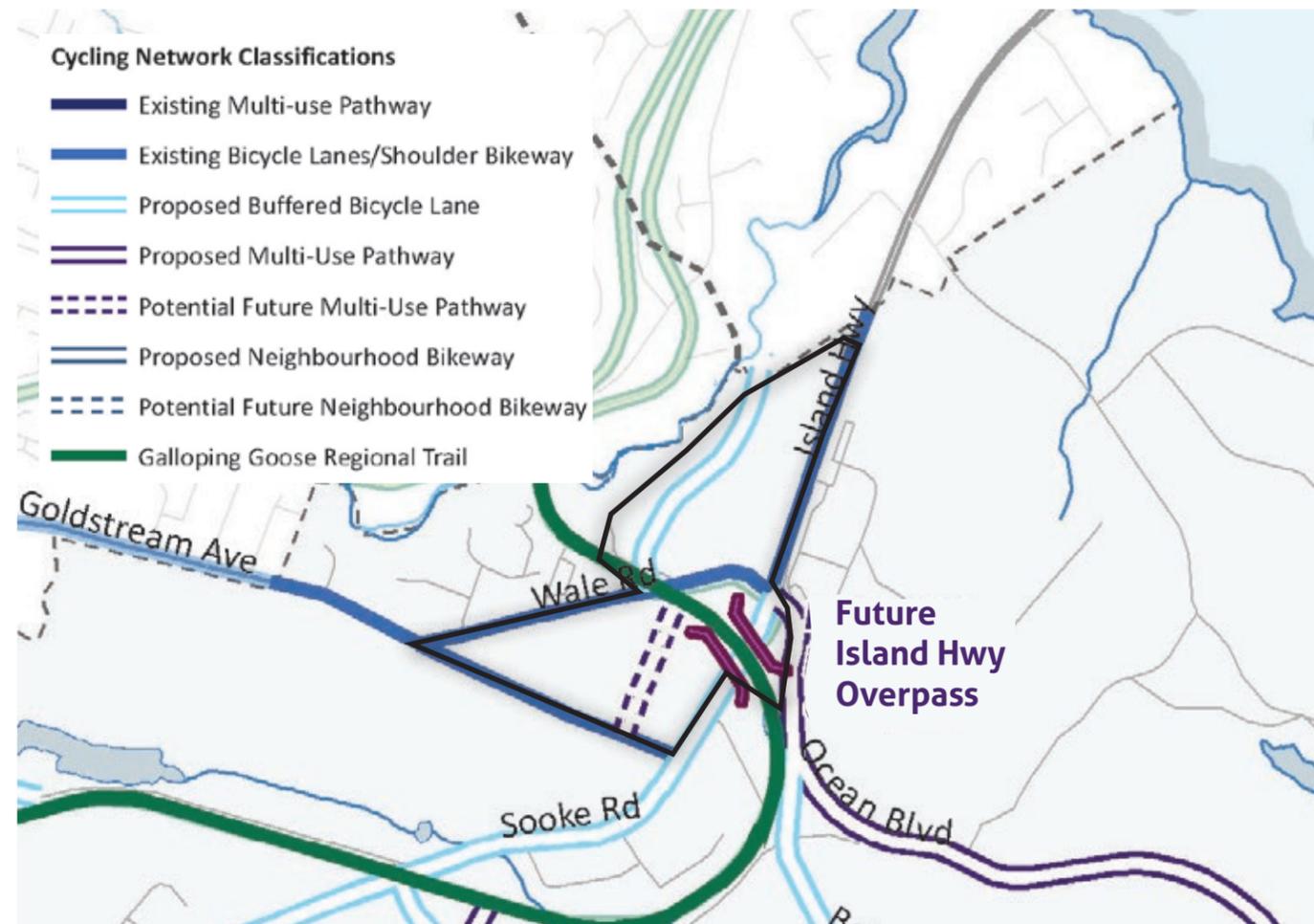
- Multi-unit residential and mixed-use
- Commercial
- Institutional
- Live/work and home occupations
- Light industrial

Active Transportation & Transit Plans

The Official Community Plan includes the following objectives to support cycling and transit networks and use.

Cycling Network

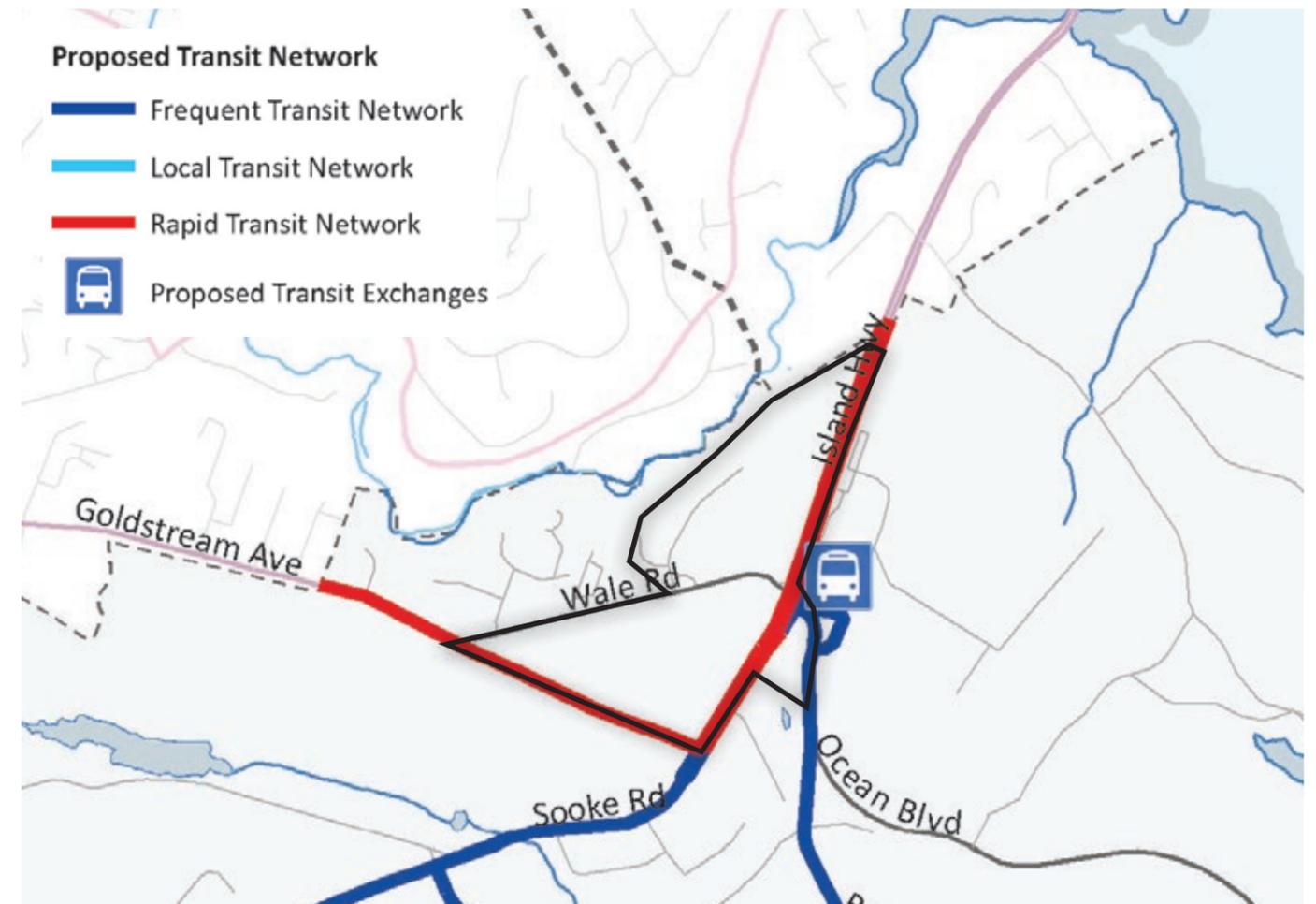
Objective: to improve the safety, comfort, convenience, and enjoyment of cycling for both recreational and destination-oriented trips. There is an existing bicycle lane along Sooke Road / Island Highway in the gateway area that turns right onto Wale Road, connecting to Goldstream Avenue toward Langford. Additionally, a future multi-use pathway is identified running through the Triangle Lands. Finally, there is opportunity to leverage a major project - the Island Highway Overpass - as part of the visioning for the study area.



Colwood Official Community Plan - figure 11: Cycling Network

Bus Network

Objective: to support enhanced transit services – including speed, frequency, and directness of transit – and an enhanced rider experience overall. A rapid transit network is planned entering Colwood along Sooke Road / Island Highway and turning right onto Goldstream Avenue toward Langford. The Official Community Plan proposes upgrading and relocating the existing transit exchange Wale Road and Sooke Road / Island Highway to allow for a Park and Ride facility and to become a multi-modal regional transportation hub.



Colwood Official Community Plan - figure 12: Transit Network

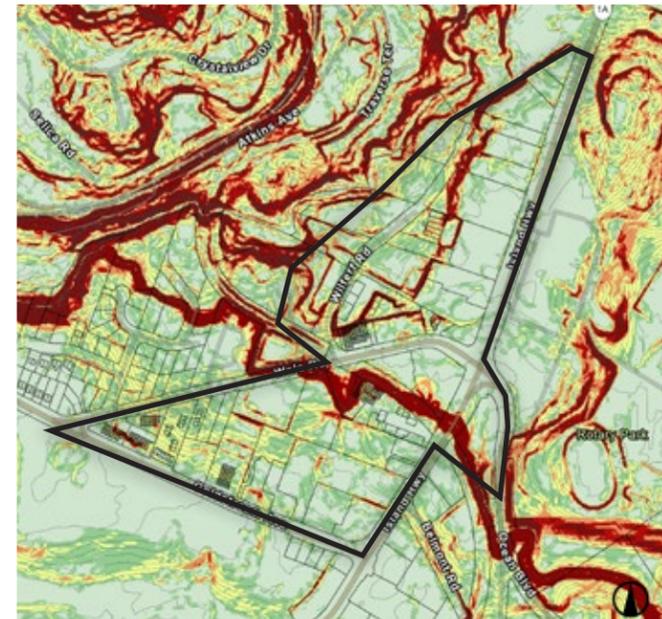
Natural & Environmental Context

Orthographic, Elevation, Slope and Aspect

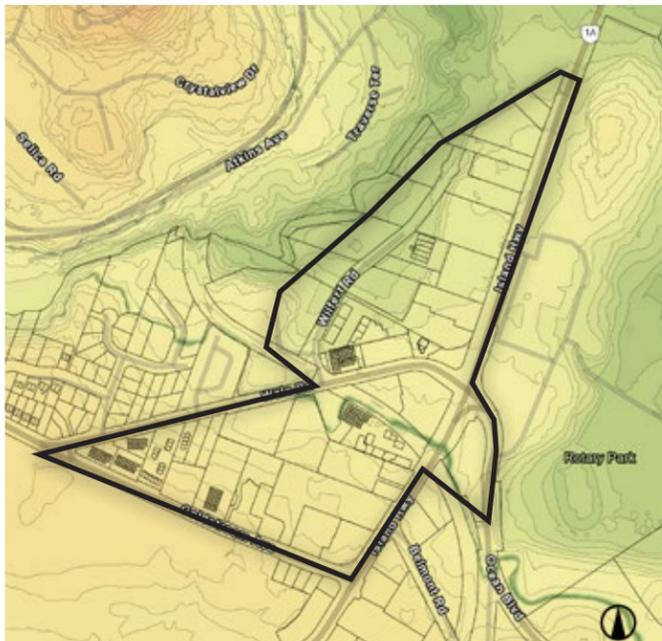
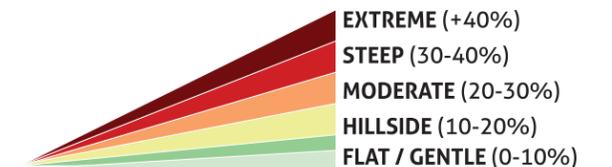
Terrain analysis provides insight to the physical condition, challenges and opportunities of the land based on existing condition of use and topography. This informs design responses, for instance to elevational changes across the site in service of building form, accessibility, and open space design or to significant topographical and environmental features that can be preserved, integrated or enhanced.



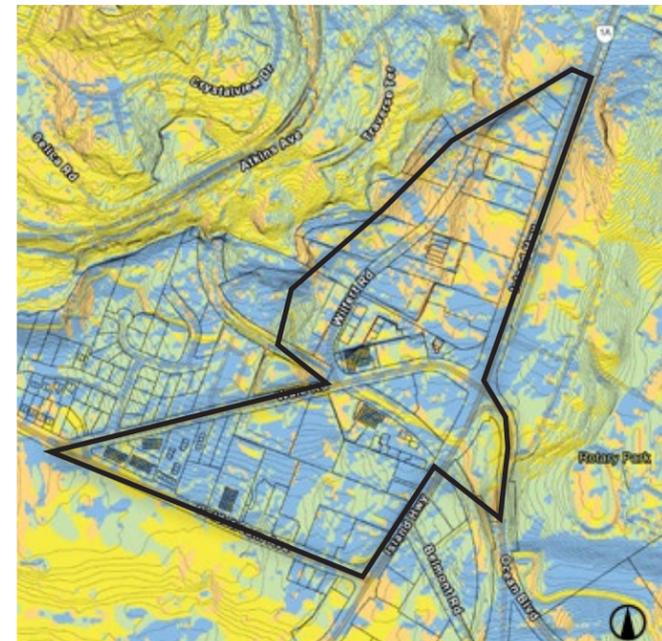
The orthographic evaluation of the site reveals the significant natural features and green spaces that surround this urban centre. The study area is bounded by the Royal Colwood Golf Club and forested patches of mature trees to the south, Millstream Creek to the north and the West Shore Parks & Recreation sports fields and garry oak meadow to the east.



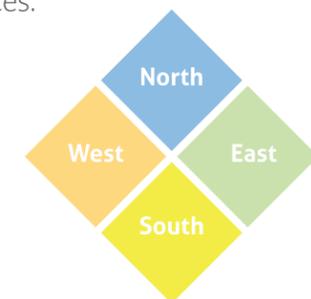
The slope map depicts terrain steepness. Steepness informs design to ensure that development is user friendly and universally accessible. The 0-10% range is considered flat or gentle and is optimal for accessibility and development. The 10-20% range begins to get into 'complex' terrain that requires strategic structural intervention. 30-40%+ steepness is cliff-like and represents significant constraint on development program or is altogether undevelopable. As is demonstrated at left, there are steep areas within the study area that act as barriers.



The elevational map shows 3 metre contour intervals across the site, which represents approximately one building storey. There is a ~14m elevational difference across the map shown above, with the highest point on the north western residential hill, descending into the Millstream Creek system and rising again towards Soke Road /Island Highway. Development along the Gateway & Triangle Lands benefits from an elevational advantage enhancing access to views towards Esquimalt Harbour.



The aspect map represents the direction in which the land faces and gives insight on the sun exposure and solar gain of the site. This understanding informs building and open space design and orientation, to optimize pedestrian comfort and energy efficiency. Generally buildings should be oriented east-west with their longest dimension facing the south. South facing areas on site provide maximum solar gain and also contribute to creating comfortable public outdoor spaces.



Qualities of Great Neighbourhood Centres

The following are examples of projects to draw inspiration from in support of the design principles and the vision for this project.



TRANSIT HUB - Marine Gateway, Vancouver

A transit hub's strength lies in marrying the built-environment with open space that connects multiple buildings together while providing easy, universal access to the transit station. Larger building forms with ground level retail - when articulated properly - can bring character and vibrancy.



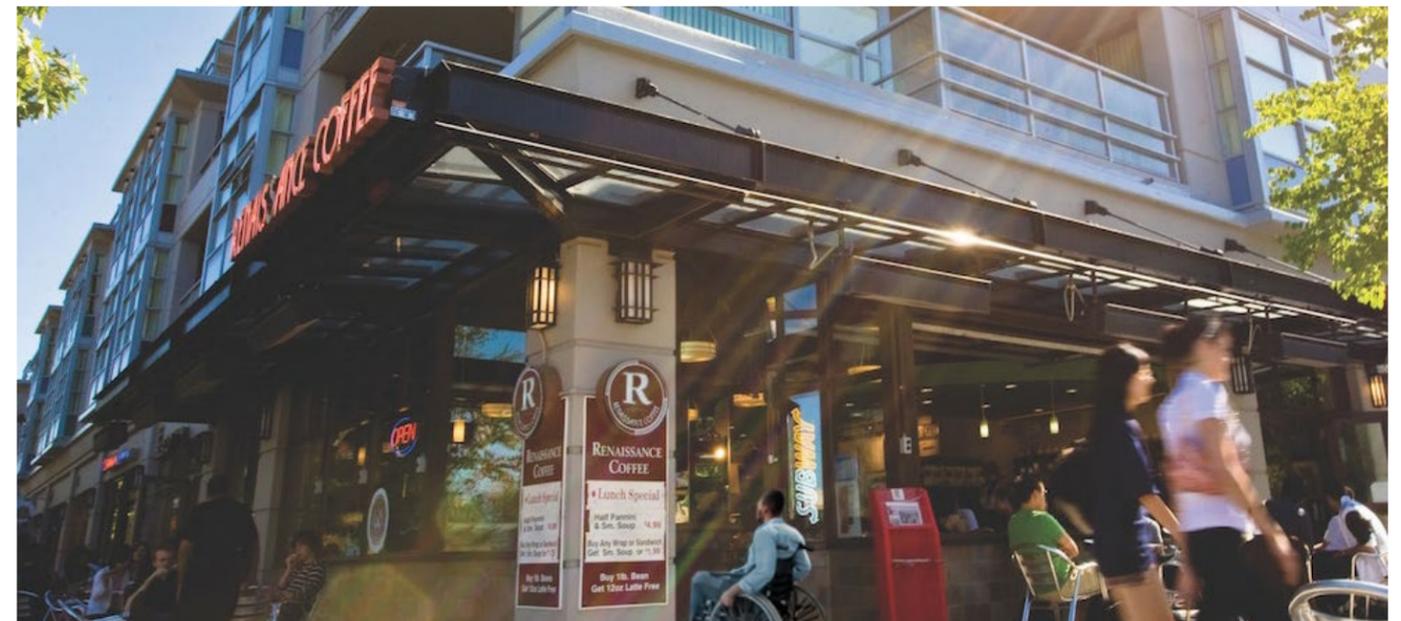
MIXED-USE COMMERCIAL - Newport Village, Port Moody

Mixed use buildings are a sustainable and attractive means of bring people closer to amenities. Typically they hold commercial/retail at grade and residential upper levels. They bring animated sidewalks, vibrant communities, and a commercial core that serves surrounding neighbourhoods.



GREEN/OPEN SPACE - Olympic Village, Vancouver

Open space designs serve to bring community together in a comfortable and enjoyable environment. These spaces include streets, plazas, parks, playgrounds, and walkways. A well designed public open space takes into account the users' comfort, available seating areas, views to natural landscape, and programmable event space.



GREAT STREETS - Renaissance Coffee, Burnaby

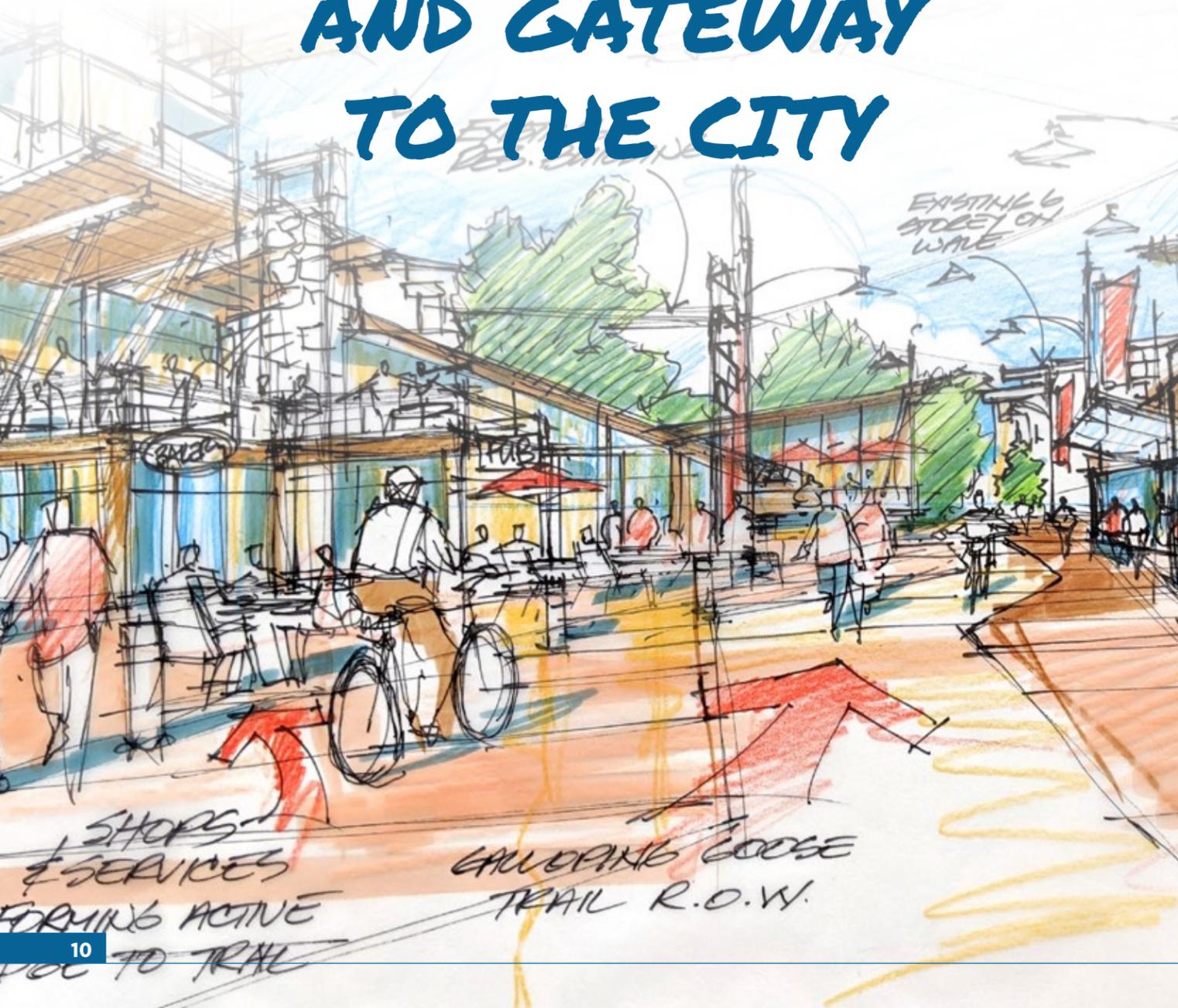
Beyond social gathering, these vibrant spaces also support the economic vitality of neighbourhood services. Great streets are designed to connect people and place - sidewalks and storefronts - with best practice principles like human scale, accessibility for those with mobility challenges, active "fronts" and landscape design for beauty and comfort.

II. VISION, VALUES & PLANNING FUNDAMENTALS

This section presents the project's vision and values, design precedents and planning fundamentals to guide future development. Each of the three planning fundamentals includes a "fundamentals checklist" to emphasize the most important considerations for new development within the Gateway and Triangle Lands.

Vision

A VIBRANT, INVITING COMMUNITY HEART AND GATEWAY TO THE CITY



Values



SUSTAINABILITY

Employ best practices in sustainable land development to build with a lower ecological footprint.



ECOLOGICAL INTEGRITY

Enhance ecological health and promote the stewardship of natural systems.



HOUSING DIVERSITY

Provide a variety of housing choices and tenures while planning for 'aging in place' to accommodate a growing aging population.



AFFORDABILITY

Create a compact neighbourhood and provide a range of housing options to be able to meet the needs of most people.



MOBILITY

Encourage walking by establishing mixed-use areas and parks within a 5-minute walking distance to the majority of residential development.



NATURAL VIEWS

Promote the ongoing education of Vancouver Island's natural history.



TRANSPARENCY

Maintain a transparent and open platform to communicate project vision, process, and details to all participants and stakeholders.



PROCESS INTEGRITY

Demonstrate accountability and fairness in project activities and events when engaging with local participants and stakeholders.



ACCESSIBILITY

Design public spaces that are easily accessed by people of all ages and abilities to promote inclusivity, socialization and wellbeing.

Planning Fundamentals

Illustrating a range of strategies for development.



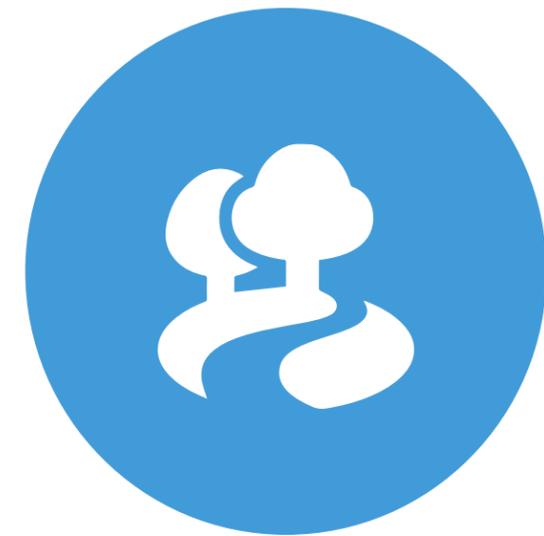
Structure & Function

New development within the Gateway and Triangle Lands should emphasize public space for long term community benefit, secured through the creation of new connections and road dedications.



Placemaking & Connection

New development in the Gateway and Triangle Lands should prioritize places for people, protect and enhance natural assets and improve pedestrian connectivity.



Optimizing Space & Value Creation

New development within the Gateway and Triangle Lands should promote intensification of mixed-uses with an emphasis on local streets, ground-oriented forms and activate pedestrian spaces.

Structure & Function

The Plan creates structure and identifies the function of its component parts to create a place that serves both as the heart of the City and as a neighbourhood in its own right.

A Town, a Centre and a Heart.

This primary centre, located between treelines and rolling hills, has space from which to enhance its sense of place in a unique setting. Three key interventions are proposed:

1. to strengthen a sense of arrival at key moments along vehicular, cycling and pedestrian routes;
2. to improving the Centre’s legibility by evolving into a pattern of development that makes intuitive sense to people and allows them to get around easily; and
3. to increase vibrancy by focusing active uses around public community gathering spaces.

Think like a Neighbourhood.

Imagine living here. Imagine walking to dinner or to visit a friend. Explore opportunities to “decouple” large volume arterials from a network of local serving, more pedestrian-friendly streets and laneways/greenways. Recognizing streets as so much more than a conduit for vehicle mobility, the fundamental strategy of permeability emphasizes creating streets for people and promoting all forms of active transportation as a means to improve the health, vibrancy, and economic potential of the Gateway and Triangle Lands. Streets are key community and public spaces that should be designed to create a welcoming environment that is accessible and safe for all people, regardless of age, gender, or physical ability.

Keep the Flow.

The Plan recognizes Sooke Road / Island Highway’s critical function and maintains its performance in linking the West Shore with its regional residential and employment centres. Recognized as one of Colwood’s primary gateways, Sooke Road / Island Highway is framed with built form, pulling parking fields back. These are accessed via internal commercial access/laneways. The existing left turn on Island Hwy at 1772 Island Hwy should be maintained in future development. New internal streets will be designed to minimize land requirements while allowing sufficient access and placemaking.

Fundamentals Checklist

This checklist serves as a high-level guide for the evaluation of development proposals within the Centre in order to streamline approvals that help bring the vision to life.

Does the proposal:

- improve overall legibility and contribute to realizing a logical pattern and sequence of development?
- if in a gateway location, contribute to a sense of arrival?
- propose uses and densities in line with the overall land use plan?
- incorporate principles of universal design and improve the overall safety and walkability of the area?
- make a significant contribution to an improved public realm for residents and visitors?

Placemaking & Connection

Connectivity is often associated with vehicular traffic and movement, but pedestrian connectivity and the quality of green spaces contribute significantly to the overall livability of a city and play an essential role in fostering a safe and accessible neighbourhood. Public green spaces and improved pedestrian linkages will create more comfortable, and memorable places – and connections to those places – throughout and within Colwood Centre. Establishing a network of attractive, green connections and direct pedestrian linkages also provides a recreational amenity as well as an alternative transportation option that encourages a healthy and active lifestyle.

A West Shore Community.

The study area is defined as a series of gentle terraces, framed by rocky knolls and steep creek drainages. Internal views to the West Shore Parks and Recreation lands are uniquely beautiful and picturesque while “upper level” views – experienced from heights of land or upper floors – capture the most breathtaking vistas south to the Salish Sea and Olympic mountain range. Accordingly, development applications should explore every opportunity to connect people to place. More simply, pedestrian linkages within and beyond these lands should attempt to better reveal and celebrate Colwood and its relationship to the larger West Shore landscape.

A Centre of Centres.

The relationship between the Gateway Lands, the West Shore Parks and Recreation complex and the Triangle Lands is divided by the presence of Sooke Road / Island Highway. Beyond basic measures to beautify the relationship of Sooke Road / Island Highway to adjacent lands, more focus should be given to the opportunity to create a network of smaller, linked mixed-use centres that can establish high quality pedestrian realms (e.g. places for people) away from the traffic flows of Sooke Road / Island Highway.

The Galloping Goose Goes to Town.

The relationship between the Galloping Goose trail and central street network of the Triangle Lands is recognized as a tremendously unique and strategic opportunity for placemaking. The vision frames and activates the Galloping Goose with fronting retail conditions (e.g. hotel and retail plaza) to create a short segment of a more “urban” Galloping Goose. The gateway feature is the signature overpass that offers linkages over Sooke Road / Island Highway. New development plans for the Triangle Lands build on, and link to, the Galloping Goose placemaking opportunity.

Fundamentals Checklist

This checklist serves as a high-level guide for the evaluation of development proposals within the Centre in order to streamline approvals that help bring the vision to life.

Does the proposal:

- maintain or enhance significant existing environmental features that are on the site (e.g., tree preservation or daylighting of a watercourse)?
- align with the sustainability goals of the City of Colwood, expand the urban forest and connect residents and visitors to natural elements?
- strengthen the quality of interdependence among multiple centres (e.g. does the proposal contribute to a more compact and walkable community at the block scale)?
- address and front active uses onto local streets, or if abutting the Galloping Goose trail, onto the Galloping Goose trail (as illustrated in the concept for Colwood Centre)?
- If abutting the Galloping Goose trail and Sooke Road / Island Highway, address and signal the Galloping Goose bridge as a gateway?

Optimizing Space & Value Creation

Mixed-use developments are characterized as pedestrian-friendly developments that blend two or more residential, commercial, cultural, institutional, and/or industrial uses. Increasing the number of people living in and around Colwood Centre also benefits local businesses as these residents are now within walking distance to shops, restaurants, and services and are therefore more likely to patronize these businesses. A healthy and resilient city needs to provide diverse and affordable housing for its residents that reflects the needs of the community.

A strong sense of community helps to form narratives about identity and place, to gather and connect to each other, and to push forward the values of the people who live there. As related to physical planning and design, built form character are important factors to consider in celebrating and reinforcing the identity of a city. Scale, form, view access and character all contribute to a singular sense of place and can reinforce the identity and uniqueness of Colwood.

Cultivating a Critical Mass.

Long-term consolidation and value creation concentrates rented uses within a more compact, pedestrian-friendly design. The plan places an emphasis on how (re)development can frame public space for long-term shared value creation. There is an opportunity to utilize the transit hub near the West Shore Parks and Recreation facility to help achieve these goals..

Going Up (room with a view).

Building heights above ~6 storeys capture distant views to the Esquimalt Lagoon, Inlet and Harbour. The Plan strategically locates towers to capture value and create gateway moments.

Opportunity Lands.

The West Shore Parks and Recreation (WSPR) lands are extensive and are a regional draw. They play a significant role in creating a healthy and thriving community. The Vision and Action Plan, however, does not present planning options for these lands.

Looking ahead to the eventual need for facilities renewal, any redevelopment of these lands will be guided by the decision-making Board of Directors – in collaboration with the partner municipalities – towards an integrated vision for the community and in alignment with this Plan.

Fundamentals Checklist

This checklist serves as a high-level guide for the evaluation of development proposals within the Centre in order to streamline approvals that help bring the vision to life.

Does the proposal:

- concentrate uses within a compact and pedestrian-friendly design?
- if it includes residential buildings, feature ground-oriented units (i.e. does a door have direct outdoor access to a street or courtyard as opposed to a corridor)?
- if it includes residential buildings, enhance the range of housing options within the downtown? Does the proposed residential program include rental, affordable and/or special needs housing alternatives?
- preserve or enhance significant views from the public realm?

III. GATEWAY & TRIANGLE LANDS CONCEPT

This section presents the overall concept for the study area, showing generalized Land Use areas and precincts.

Land Use & Structure Concept

Building on Colwood Corners' role as a centre for the cultural, civic, economic, and public life of the city, the concept illustrates how the city's greatest residential and commercial intensities are arranged and concentrated. The concept highlights the structural logic of roads and major pathways, how they connect different uses and key features such as gateways and green spaces. The pedestrian connections on the concept plan create a trail loop connecting natural features and greenways, including the West Shore Parks and Recreation lands' garry oak meadow, a Millstream Creek-side trail and the Galloping Goose regional trail.

The concept articulates distinct precincts as follows:

A Galloping Goose Precinct

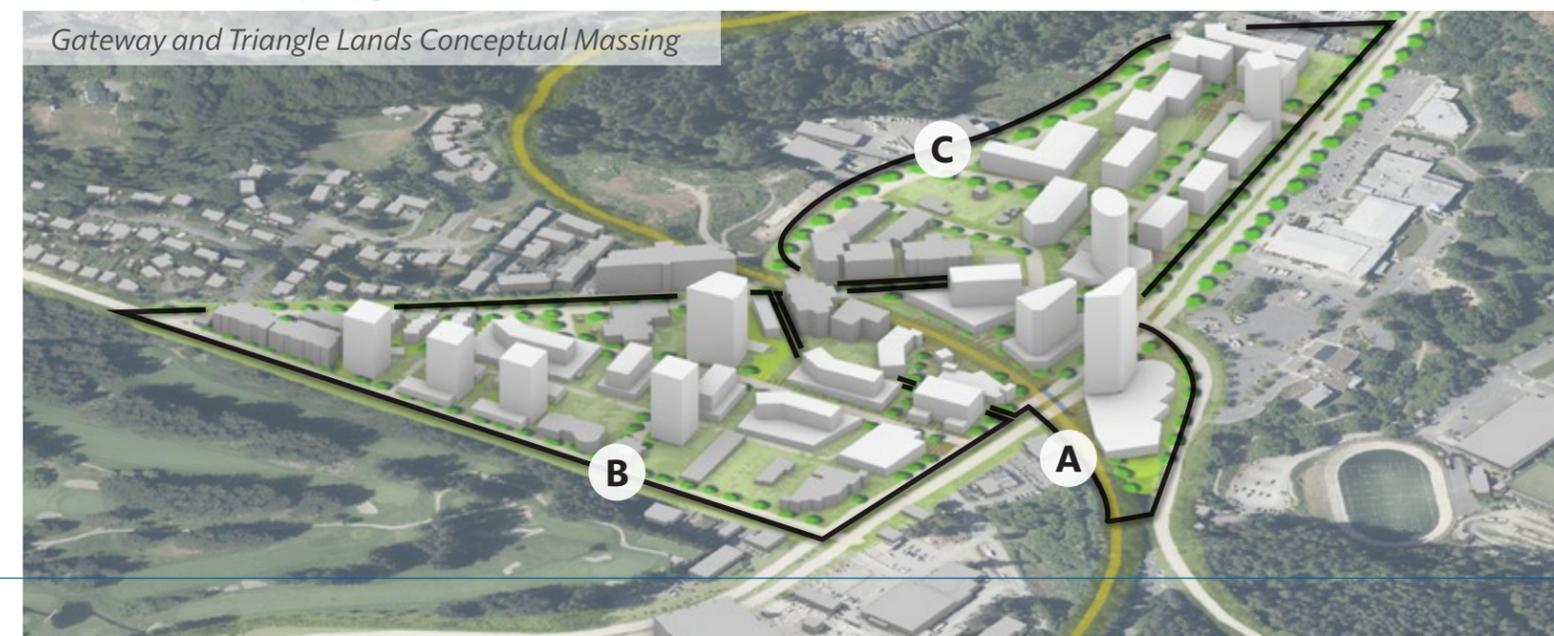
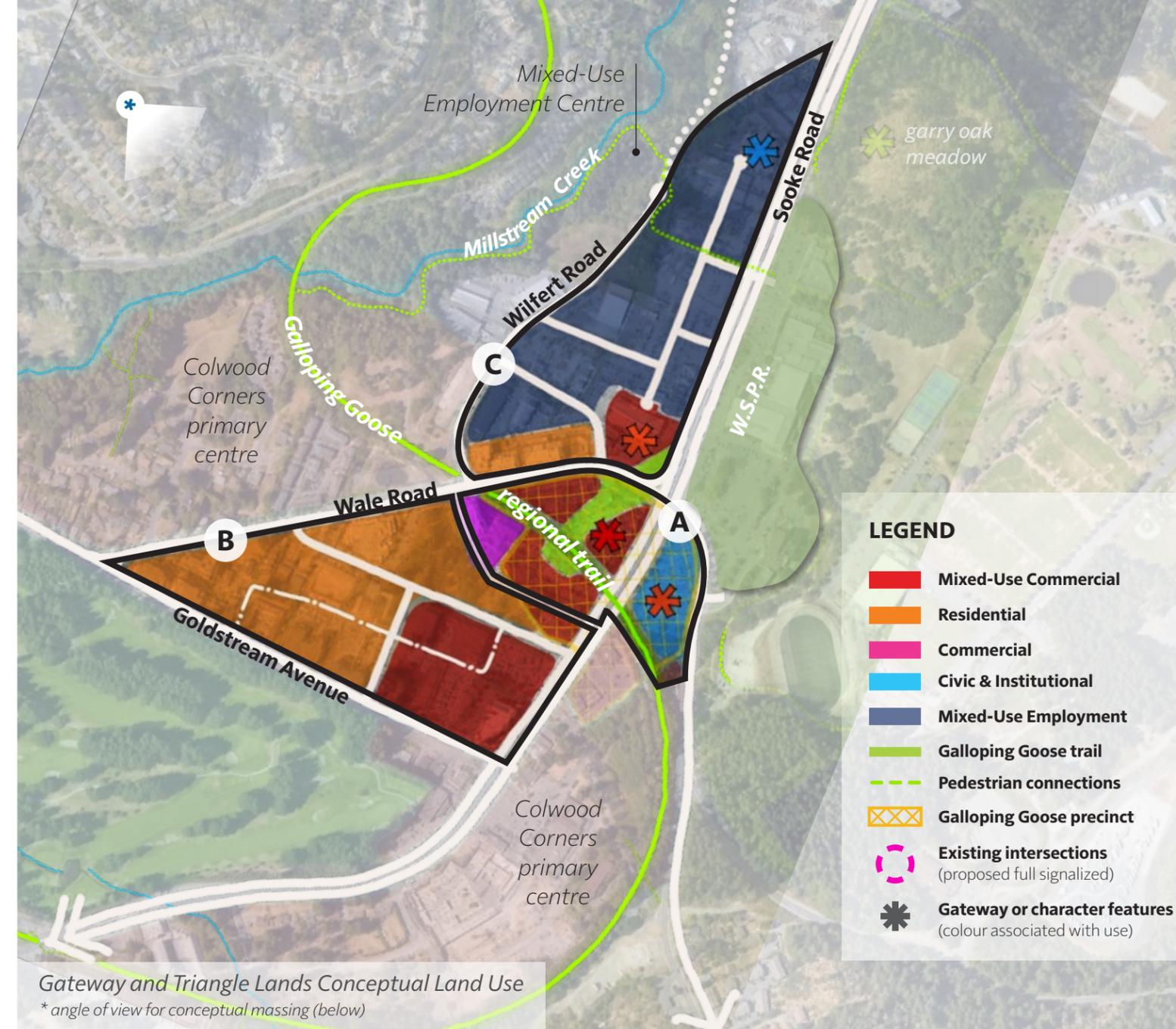
The concept highlights the unique public space and placemaking opportunity around the Galloping Goose overpass that will connect two segments of the trail currently severed by Sooke Road / Island Highway and heighten the experience of this regional trail through Colwood.

B Triangle Lands Precinct

The Triangle Lands precinct, by nature of its shape, is made up of deep and buried lots at its core. To access and unlock the potential for development, a street is proposed running halfway through parallel to Goldstream Avenue. This length of road is also broken up to create developable blocks within the triangle.

C Gateway Mixed-Use Employment Centre Precinct

The employment lands hold a wide range of land uses, from Commercial, Institutional, and Light Industrial, to Mixed-Use, Multi-Unit Residential, and Live/Work. There is opportunity to further densify and diversify uses along Sooke Road / Island Highway - identified as a Rapid Transit Network - and improve circulation and the quality of the public realm in doing so.



Conceptual Illustrative Site Plan

BLDG	USE	HEIGHT ***
1	Mixed-Use	5 ~25
2	Residential	12 ~25
3	Mixed-Use	6 ~25
4	Mixed-Use	4 ~25
5	Mixed-Use	tower 18 ~25
6	Mixed-Use	4 ~25
7	Mixed-Use	6 ~25
8	Mixed-Use	6 ~25
9	Mixed-Use	6 ~25
10	Mixed-Use	6 ~25
11	Mixed-Use	tower 18 ~25
12	Mixed-Use	8 ~25
13	Mixed-Use	12 ~25
14	Commercial	3 ~25
15	Commercial	3 ~25
16	Mixed-Use	6 ~25
17	Residential	tower 20 ~25
18	Mixed-Use	8 ~25
19	Mixed-Use	5 ~25
20	Residential	3 ~25
21	Residential	6 ~25
22	Mixed-Use	6 ~25
23	Mixed-Use	6 ~25
24	Mixed-Use	6 ~25
25	Commercial	4 ~25
26	Residential	12 ~25
27	Mixed-Use	12 ~25
28	Mixed-Use	12 ~25
29	Residential	tower 20 ~25
30	Mixed-Use	tower 25



- *** The City will consider tower heights upwards of 25 stories when proposals meet the following criteria:
- Creation and dedication of new pedestrian-oriented streets, connected to publicly-accessible gathering spaces;
 - High-quality urban designs (e.g. landscape and building) that contribute to improved livability;
 - Mixed-use forms with active ground floor commercial and stepped-back upper floor residential uses; and
 - Well-integrated public spaces that support place-making and vitality of streetscapes; and,
 - High-quality architectural form and character in keeping with the overall urban design intent of the vision.

The illustrative map above and associated table outline building configurations and heights in the concept plan. They can be further understood in the context of the building types diagrammed on the following page. This is intended to provide a general sense of the scale and extent of development suggested under this Plan. Ultimately, all applications are subject to further discussion with the City of Colwood.

Building Configurations... Risk & Return

The following diagram illustrates: conceptual building types and the relationship between mix of uses, building heights and the urban / public amenity afforded by each.

Overall "return" of public amenity is simplified to consider commercial vibrancy, housing diversity and contributions to public realm improvement (e.g. enhanced streetscapes, plazas, public art, etc.). "Risk" is simplified as a consideration of cost and project scale.

Project goals and feasibility should be further considered in light of local market conditions, major financial factors (e.g. building / land and borrowing costs) and incentives (e.g. parking reduction and/or density bonusing).



IV. GALLOPING GOOSE

This section illustrates an ambitious long term vision for the lands adjacent the Galloping Goose, leveraging the opportunity a new overpass presents to celebrate and activate a small portion of this remarkable regional active transportation trail.

Galloping Goose Precinct Concept and Big Moves

The Galloping Goose is an extensively used commuter route for cyclists and presents a unique opportunity to strengthen the experience of moving to and from Colwood’s natural forested condition into the heart of the Colwood Corners primary centre. Colwood has received grant funding to build the Galloping Goose overpass which will traverse Sooke Road / Island Highway. Construction will be completed in Spring 2026. This project was the catalyst and inspiration for the Galloping Goose precinct vision presented here.

A a unique placemaking opportunity

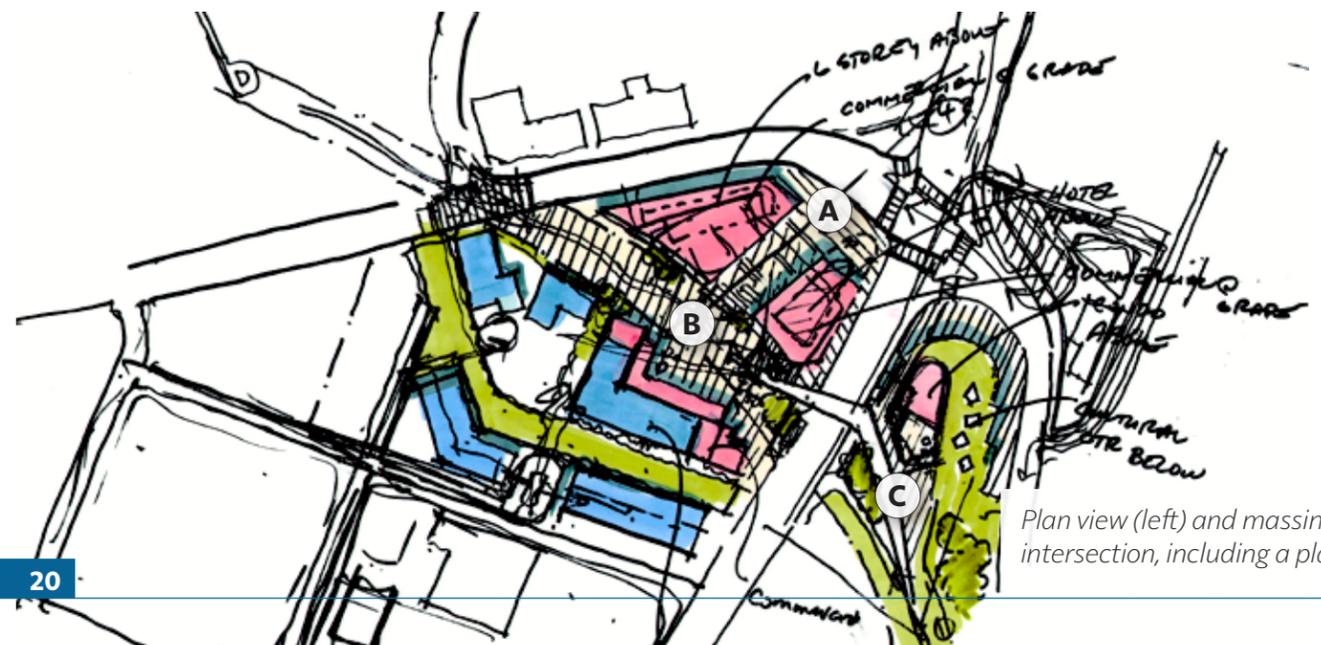
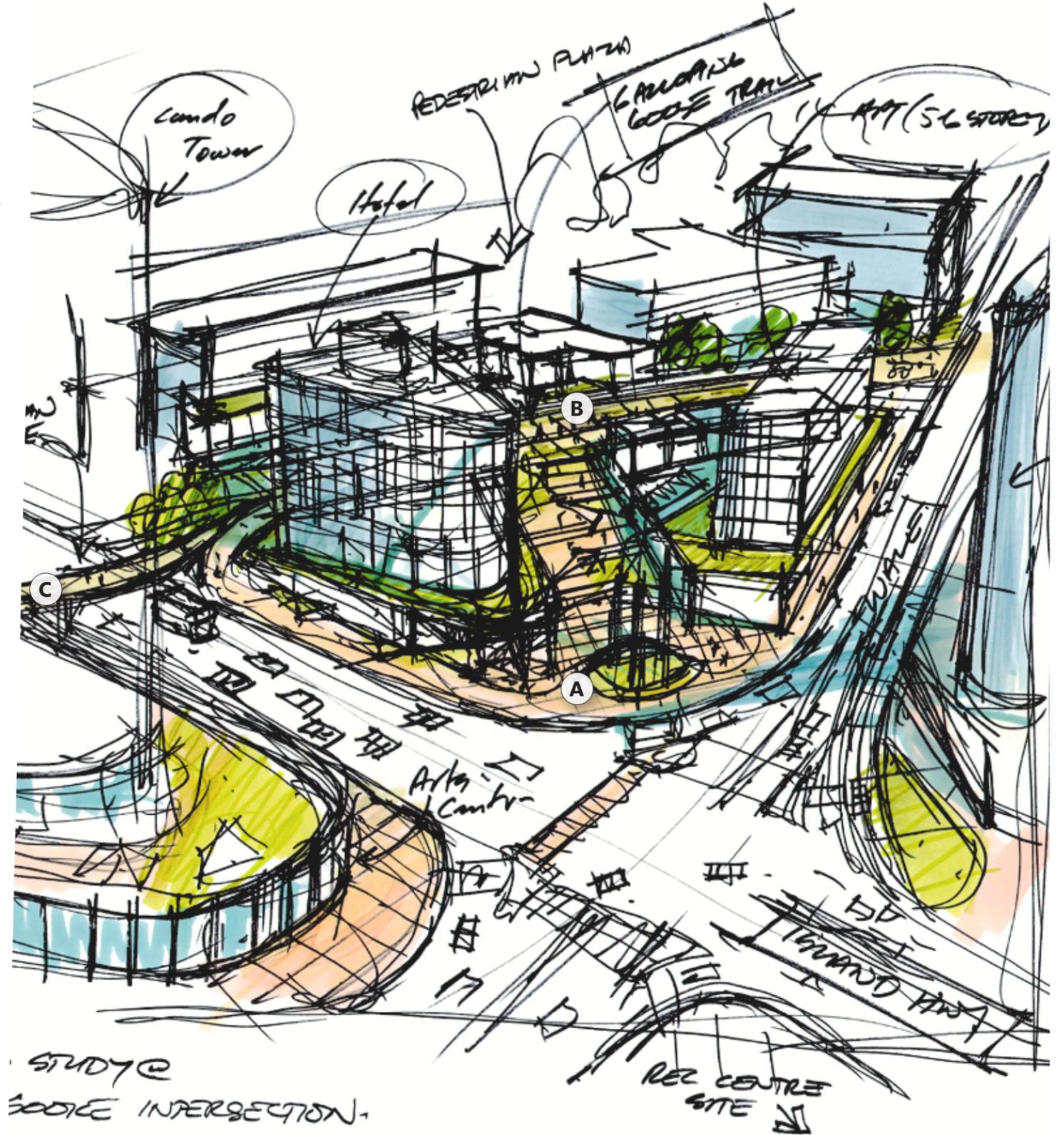
The corner of Sooke and Wale Road is recognized as a tremendously unique and strategic opportunity for placemaking. Opening views up to the Galloping Goose trail from a feature corner will pull people into this unique space.

B an urban trail condition

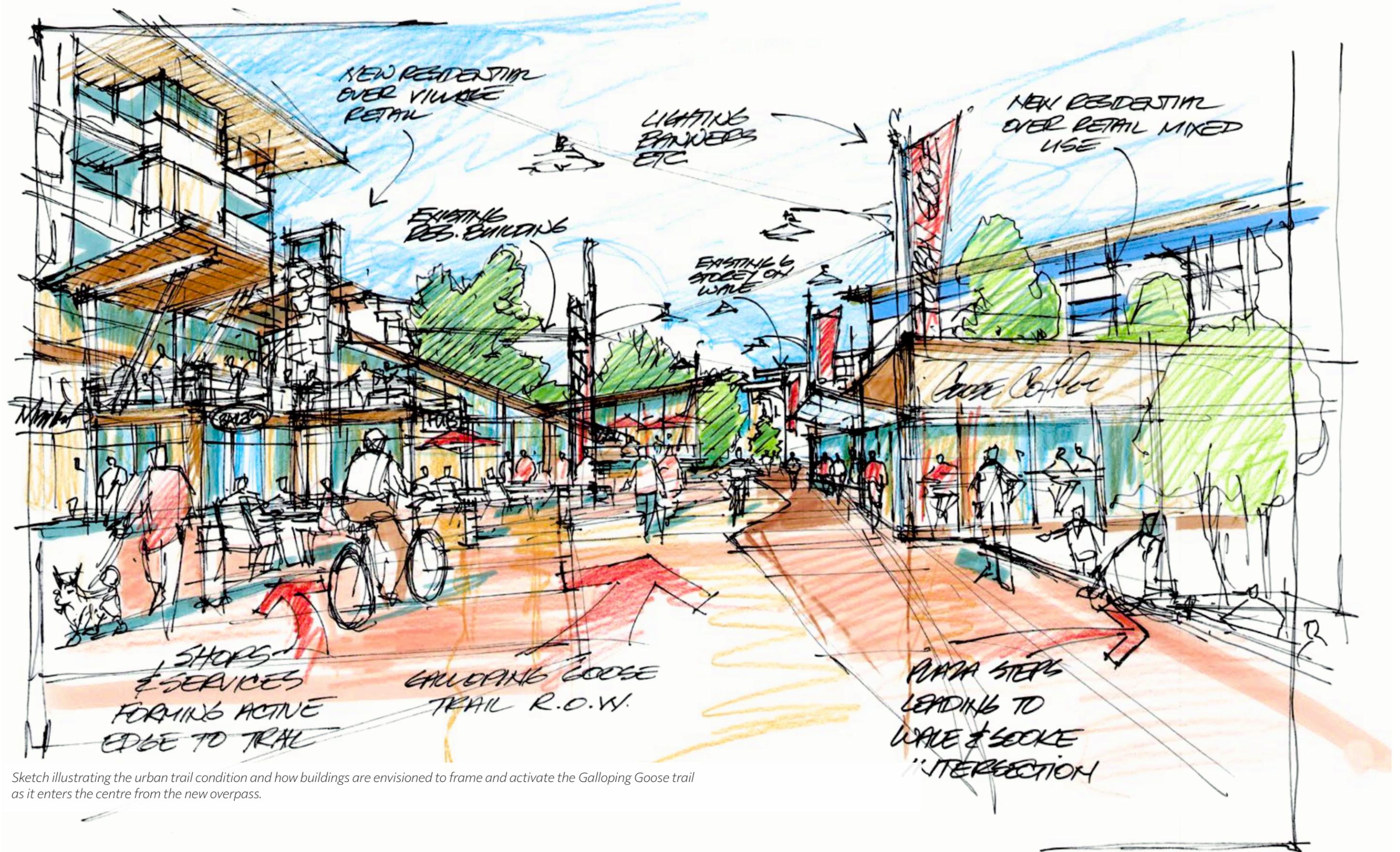
There is opportunity to frame and activate the Galloping Goose with fronting retail conditions to create a short segment of a more “urban” Galloping Goose, framed by active uses and public plaza (see illustration on the following page).

C a signature gateway overpass

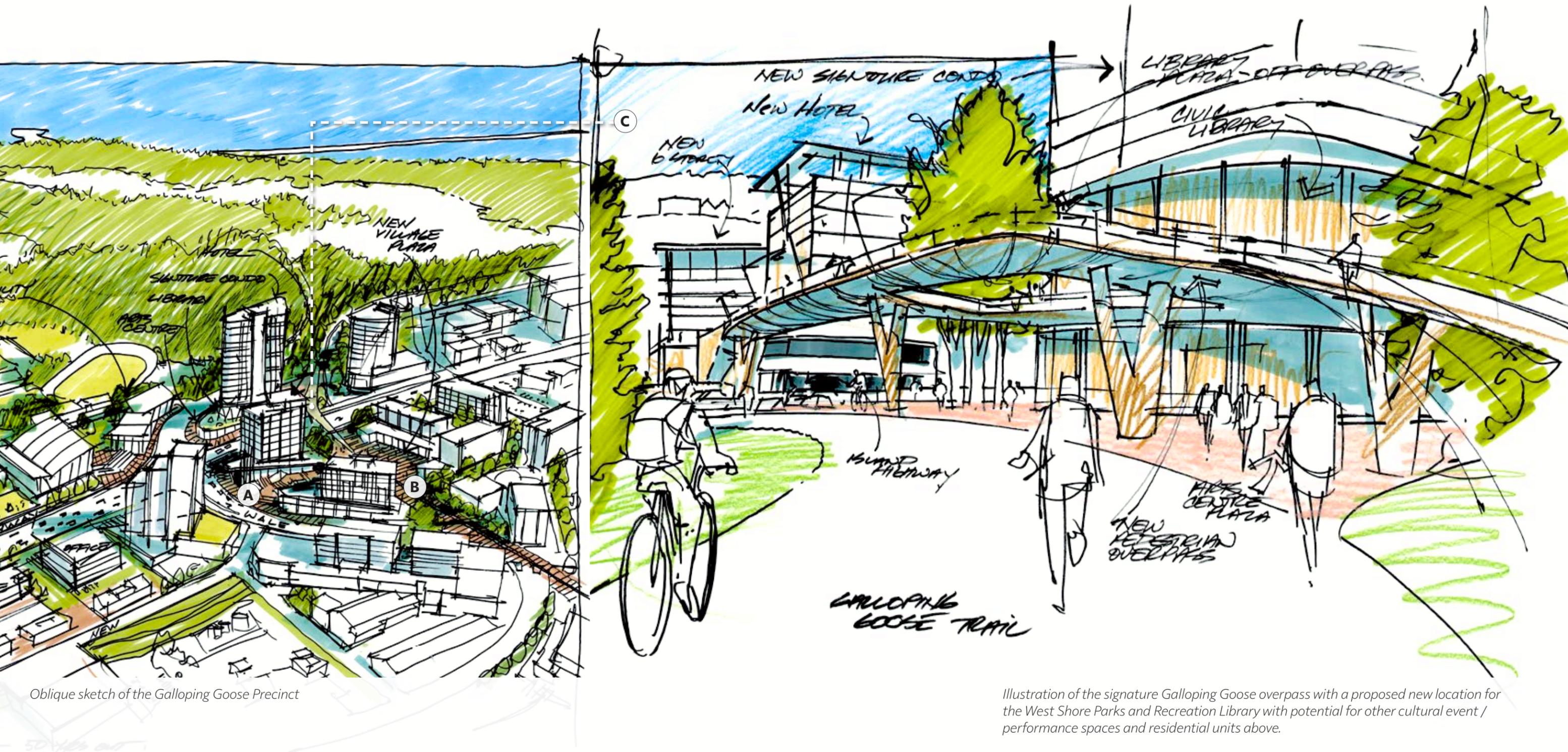
A signature overpass act as a gateway element that offers a unique placemaking opportunity and critical linkage for Colwood Corners. In the Civic and Institutional Precinct, a proposed signature building is located adjacent the Galloping Goose overpass. This building would accommodate cultural and civic spaces and be designed to integrate with the Galloping Goose overpass.



Plan view (left) and massing study (right) of the Sooke Road / Island Highway and Wale Road intersection, including a plaza and illustration of how buildings relate to the galloping goose trail.



Sketch illustrating the urban trail condition and how buildings are envisioned to frame and activate the Galloping Goose trail as it enters the centre from the new overpass.



Oblique sketch of the Galloping Goose Precinct

Illustration of the signature Galloping Goose overpass with a proposed new location for the West Shore Parks and Recreation Library with potential for other cultural event / performance spaces and residential units above.

V. TRIANGLE LANDS

This section focuses in on the Triangle Lands and presents a more detailed concept of how this area should develop in the long term.

Triangle Lands Precinct Concept

The concept for the Triangle Lands illustrates additional structure, connection and placemaking and creates value by introducing internal streets parallel and perpendicular to Goldstream Avenue. The detailed design and phased build out of this network – through ongoing collaboration and servicing (e.g. cost-sharing) agreements – will ensure that measurable progress is made towards successful implementation of the vision.

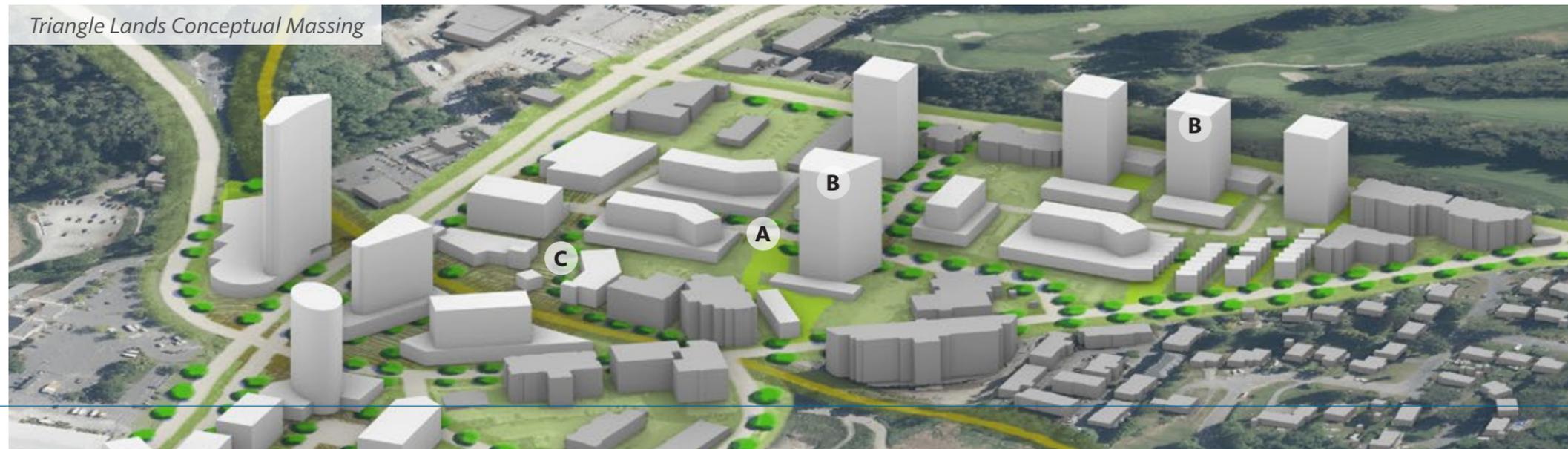
The Triangle Lands' location abutting the Royal Colwood Golf Course creates an opportunity to introduce residential density along Goldstream Avenue offering views of both the golf greenspace and the waters of the Strait. More modest ground oriented forms will infill deeper lots moving east.

Ultimately, the collaborative development of the vision will lead to the evolution of a neighbourhood 'high street' framed by mixed-use commercial buildings that feature ground floor commercial with residential units above. North of the high street, transitions in grade are resolved through stepped buildings and terraced pedestrian greenways.

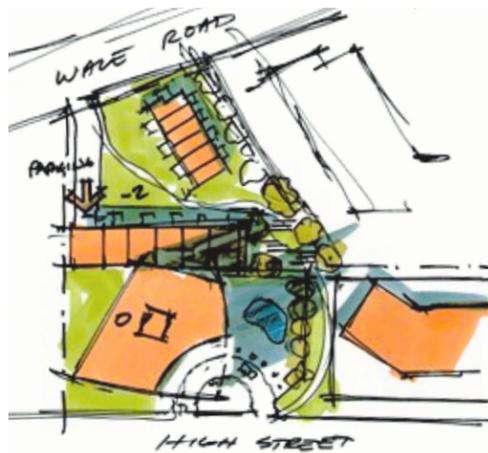
Parking is located under buildings and in some instances to the side and rear, accessed by service lanes the concept introduces.



Triangle Lands Concept Plan



Triangle Lands Conceptual Massing



Plan view of the 'signature tower' along the new proposed high street with townhomes uphill of the tower.

Big Moves

A High Street

Punctuating the Triangle Lands with a street network and pedestrian paths provides access to presently buried parcels, extends the public realm, and increases the overall value of these lands. A 'high street' running east-west through the Triangle Lands (parallel to Goldstream Avenue), will create a focal point for the community. The street is envisioned to be pedestrian friendly and walkable, accompanied by street-oriented units and programs within mixed-use and residential buildings. Through redevelopment opportunities and community growth, pedestrian connections can, overtime, provide full service access (e.g. pedestrians and vehicles) to augment connectivity of internal infill developments to the surrounding street network.

B Vantage and Signature Towers

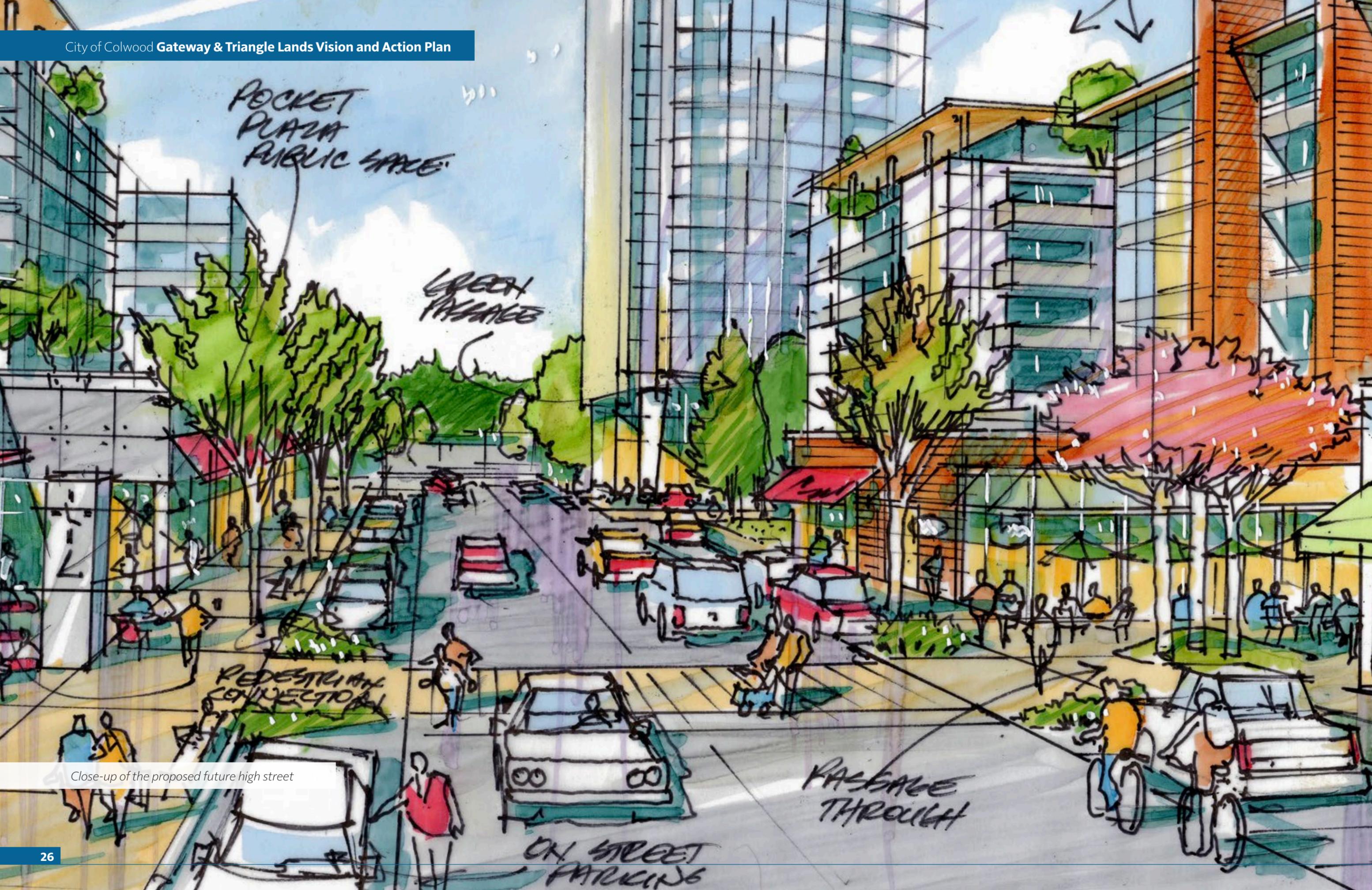
Density is distributed across many building typologies throughout the concept. A range of building heights have been proposed, from three storey townhomes to six storey mixed use buildings, up to the proposed signature tower. Regardless of height, residential buildings are envisioned to accommodate street fronting, ground-oriented residential units. These "doors on the street" will help to bring about social connection and a sense of stewardship over shared public spaces. Taller buildings will bring more people into the centre, infusing vibrancy and greater support for businesses to thrive.

C Pedestrian and Cycling Networks

In order to facilitate and enhance travel on foot or bicycle, a network of greenways has been proposed throughout the Triangle Lands. By increasing the ways in which people can traverse this area, greater ease of access is introduced between services and residents. Walkability will increase as the vision is realized through collaborative redevelopment. For example, informal shortcuts through parking lots and private properties will be formalized and dedicated as pedestrian-friendly and public/semi-public access within future (re) development. Landscape design in strategic locations will help resolve significant changes in grade between streets and trails.



Sketch illustrating the proposed Triangle Lands' high street, which will provide better access and infuse life into to the heart of the area.

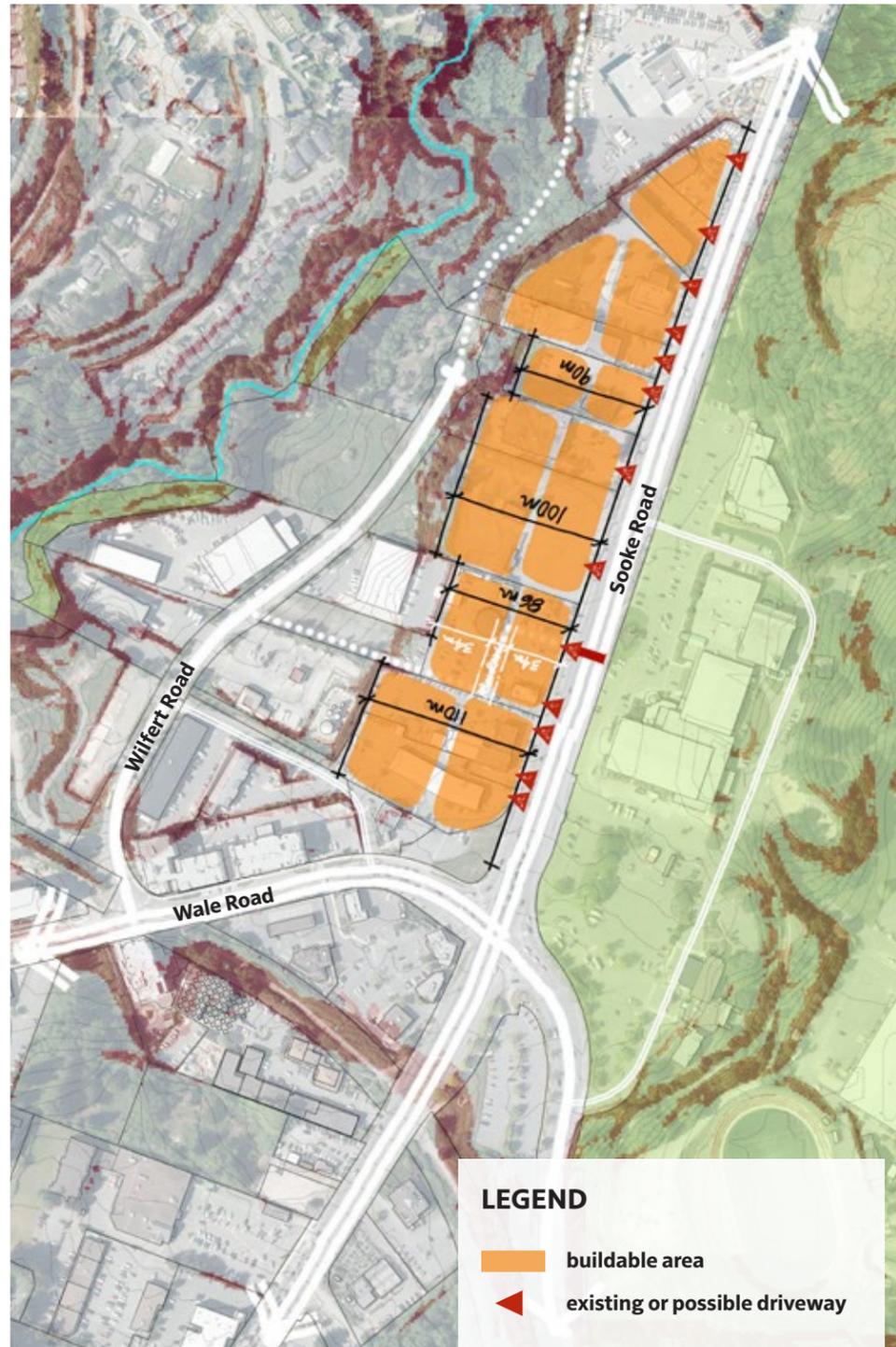


Close-up of the proposed future high street

VI. GATEWAY LANDS

This section presents options for the long term development of the Gateway Lands.

Gateway Lands Structure

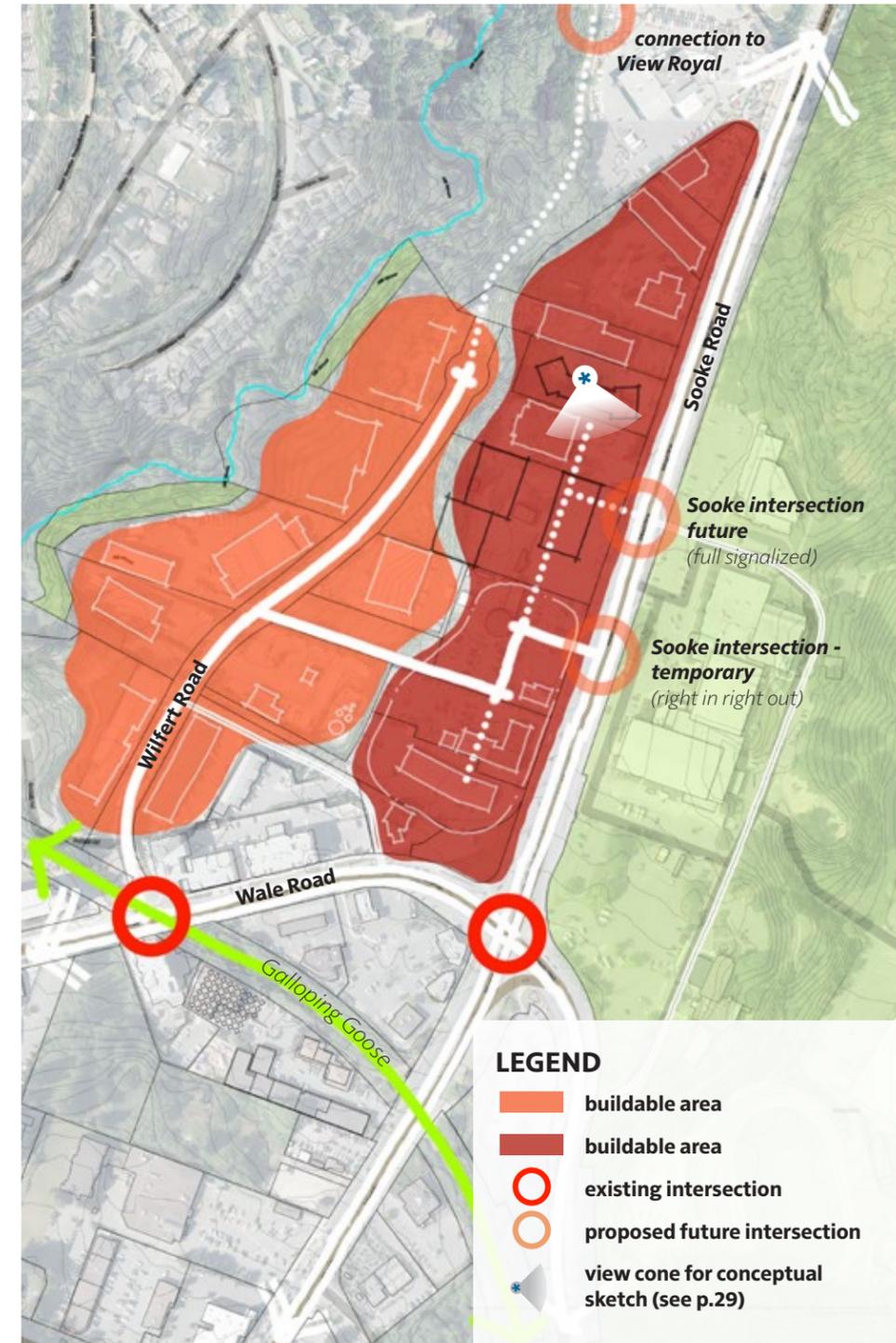


Structure Analysis

The northern gateway lands that make up the Mixed-Use Employment Centre precinct are topographically divided. A +30% slope ridgeline divides an upper and lower bench, visible at right in red.

The upper Employment Centre bench sits along Sooke Road / Island Highway. At its narrowest point, the bench measures 86m in depth. Introducing a secondary 18m access road within the upper bench would still result in two 34m buildable parcels with much better access and circulation.

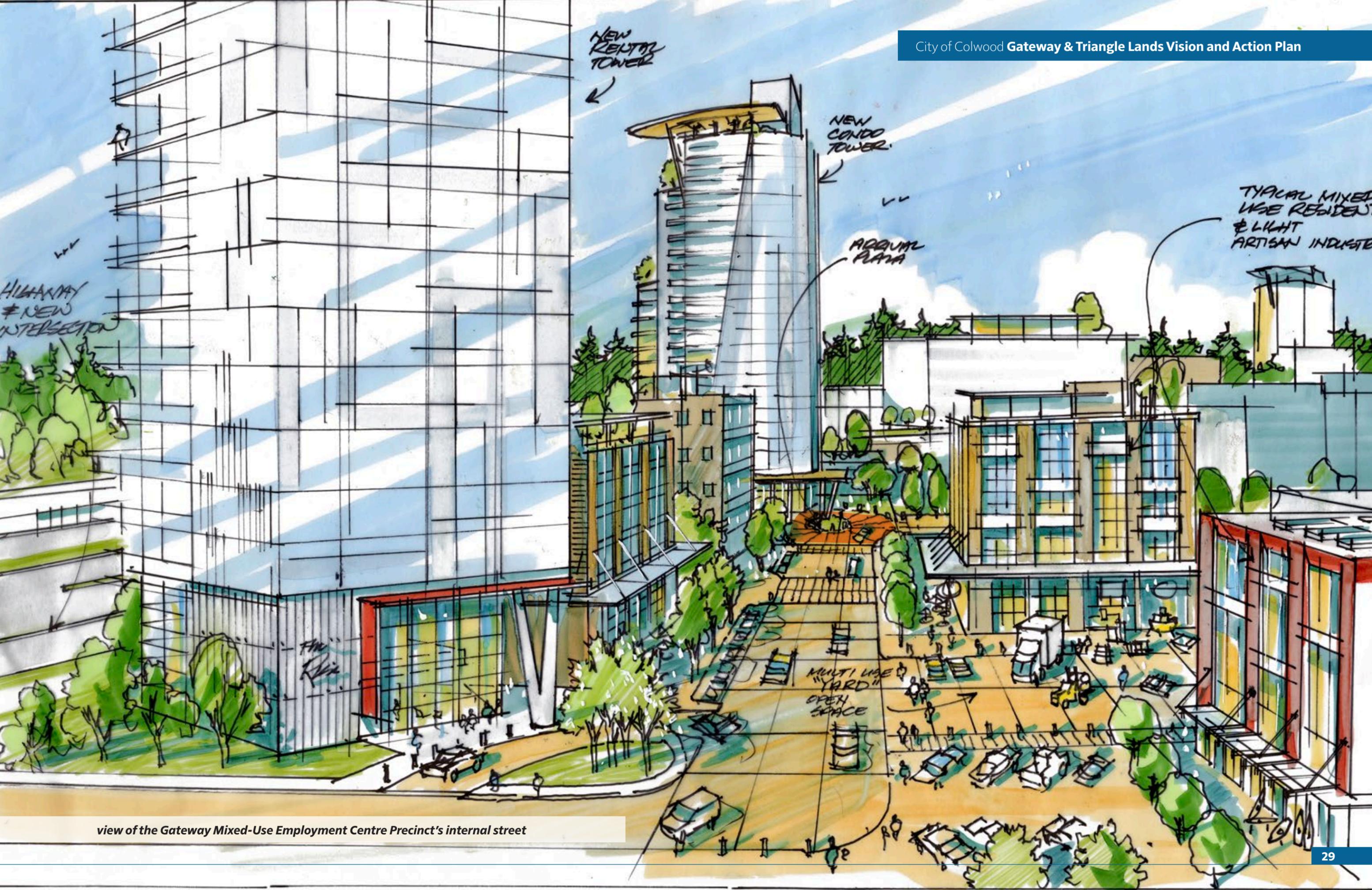
As it currently stands, access to most parcels is only possible along Sooke Road / Island Highway, with the exception of two driveways from Wilfert Road - one connecting to an already busy Wale Road intersection.



Structure Concept

The northern gateway lands' upper and lower benches are challenged by a lack of internal circulation and clarity in pedestrian wayfinding.

The diagram at left proposes solutions that acknowledge the state of existing development permit applications, transitioning Sooke Road / Island Highway intersections over time.



view of the Gateway Mixed-Use Employment Centre Precinct's internal street

Gateway Lands Concept

The Gateway Lands concept accommodates existing development permit applications in process while proposing more legible internal circulation and interconnected parcels. It will be realized incrementally over time, first establishing a right-in right-out intersection south of the light industrial complex until a full signalized intersection can be realized further north at the location of the current crosswalk. Continued coordination between landowners is beneficial to secure and align access. This will alleviate the need to rely on Sooke Road / Island Highway for access to individual parcels and establish a friendlier area for pedestrians, cyclists and vehicles that provide more options for getting around and between sites.

Along the back of the western edge of this study area runs Millstream Creek. Any new development of parcels on the west side of Wilfert Road will require adherence to the City's environmental guidelines and to follow provincial riparian areas protection regulation.



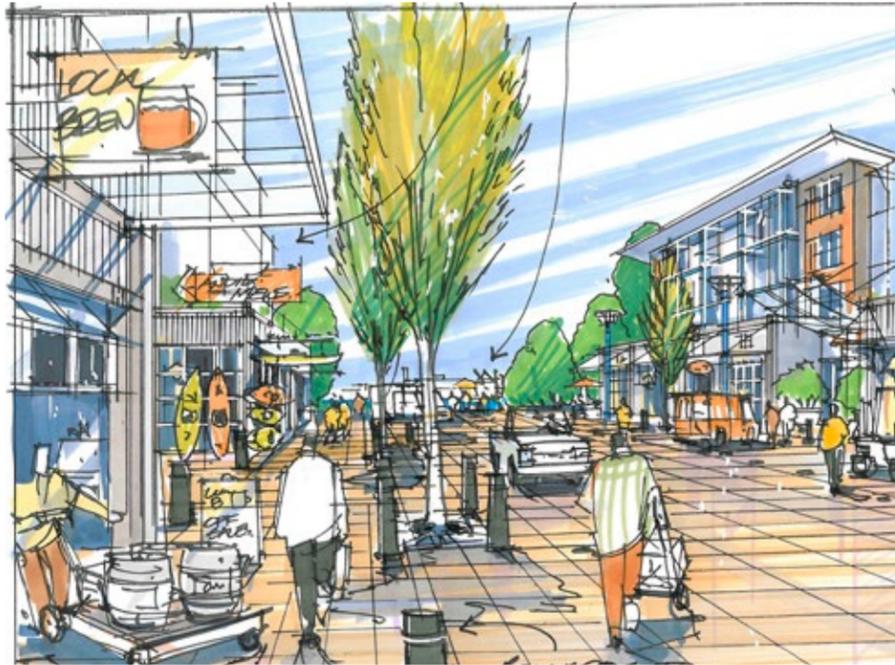
Gateway Mixed Use Employment Lands Concept Plan

view cone for conceptual sketch (see p.29)

Gateway Precincts Conceptual Massing

Big Moves

There is some flexibility in the types of uses that can occur within the Gateway's employment lands. A legible street pattern and safe pedestrian connections are critical to their successful integration.



A Internal Circulation & Public Realm

Creating a finer grained structure offers the opportunity to create a more inviting and legible public realm for pedestrians. Sites near Wale Road and Sooke Road / Island Highway represent the highest opportunity due to their central location, proximity to residential areas of Colwood Corners and the Triangle Lands, as well as existing commercial services.



B Mixed-Use Office

The concept builds on the area's designation and current use as 'mixed use employment lands' by remaining flexible about what those uses are. Strategically located along the main drag into the heart of the Capital Regional District and acknowledging the challenges currently with traffic congestion along this route, office uses would be of value to West Shore firms and services.



C Mixed-Use Light Industrial

Some light industrial uses are currently established within these employment lands. Acknowledging the rising property values throughout the Capital Regional District, there is opportunity to establish residential above commercial spaces for a unique blend of uses. In order for this mix of uses to be successful, establishing a robust and attractive pedestrian public realm connected to West Shore Parks and Recreation amenities and commercial uses to the south will be essential.



character of the mixed use employment centre

VII. IMPLEMENTATION

The implementation section explains next steps in the planning process and how the vision will be realized over time through the incremental development of both private and public lands.

Implementation: Policy and Regulation

Guiding framework

This Gateway & Triangle Lands Vision and Action Plan serves as a *guiding framework* to all parties involved in realizing the vision, from developers to City staff and Council, business owners, and residents. For instance, the Plan will inform updates to the Official Community Plan, as well as Zoning bylaw amendments and approvals. Landowners preparing for development of their lands can refer to the Plan to understand the vision the City is working towards and how their lands can contribute to getting one step closer. Residents and businesses investing in making this place home can refer to this Plan to understand the vision for what their neighbourhood will become and provide input.

Policy and Guidelines

The Vision and Action Plan was guided by and is in alignment with the Official Community Plan's Goals and intent for the Gateway and Triangle Lands including allowable land uses. This Plan illustrates finer grained street networks and more specific land use patterning at the block and building scale. Allowable building heights have been adjusted in specific places to accommodate gateway elements and to achieve greater investment in public spaces.

Subsequent policy and regulation should include:

- **Traffic Modelling and Impact Assessments** | update current traffic modelling to reflect the overall vision and require that individual development applications include Traffic Impact Assessments to address "fair share" / proportional contributions to infrastructure improvements required over the course of build-out.
- **Fundamentals Checklist** | requirement to address checklist elements for placemaking and urban design within development applications. Staff may choose to further detail and quantify "upsides" of checklist items, such as road dedication, by associating them with specific incentives such as height increases (number of storeys) or parking requirement reductions.
- **Public right-of-way dedication** | addition of strong policy related to public road dedications within the Gateway and Triangle Lands.
- **Street network map** | an update to the Official Community Plan street network map and/or integration into the Transportation Master Plan and Active Transportation Master Plan to guide public road dedication.
- **Pedestrian connection** | addition of strong policy related to pedestrian connectivity throughout and beyond the study area.
- **Pedestrian network mapping** | development of pedestrian network mapping identifying existing and future mid-block crossings, urban pathways and trail connections to guide trail dedication. The pedestrian network should supplement the trail systems proposed in the Parks And Recreation master Plan.
- **Streetscape standards and guidelines** | development of standards for streets and pedestrian connections to clarify expectation for width of right of way, surface treatment, landscaping, lighting, fencing, furnishings, etc.
- **Form and character guidelines** | revision and streamlining Development Permit Area guidelines for form and character, which apply to Gateway and Triangle Lands development.

Regulation / Development Incentives

The Official Community Plan also suggested exploring how regulation, e.g. Zoning bylaws, may be adjusted to encourage redevelopment. This plan acknowledges basic economics where two levers make redevelopment feasible and even attractive to investment: risk and reward. Specific opportunities are considered here below and may be further / more specifically defined on a parcel-by-parcel basis in conversation with landowners seeking to redevelop and in consultation with land economists:

- where **direct costs** can be reduced, projects can be de-risked. One major opportunity – in light of transit service and local amenity – lies in the reduction of parking requirements whereby a single structured parking stall (associated with higher density development forms) can cost upwards of \$75,000 each.
- where **uncertainty** can be addressed and approvals processes can be more efficient, holding costs can be greatly reduced. This action plan is intended to create greater clarity of vision towards aligning public and private sector interests in (re)development of the Gateway and Triangle Lands.
- where **density** (e.g. saleable floor area) in the form of "bonusing" (and added building height) can be added to a project – while mitigating potential impacts – project feasibility can be greatly improved.
- where **legacy** can be understood in the form of multi-generational placemaking projects can consider longer term investment horizons and the opportunity to create value whereby the whole that is greater than the sum of its parts.



NEW RENTAL TOWER

NEW CONDO TOWER

ADJACENT PLAZA

TYPICAL MIXED USE RESIDENTIAL & LIGHT ARTISAN INDUSTRIAL

HIGHWAY & NEW INTERSECTION

MULTI USE YARD OPEN SPACE



VIII. APPENDIX

The following appendix presents an account and outcomes of the project's three work charrettes, as outlined in the introduction's project process overview.

Council Charrette Agenda

CHARRETTE OVERVIEW

This charrette brought both creative and technical rigour together with intimate knowledge of the community and the site as staff and council contributed directly to the work advanced by the consultant team. Opportunities and trade-offs were evaluated and integrated into a vision for the Colwood Gateway & Triangle Lands. Over the course of these three days, the design team explored zoning considerations and design guidelines to facilitate the type of development envisioned in the Official Community Plan while aligning with council and staff feedback. By the end of the charrette, the team developed concepts, illustrations, and maps to support a conceptual plan for the subject areas.

CHARRETTE ATTENDEES

Consultant team

- Edward Porter, Senior Urban Designer (MODUS)
- Jessica Mann, Urban Designer (MODUS)
- Aby Refaei, Urban Designer (MODUS)
- Scott Hein, Senior Urban Designer
- Calum Srigley, Illustrator & Urban Designer

City of Colwood Key Staff

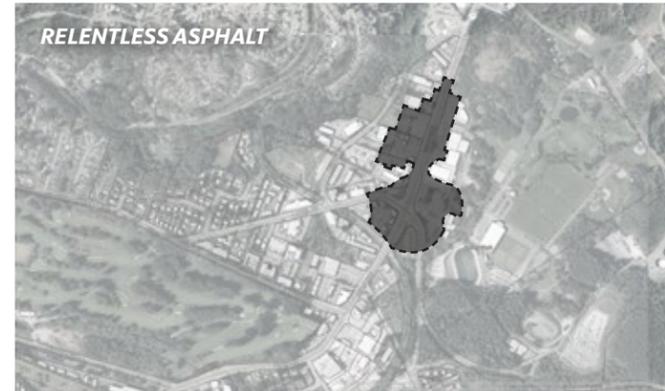
- Iain Bourhill, *Director of Community Planning*
- Jill Collinson, *Senior Planner*
- Robert Earl, *CAO*
- Byron Grant, *Manager of Building Inspections & Bylaw Services*
- Kerri Clark, *Manager of Development Services*
- Trevor Auger, *Manager of Engineering*
- Brent Molnar, *Director of Engineering & Development*

Mayor & Council

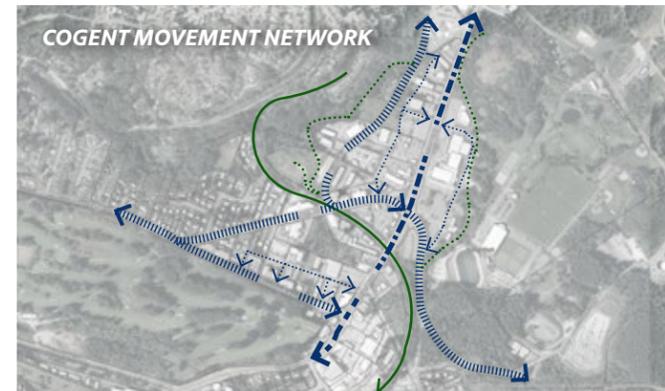
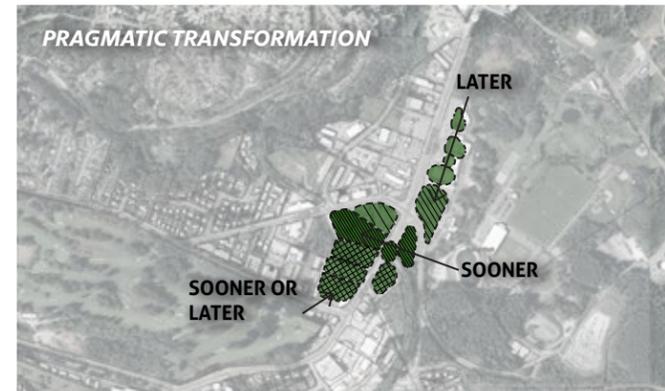
- Rob Martin (Mayor)
- Michael Baxter (Councillor)
- Cynthia Day (Councillor)
- Dean Jantzen (Councillor)
- Doug Kobayashi (Councillor)
- Gordie Logan (Councillor)
- Stewart Parkinson (Councillor)

Day 1 Mon, Nov 15	Day 2 Tues, Nov 16	Day 3 Wed, Nov 17
<p>Site Tour with Council</p> <p><i>meet at library parking lot (9:30am-11:30pm)</i></p> <p>The charrette team was familiarized with the gateway and the Triangle Lands. Staff, Council and the consulting team convened a working session at the West Shore Parks & Recreation (WSPR) centre.</p>	<p>Design Team Working Session</p> <p><i>WSPR, Room 201 (8:30am-04:00pm)</i></p> <p>We continued developing concepts based on feedback, conversations and direction from staff and council.</p> <p>We prepared for afternoon staff and council pin up.</p>	<p>Design Team Working Session</p> <p><i>City Hall, The Committee Room (8:30-12:00pm)</i></p> <p>We commenced final touch-ups and preparation for the staff workshop.</p>
<p>Design Team Working Session</p> <p><i>WSPR, Room 201 (12:00am-05:00pm)</i></p> <p>Confirmed key sites and began developing design concepts for the gateway area, corridor, and Triangle Lands.</p>	<p>Mid-Course Pin-Up with Council</p> <p><i>WSPR, Room 201 (04:00-06:00pm)</i></p> <p>A 'pin-up' invited Staff and Council's review of the design team's progress in articulating and illustrating a vision for the Colwood Gateway and Triangle Lands. As part of this mid-course review Staff and Council provided feedback on concept sketches and site plans, with the purpose of either confirming the team's direction or 'course correcting'. This aided the charrette team in refining their work to better reflect Council's vision and goals.</p>	<p>Key Staff Workshop</p> <p><i>City Hall, The Committee Room (12:00-03:00pm)</i></p> <p>Consultant team continued to advance designs and concepts and worked with planning staff to develop design guidelines, land use designations and zoning considerations.</p>
		<p>Final Check In with All Staff</p> <p><i>City Hall, The Committee Room (03:00-05:00pm)</i></p> <p>We hosted all-staff drop-in discussions on: design guidelines, land use designations and zoning considerations.</p> <p>We refined concepts, drawings, and presentations materials in response to feedback and in preparation for the final draft report.</p>

Council Charrette - Observations



Council Charrette - Aspirations



Council Charrette



Triangle Lands Landowner’s Charrette Agenda

CHARRETTE OVERVIEW

In December, the MODUS team of design consultants returned to Colwood to engage with Stakeholders of the Gateway and Triangle Lands, namely landowners of the Triangle Lands in Colwood Corners. Over the course of these two days, we explored a collective vision for the future of these lands and opportunities for collaboration.

CHARRETTE ATTENDEES

Consultant team

- Edward Porter, Senior Urban Designer (MODUS)
- Jessica Mann, Urban Designer (MODUS)
- Valeria Perez Malvido, Urban Designer (MODUS)
- Calum Srigley, Illustrator & Urban Designer

City of Colwood Key Staff

- Iain Bourhill, Director of Community Planning
- Jill Collinson, Senior Planner
- Rob Martin (Mayor)

Day 1 Tues, Dec 7	Day 2 Wed, Dec 8
<p>Foundation & Emerging Ideas</p> <p>Site Tour meet at Kindmen Field House (11:30am-12:30pm)</p> <p>We walked around the site and asked participants to share their hopes and concerns for the future of these lands.</p>	<p>Confirm Direction</p> <p><i>Design team working session</i> <i>Field House</i> <i>(8:00am-12:00pm)</i></p> <p>The team continued developing materials the following morning.</p>
<p>Design Team Workshop</p> <p><i>Field House</i> <i>(1:00pm-3:00pm)</i></p> <p>The consultant team lead the group in a series of exercises from visioning (hopes and concerns) to early-stage concept development to implementation and opportunities for collaboration.</p>	<p>Pin-up with Stakeholders</p> <p><i>Field House</i> <i>(12:00pm-02:00pm)</i></p> <p>The following day, participants were invited back to see the materials the design team had developed. This was an opportunity to confirm the directions being set for the Triangle Lands or to voice any concerns and ‘course-correct’. Snacks were provided at this session.</p>
<p>Design team working session</p> <p><i>Field House</i> <i>(3:00pm-5:00pm)</i></p> <p>The consultant team further developed the ideas and concepts discussed with participants into plans and sketches that illustrate the vision for the Gateway and Triangle Lands.</p>	

Triangle Lands Landowner's Charrette - What We Heard

QUESTIONS :

CONCERNS & IDEAS:

NATURAL ASSETS

- Minimize the loss of green space
- Plant / integrate trees
- Integrate with the Galloping Goose
- Take advantage of views
- Create better park space with seating, lighting, and dog areas
- Create a new park by the trail

SENSE OF COMMUNITY

- Support family-owned businesses
- Foster a sense of community
- Link to Langford
- Emphasize the uniqueness of Colwood

IMPLEMENTATION STRATEGY

- Address City capacity to implement this vision
- Phasing and timeline for the vision and implementation
- Tax pardon for intergenerational transfer
- Better connect to the Galloping Goose

CONNECTION

- A clear plan for active transportation
- Bike path on Sooke Road / Island Highway to Royal Roads University
- Potential East - West vehicular through-road requires landowner collaboration
- Transit connectivity through Goldstream
- Bike shelters on #50 Bus Route
- Pedestrian connections between Goldstream & Wale

RESIDENTIAL NEEDS

- Alignment of landowner concerns and project goals around higher density
- Is the Colwood community receptive to high density?
- Emphasis on housing affordability
- The higher the better
- OCP Gateway 12-15 storeys
- Can the current infrastructure support this much development?

ACCESSIBILITY

- Grade/elevational changes and accessibility concerns
- We need public washrooms for the trail
- Construction traffic

Gateway Landowner’s Charrette Agenda

CHARRETTE OVERVIEW

In March, the MODUS team of design consultants returned to Colwood to engage with Stakeholders, specifically landowners along the Gateway lands. Over the course of these two days, we explored a collective vision for the future of these lands and opportunities for collaboration.

CHARRETTE ATTENDEES

Consultant team

- Edward Porter, Senior Urban Designer (MODUS)
- Jessica Mann, Urban Designer (MODUS)
- Valeria Perez Malvido, Urban Designer (MODUS)
- Calum Srigley, Illustrator & Urban Designer

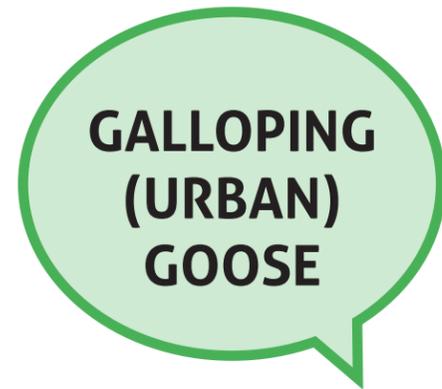
City of Colwood Key Staff

- Iain Bourhill, Director of Community Planning
- Jill Collinson, Senior Planner
- Yazmin Hernandez, Senior Planner
- Rob Martin (Mayor)

Day 1 Thurs, Mar 10	Day 2 Fri, Mar 11
<p>Foundation & Emerging Ideas Site Tour</p> <p><i>meet at Library</i> (12:00 - 1:30pm)</p> <p>We walked around the site and asked participants to share their hopes and concerns for the future of these lands.</p>	<p>Confirm Direction</p> <p><i>Design team working session</i> <i>Field House</i> (8:00am-12:00pm)</p> <p>The team continued developing materials the following morning.</p>
<p>Design Team Workshop</p> <p><i>Field House</i> (1:30pm-3:00pm)</p> <p>The consultant team lead the group in a series of exercises from visioning (hopes and concerns) to early-stage concept development to implementation and opportunities for collaboration.</p>	<p>Pin-up with Stakeholders</p> <p><i>Field House</i> (12:00pm-02:00pm)</p> <p>The following day, participants were invited back to see the materials the design team had developed. This was an opportunity to confirm the directions being set for the Gateway area and to voice any concerns and ‘course-correct’. Snacks were provided at this session.</p>
<p>Design team working session</p> <p><i>Field House</i> (3:00pm-5:00pm)</p> <p>The consultant team further developed the ideas and concepts discussed with participants into plans and sketches that illustrate the vision for the Gateway and Triangle Lands.</p>	

Gateway Landowner's Charrette - What We Heard

QUESTIONS :



- Improve / expedite development approval near the Galloping Goose
- Need for a strong vision
- Accommodate different active transportation needs
- Safety concerns around speed of cycling commuters along the Galloping Goose (should commercial frontages be proposed and developed)



- Project phasing and timeline considerations
- Elaborate a community centred vision for the future of development
- Time frame and price associated with the grant for the Goose

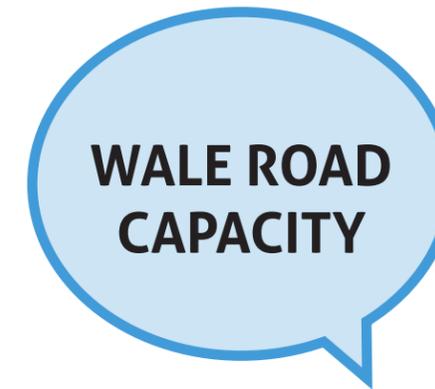


- Expressed need for additional recreational amenities long term at West Shore Parks and Recreation

CONCERNS & IDEAS:



- Need for more residential options
- Add residential infill closer to existing recreational and commercial amenities
- Mixed-use housing forms



- Regional transit hub
- Connection to other municipalities
- Traffic considerations
- Transit services along Wale Road and connection to the RapidBus



- Increase walkability
- Secure connectivity to existing amenities
- Emphasize vehicular and pedestrian access points
- Options to provide secondary access and circulation to the site

Gateway Landowner's Charrette

