



**UPDATED AMENDED AGENDA  
COMMITTEE OF THE WHOLE  
MEETING OF JULY 13, 2017, AT 9:00 A.M.  
COUNCIL CHAMBERS  
CITY HALL, 1 CENTENNIAL SQUARE**

**Located on the traditional territory of the Esquimalt and Songhees People**

Page

**APPROVAL OF AGENDA**

**CONSENT AGENDA**

**READING OF MINUTES**

- |    |   |         |
|----|---|---------|
| 1. | Minutes from the Meeting held June 8, 2017  | 9 - 23  |
|    | <a href="#">2017_06_08_Minutes</a>          |         |
| 2. | Minutes from the Meeting held June 22, 2017 | 25 - 41 |
|    | <a href="#">2017_06_22_Minutes</a>          |         |

[Addenda]

**UNFINISHED BUSINESS**

- |    |   |         |
|----|---|---------|
| 3. | Postponed Motion from March 2, 2017 regarding the Composition of the Regional Water Supply Commission<br>--Councillor Isitt | 43 - 46 |
|----|---|---------|

*A motion postponed at the March 2, 2017 Committee of the Whole meeting regarding the policy on voting at the CRD Water Supply Commission.*

***Recommendation: That Council postpone the following motion indefinitely: That Council adopt the policy that representation by population be retained at the Capital Regional District Water Supply Commission.***

[Postponed Motion from March 2, 2017 regarding the Composition of the Regional Water Supply Commission](#)

4. Royal and McPherson Theatre Society/City of Victoria Partners Project Phase Two 47 - 70  
--Councillors Alto & Madoff

*A Council member motion providing information and recommendations regarding an update on the City of Victoria Partners project for the Royal and McPherson Theatres Society.*

**Recommendation: That Council endorse the RMTS/City of Victoria Partners Project Phase Two as outlined in this report, and direct Councillors Alto and Madoff to continue facilitating the Project.**

[1 Motion Royal and McPherson Theatre Society City of Victoria Partners Project Phase Two](#)  
[2 Presentation](#)

## LAND USE MATTERS

5. Downtown Public Realm Plan Adoption 71 - 285  
--J. Tinney, Director of Sustainable Planning and Community Planning

*A report providing information and recommendations regarding the adoption of the Downtown Public Realm Plan and steps for implementation.*

**Late Item: Presentation**

**Recommendation: 1. That Council consider approving the City of Victoria Downtown Public Realm Plan, 2017 to replace the City of Victoria Downtown Beautification strategy and Kit-of-Parts, January 26, 1995. 2. That Council direct staff to amend the Subdivision and Development Services by-laws to reference the Downtown Public Realm Plan to direct frontage improvements for development within the downtown.**

[1 Report Downtown Public Realm Plan Adoption](#)  
[2 Attachment 1 City of Victoria Downtown Public Realm Plan](#)  
[3 Attachment 2 Summary of Feedback on Visual Victoria \(Downtown Public Realm Plan Component\)](#)  
[4 Late Presentation Downtown Public Realm Plan](#)

[Addenda]

## STAFF REPORTS

6. BCLC Casino Victoria 287 - 295  
--J. Tinney, Director of Sustainable Planning & Community Development

*A report providing information and recommendations regarding legislative requirements for public engagement for a potential casino in Victoria.*

**Late Item: Report**



**Recommendation: That Council direct staff to undertake the public engagement required under the Gaming Control Act in the form of a public hearing, to be held at the same time as the public hearing required for a rezoning application under the Local Government Act and Casino Rezoning Guidelines for the proposed gaming facility in Victoria.**

[1 Late Report BCLC Casino Victoria](#)

[2 Appendix A Exerpts from the Gaming Control Act and its Gaming Control Regulations](#)

[Addenda]

## NOTICE OF MOTIONS

### NEW BUSINESS

7. Regulation of Victoria Harbour Water Airport 297 - 316  
--Councillors Isitt, Loveday, and Madoff

*A Council member motion providing recommendations regarding a resolution for the regulation of the Victoria Harbour Water Airport.*

**Recommendation: THAT Council endorse the following resolution and request that the Mayor, on behalf of Council, write to the federal Minister of Transport, copying the Prime Minister, the Vancouver office of Transport Canada - Civil Aviation Division, and the Victoria Harbour Master, requesting favourable consideration: Resolution: Regulation of Victoria Harbour Water Airport WHEREAS Residents living in proximity to Victoria Harbour have expressed concern over the current ad-hoc regulation of the Victoria Harbour Water Airport, specifically the operation of the airport by the Government of Canada under interim regulations; AND WHEREAS The Government of Canada through the Minister of Transport has provided assurances to the City of Victoria and local residents that Canadian Aviation Regulations and Standards will be published in the Canada Gazette, providing an opportunity for public comment prior to adoption of permanent regulations for the Victoria Harbour Water Airport; AND WHEREAS Transitioning the Victoria Harbour Water Airport from an interim to a permanent regulatory framework is in the best interests of the community, to provide certainty for people residing in proximity to the harbour, as well as passengers, employees and businesses involved in Victoria Harbour Water Airport operations; THEREFORE BE IT RESOLVED THAT The City of Victoria requests that the Government of Canada move forward with publication of Canadian Aviation Regulations and Standards for the Victoria Harbour Water Airport, to allow for public comment prior to adoption of a permanent regulatory framework for the Victoria Harbour Water Airport, and provide certainty for residents, operators and passengers.**

[1 Motion Regulation of Victoria Harbour Water Airport](#)

[2 Attachment 1 Minister of Transport Letter 2013](#)

[3 Attachment 2 Report of Standing Committee on Victoria Harbour Airport 2009](#)

[4 Attachment 3 Minutes of Standing Committee on Victoria Harbour Airport 2008](#)

8. Options for Rental Housing In Strata Property  
--Councillor Isitt

317

*A Council member motion providing recommendations regarding a resolution for options for rental housing in strata property.*

**Recommendation:** That Council endorse the following resolution and request that the Mayor, on behalf of Council, write to the provincial Minister Responsible for Housing and Members of the Legislative Assembly representing constituencies in the Capital Region, forwarding a copy of the resolution and requesting favourable consideration:  
**Resolution: Options for Rental Housing in Strata Property** WHEREAS Many communities in British Columbia face acute housing affordability and housing availability challenges, with low vacancy rates and escalating housing prices contributing to economic insecurity for seniors, youth and people with low to moderate incomes who cannot afford safe, stable rental housing; AND WHEREAS Provisions in the Strata Property Act have enabled strata councils to introduce bylaws that restrict rental housing as a permitted use, resulting in many dwelling units remaining vacant or underutilized rather than contributing toward the supply of rental housing in local communities; AND WHEREAS more than 20 percent of property owners who responded to a recent City of Vancouver survey cited rental restrictions in strata bylaws as the reason why these units were unoccupied; THEREFORE BE RESOLVED THAT the Province of British Columbia amend the Strata Property Act to prohibit bylaws restricting rental housing in strata-titled residential property, while retaining the authority of strata councils to introduce bylaws to restrict short-term vacation rentals.

[Motion Options for Rental Housing in Strata Property](#)

9. **Late Item:** Supplementary Material on Short-Term Rental Regulatory Framework  
--Councillor Isitt

319 - 406

*A Council member motion regarding supplementary material on Short-Term Rental Regulatory Framework.*

**Recommendation:** That Council refer this report and the attachments to staff, and request that the following provisions be incorporated into the City of Victoria's regulatory and business licensing framework for Short-Term Rentals: One host=One listing; Proof of the host's identity and municipal address; Proof of a current police background check; Proof that the property is the host's principal/primary residence; Proof that the listed space is in a habitable room in the principal/primary residence; Proof that the host has sufficient insurance coverage; Proof that the mortgage terms are not violated, if an owner; Proof that short-term rentals are permitted in the host's condominium declaration, if a condominium resident; Proof that the host's strata council rules permit short-term rentals, if a condominium resident; Proof that the listing does not violate existing zoning by-laws, building codes, fire codes and health and safety standards; Submission of site and floor plans accurately depicting the size and location of the

*existing dwelling; Submission of the number and location of the designated off and on-street parking spaces and the number of vehicles allowed for overnight guests, if applicable; Submission of a list of responsible contact persons; Submission of a list of all online platforms used to advertise the listing.*

[1 Motion Supplementary Material on STR Regulatory Framework](#)  
[2 Attachment 1 Vancouver Regulating Short-Term Rentals](#)  
[3 Attachment 2 Toronto Proposed Regulations for Short-Term Rentals](#)

[Addenda]

### **Workshop**

10. Council Workshop - Draft Gonzales Neighbourhood Plan 407 - 672  
--J. Tinney, Director of Sustainable Planning and Community Development

*A report providing information and recommendations regarding the draft Gonzales Neighbourhood Plan.*

**Late Item: Presentation, Correct Engagement Summary, and Correct Correspondence**

***Recommendation: That Council: 1. Provide initial feedback on the draft Gonzales neighbourhood Plan. 2. Refer the draft Gonzales Neighbourhood Plan and draft Design Guidelines for Intensive Residential Development - Townhouse and Rowhouse to the Advisory Design Panel for comment. 3. Refer the draft Gonzales Neighbourhood Plan to the Heritage Advisory Panel for comment. 4. Direct staff to create Gonzales-specific guidelines or exemptions for the proposed Heritage Conservation Areas that address feedback from homeowners, community and Heritage Advisory Panel.***

[1 Report Council Workshop - Draft Gonzales Neighbourhood Plan](#)  
[2 Attachment 1 Gonzales NP DRAFT](#)  
[3 Attachment 2 Map and Description of Proposed HCAs](#)  
[4 Attachment 3 Summary of Property Owner Feedback on HCAs](#)  
[5 Attachment 4 Guidelines For Townhouses Rowhouses Gonzales](#)  
[6 Attachment 5 CORRECTED Engagement Summary](#)  
[7 CORRECTED Correspondence](#)  
[8 Late Presentation Gonzales Neighbourhood Plan Workshop July 13 2017](#)

[Addenda]

### **ADJOURNMENT OF COMMITTEE OF THE WHOLE**

### **CONVENE COUNCIL MEETING**

MOTION TO CLOSE THE JULY 13, 2017 COUNCIL MEETING TO THE PUBLIC

That Council convene a closed meeting that excludes the public under Section 90 of the Community Charter for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the Community Charter, namely:

- *Section 90(1)(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;*
- *Section 90(1)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and*
- *Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;*
- *Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.*

## **APPROVAL OF CLOSED AGENDA**

## **READING OF CLOSED MINUTES**

1. Minutes from the Closed Meeting held June 8, 2017
2. Minutes from the Closed Meeting held June 22, 2017

## **UNFINISHED BUSINESS**

## **CORRESPONDENCE**

## **NEW BUSINESS**

3. Appointments  
--C. Coates, City Clerk
4. Land  
--P. Rantucci, Head of Strategic Real Estate
5. **Late Item:** Legal Advice  
--T. Zworski, City Solicitor

[Addenda]

6. **Late Item:** Intergovernmental Negotiations  
--J. Johnson, City Manager

[Addenda]

## **CONSIDERATION TO RISE & REPORT**

## **ADJOURNMENT**





**MINUTES OF THE  
COMMITTEE OF THE WHOLE MEETING  
HELD THURSDAY, JUNE 8, 2017, 9:00 A.M.**

**1. THE CHAIR CALLED THE MEETING TO ORDER AT 9:01 A.M.**

**Committee Members Present:** Mayor Helps (Chair), Councillors Alto, Loveday, Lucas, Madoff, and Young

**Absent:** Councillors Coleman and Thornton-Joe

**Absent for a portion of the meeting:** Councillor Isitt

**Staff Present:** J. Johnson – City Manager; J. Jenkyns – Deputy City Manager; C. Coates – City Clerk; C. Havelka – Deputy City Clerk; P. Bruce – Fire Chief; S. Thompson – Director of Finance; J. Tinney – Director of Sustainable Planning & Community Development; T. Soulliere – Director of Parks, Recreation, & Facilities; F. Work – Director of Engineering & Public Works; J. Potter – Manager, Engagement; N. Johnson – Manager, Bylaw and Licensing Services; J. Weston – Assistant Director, Transportation; B. Dellebuur – Manager, Transportation; S. Webb – Active Transportation Project Manager; C. Mycroft – Manager, Executive Operations; A. K. Ferguson – Recording Secretary

**Guests:** S. Hamilton – Project Lead, Vancouver Island Community Benefit Infrastructure Pilot

**2. APPROVAL OF AGENDA**

**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas, that the Agenda of the June 8, 2017, Committee of the Whole meeting be approved.

**Amendment:** It was moved by Councillor Lucas, seconded by Councillor Alto, that the Agenda of the June 8, 2017, Committee of the Whole meeting be amended as follows:

**Consent Agenda:**

**Item No. 1 – Minutes from the meeting held May 11, 2017**

**Item No. 2 – Minutes from the meeting held May 25, 2017**

**Item No. 6 – Request to remove restrictive covenant CA4941711 at 2540 Quadra Street (Hillside/Quadra)**

**On the amendment:**  
**CARRIED UNANIMOUSLY 17/COTW**

*Councillor Isitt arrived to the meeting at 9:03 a.m.*

**Amendment:** It was moved by Councillor Alto, seconded by Councillor Loveday, that the Agenda of the June 8, 2017, Committee of the Whole meeting be amended as follows:

**That Item No. 11 be moved to follow Item No. 4 - Cycle Network Implementation Update – Fort Street Design**

**Main motion as amended:**

That the amended Agenda of the June 8, 2017, Committee of the Whole Meeting be approved with the following amendments:

**Consent Agenda:**

Item No. 1 – Minutes from the meeting held May 11, 2017

Item No. 2 – Minutes from the meeting held May 25, 2017

Item No. 6 – Request to remove restrictive covenant CA4941711 at 2540 Quadra Street (Hillside/Quadra)

That Item No. 11 be moved to follow Item No. 4 - Cycle Network Implementation Update – Fort Street Design

**On the main motion as amended:**  
CARRIED UNANIMOUSLY 17/COTW

**3. CONSENT AGENDA**

**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas, that the following items be approved without further debate:

**3.1 Minutes from the meeting held May 11, 2017**

**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas, that the Minutes from the Meeting held May 11, 2017 be adopted.

CARRIED UNANIMOUSLY 17/COTW

**3.2 Minutes from the meeting held May 25, 2017**

**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas, that the Minutes from the Meeting held May 25, 2017 be adopted.

CARRIED UNANIMOUSLY 17/COTW

**3.3 Request to remove restrictive covenant CA4941711 at 2540 Quadra Street (Hillside/Quadra)**

Committee received a report dated May 25, 2017 from the Director of Sustainable Planning and Community Development advising of a request for the removal of a restrictive covenant from the property located at 2540 Quadra Street.



**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas, that Council authorize the Mayor and City Clerk to execute a legal instrument, in the form satisfactory to the City Solicitor, to discharge covenant number CA4941711 from the property with the civil address of 2540 Quadra Street.

CARRIED UNANIMOUSLY 17/COTW

#### 4. Presentation

##### 4.1 First Quarterly Report 2017

Committee received a report dated April 25, 2017 from the Acting Chief Constable of the Victoria Police Department entitled the "Framework Agreement Quarterly Report to the City of Victoria" which provided information on Community Engagement, Crime Presentation and Operational Priorities for Q1 2017.

Committee discussed:

- The issue of sleeping in cars from the view of police.

Committee received a report dated May 30, 2017 from the City Manager and Deputy City Manager, highlighting the City's activities and accomplishments as they relate to the Strategic Plan during the first quarter of 2017.

*Councillor Alto withdrew from the meeting at 9:34 a.m.*

Committee discussed:

- Next steps in the implementation of the Housing Strategy.
- Reporting back on the bonus density policy which was approved last year.
- Timelines for Council to consider detailed designs for the force main and Clover Point pump station.
- Timelines for completion of the last segment of the E&N Rail Trail from Catherine to Johnson Street.
- Funding source for the 13 positions at the Victoria Conference Centre.
- Timeline for staff or a contractor to provide an accessibility impact statement.
- Engaging with the Neighbourhood associations to get their budget ideas before final decisions are made.

**Motion:** It was moved by Mayor Helps, seconded by Councillor Isitt, that Council receive the First Quarterly Report 2017 for information.

CARRIED UNANIMOUSLY 17/COTW

**Motion:** It was moved by Councillor Isitt, seconded by Councillor Loveday, that Council direct staff to report to Council with a summary report including Detailed Design drawings for the crosswalk improvements at Cook and Haultain Streets.

Committee discussed:

- Ensuring the plans are aligned with the cycling network and traffic calming.

**Amendment:** It was moved by Councillor Isitt, seconded by Mayor Helps, that the motion be amended as follows:  
Council direct staff to report to Council with a ~~summary report~~ **briefing note** including Detailed Design drawings for the crosswalk improvements at Cook and Haultain Streets.

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Main motion as amended:**

That Council direct staff to report to Council with a briefing note including Detailed Design drawings for the crosswalk improvements at Cook and Haultain Streets.

CARRIED UNANIMOUSLY 17/COTW

Committee discussed:

- Further exploring the issue surrounding sleeping in cars.

**Motion:** It was moved by Councillor Isitt, that Council direct staff to introduce amendments to the Streets and Traffic Bylaw deleting the provision relating to sleeping in cars.

MOTION FAILED DUE TO NO SECONDER 17/COTW

**Motion:** It was moved by Mayor Helps, seconded by Councillor Lucas, that Council direct staff to proceed with planning and implementation of the dog off-leash pilot projects for Gonzales Park (summer only), Fisherman's Wharf Park (one year) and Oaklands Park (one year) in 2017.

Committee discussed:

- Ensuring that dogs are only allowed off-leash at Fisherman's Wharf Park between 6:30 a.m. to 8:30 a.m.

**Amendment:** It was moved by Councillor Isitt, that Council direct staff to proceed with planning and implementation of the dog off-leash pilot projects for Gonzales Park (summer only **and excluding the beach**), Fisherman's Wharf Park (one year) and Oaklands Park (one year) in 2017.

MOTION FAILED DUE TO NO SECONDER 17/COTW

*Council requested that the motion be separated.*

**Motion:** It was moved by Mayor Helps, seconded by Councillor Lucas, that Council direct staff to proceed with planning and implementation of the dog off-leash pilot project for Gonzales Park (summer only) in 2017.

Committee discussed:

- The need for a City-wide strategy when it comes to off-leash areas.

*Councillor Young withdrew from the meeting at 10:25 a.m. and returned at 10:25 a.m.*

For: Mayor Helps, Councillors Lucas, and Young  
Against: Councillors Isitt, Loveday, and Madoff

DEFEATED 17/COTW

**Motion:** It was moved by Mayor Helps, seconded by Councillor Lucas, that Council direct staff to proceed with planning and implementation of the dog off-leash pilot project for Fisherman's Wharf Park (one year) in 2017.

CARRIED 17/COTW

For: Mayor Helps, Councillors Isitt, Loveday, Lucas, and Young  
Against: Councillor Madoff

**Motion:** It was moved by Mayor Helps, seconded by Councillor Lucas, that Council direct staff to proceed with planning and implementation of the dog off-leash pilot project for Oaklands Park (one year) in 2017.

CARRIED 17/COTW

For: Mayor Helps, Councillor Isitt, Loveday, Lucas, and Young  
Against: Councillor Madoff

*Councillor Lucas withdrew from the meeting at 10:28 a.m.*

#### **4.2 Social Procurement in Context and Community Benefit Infrastructure Pilot**

Committee received a report dated June 1, 2017 from the Director of Finance regarding the Social Procurement in Context and Community Benefit Infrastructure Pilot. She introduced Sandra Hamilton as the lead consultant for the pilot, who provided a presentation on this project.

*Councillor Lucas returned at 10:31 a.m.*

**Motion:** It was moved by Councillor Lucas, seconded by Councillor Loveday, that Council received the report for information.

Committee discussed:

- Concerns with the direction of the program
- Looking at the City's hiring practices.
- The City being left behind should we not move forward with Social Procurement.

CARRIED UNANIMOUSLY 17/COTW

*Committee recessed at 10:52 a.m. and returned at 10:59 a.m.*

*Councillors Alto and Isitt were not present when the meeting reconvened.*

## 5. STAFF REPORTS

### 5.1 Cycle Network Implementation Update – Fort Street Design

Committee received a report dated June 2, 2017 from the Director of Engineering and Public Works requesting approval and providing an update and options for the Fort Street AAA Bike Lane Design. Staff also provided further reasoning behind the building of the protected bike lanes. Ms. Webb noted an error in the report relating to the dollar amount for each parking stall on the 600 block of Fort.

*Councillor Isitt returned to the meeting at 11:00 a.m.*

*Councillor Alto returned to the meeting at 11:00 a.m.*

Committee discussed:

- Where the parking stalls would be located on 600 Block and how that would occur.
- Putting up a sign that states “no right turn on red” instead of all symbols.
- Benefits of delaying the crosswalks in the 800 block.
- Possibility of extending the bike lane past Linden Ave to Central Middle school.
- Possibility to make the loading zones smaller to accommodate parking demand.
- Possible modification for the ‘floating’ parking stalls to accommodate accessible parking stalls.

*Councillor Young withdrew from the meeting at 11:58 a.m. and returned at 12:00 p.m.*

Committee discussed:

- The possibility of re-instating the transit stop in the future.
- Ensuring that emergency vehicles are able to get through the corridors without barriers.
- The issues with the Wharf and Government intersection

#### **Motion:**

It was moved by Councillor Mayor Helps, seconded by Councillor Loveday, that Council direct staff to:

1. Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years;
2. Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report; and
3. Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.

**Amendment:** It was moved by Mayor Helps, seconded by Councillor Alto, that the motion be amended as follows:

That Council direct staff to:

1. Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years;
2. Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report; and

3. Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.
4. **The 8 parking spots on 600 block of Fort Street be retained, that we fund the \$500,000 by borrowing from the infrastructure reserve and that we repay the infrastructure reserve, with interest, from revenues generated from those 8 metres until the amount is repaid.**

*Committee discussed:*

- The costs of keeping the taxi stand on the 600 Block of Fort Street.

**Amendment to the amendment:**

It was moved by Mayor Helps, seconded by Councillor Alto, that the motion be further amended as follows:

That Council direct staff to:

1. Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years;
2. Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report; and
3. Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.
4. **The 8 parking spots and the taxi stand on 600 block of Fort Street be retained, that we fund the \$500,000 by borrowing from the infrastructure reserve and that we repay the infrastructure reserve, with interest, from revenues generated from those 8 metres until the amount is repaid.**

On the amendment to the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Amendment to the amendment:**

It was moved by Councillor Isitt, that the motion be further amended as follows:

That Council direct staff to:

1. Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years;
2. Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report; and
3. Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.
4. **The 8 parking spots and the taxi stand on 600 block of Fort Street be retained, that we fund the \$500,000 by borrowing from the infrastructure reserve and that we repay the infrastructure reserve, with interest, from revenues generated from those 8 metres until the amount is repaid.**
5. **That Council direct staff to undertake public engagement on design of the Fort Street protected bike lane from Linden Avenue to Fernwood Road and report back to Council on the advisability, estimated cost and**

**operational considerations of expediting implementation of this portion of the approved cycling network, to provide AAA connectivity between Downtown, Central Middle School, the Art Gallery of Greater Victoria, the Camosun Street / Moss Street north-south greenway, and areas further east in the Fernwood and Rockland neighbourhoods.**

MOTION FAILED DUE TO NO SECONDER 17/COTW

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Main motion as amended:**

That Council direct staff to:

1. Approve the value-engineered, "complete streets" AAA Bicycle Facility in 2017/2018, and implement the three 800-1000 block crosswalk upgrades in future years;
2. Amend the 2017 Financial Plan to allocate an additional \$270,000 from the Gas Tax Reserve to fund the Fort Street project, and authorize staff to proceed to tender a construction contract as outlined in this report; and
3. Amend the 2017 Financial Plan to allocate an additional \$110,000 from the Accessibility Capital Reserve for accessibility features for the Fort Street Bike Lane project.
4. The 8 parking spots and the taxi stand on 600 block of Fort Street be retained, that we fund the \$500,000 by borrowing from the infrastructure reserve and that we repay the infrastructure reserve, with interest, from revenues generated from those 8 metres until the amount is repaid.

CARRIED 17/COTW

For: Mayor Helps, Councillor Alto, Isitt, Loveday, Lucas, and Young  
Against: Councillor Madoff

*Committee recessed at 12:58 p.m. and returned at 1:31 p.m.*

*Councillors Isitt and Lucas were not present when the meeting reconvened.*

**6. LAND USE MATTERS**

**6.1 Update on Rezoning Application No. 00466 and Heritage Alteration Permit Application No. 00214 for 913-929 Burdett Avenue and 914-924 McClure Street (Fairfield)**

Committee received a report dated May 25, 2017 from the Director of Sustainable Planning and Community Development providing new information for the property located at 913-929 Burdett Ave and 914-924 McClure Street, also known as the Mt. St. Angela property, following the Joint Heritage Advisory Panel and the Advisory Design Panel which was held February 1, 2017.

*Councillor Isitt returned to the meeting at 1:34 p.m.*

Committee discussed:

- Whether a provision of low market housing will be included with a housing agreement.
- How staff are ensuring that a diverse range of housing options are available.

**Motion:**

It was moved by Councillor Alto, seconded by Councillor Young,  
**Rezoning Application No. 00466**

1. That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00466 for 913-929 Burdett Avenue and 914-924 McClure Street; and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council.
2. That Council instruct staff :
  - a. to prepare a Housing Agreement Bylaw to secure a minimum of 50% of the total units as market rental for a minimum of 20 years, plus a minimum of 26 units be used as assisted living for a minimum of 20 years, and that future strata bylaws cannot prohibit strata owners from renting residential strata units, and repeal the formerly adopted Housing Agreement from a past development proposal.
3. That the introductory readings of these Bylaws be considered by Council and a Public Hearing date be set once the following conditions are met:
  - a. Preparation of a Section 219 Covenant for sewage attenuation as required, and executed by the applicant to the satisfaction of the Director of Engineering and Public Works.
4. That Council give authorization for the following, if the Housing Agreement and Rezoning Bylaws are adopted:
  - a. Mayor and City Clerk to execute the documents required in order to discharge or terminate the following legal documents related to a past development proposal, which are not applicable to the current development proposal:
    - i. S.219 Covenant relating to the provision of full frontage works along the Burdett Avenue and McClure Street frontages
    - ii. Statutory Right-of-Way for the provision of a 1.2m public walkway along the east of the property
    - iii. Heritage Revitalization Agreement dated February 14, 2008.
  - b. Introduction of a bylaw to repeal the February 14, 2008 Heritage Revitalization Agreement, as required.

**Heritage Alteration Permit No. 00214**

Following consideration of Rezoning Application No. 00466, staff recommend that Council consider this updated motion with respect to Heritage Alteration Permit with Variances No. 00214:

“That Council authorize the issuance of the Heritage Alteration Permit No. 00214 for 913-929 Burdett Avenue and 914-924 McClure Street in accordance with:

1. Plans date stamped May 3, 2017.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. increasing the building height from 16.5m to 20.55m
  - b. reducing the front yard setback from 10.6m to 8.75m
  - c. Reducing the rear yard setback from 5.4m to 4.7m
  - d. Reducing the west yard setback from 3.6m to 3.2m for the principal building and from 3.6m to 3.05m for the Cartreff Residence.
3. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.

4. The Heritage Alteration Permit is subject to the conditions for Mount St. Angela (917-923 Burdett Avenue), the Cartreff Residence (913 Burdett Avenue), and the Temple Residence (924 McClure Street), detailed in Appendix A, Appendix B, and Appendix C attached to this report.
5. Sustainability features and construction achieving the BUILT GREEN® Certification level.
6. The Heritage Alteration Permit lapsing two years from the date of this resolution.”

**Amendment:** It was moved by Councillor Isitt, seconded by Mayor Helps, that the motion be amended as follows:

**Rezoning Application No. 00466**

1. That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00466 for 913-929 Burdett Avenue and 914-924 McClure Street; and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council.
2. a. That Council instruct staff to prepare a Housing Agreement Bylaw to secure a minimum of 50% of the total units as market rental for a minimum of 20 years, plus a minimum of 26 units be used as assisted living for a minimum of 20 years, and that future strata bylaws cannot prohibit strata owners from renting residential strata units, and repeal the formerly adopted Housing Agreement from a past development proposal.  
b. **That a portion of units in the building be secured at below market rental.**
3. That the introductory readings of these Bylaws be considered by Council and a Public Hearing date be set once the following conditions are met:
  - a. Preparation of a Section 219 Covenant for sewage attenuation as required, and executed by the applicant to the satisfaction of the Director of Engineering and Public Works.
4. That Council give authorization for the following, if the Housing Agreement and Rezoning Bylaws are adopted:
  - a. Mayor and City Clerk to execute the documents required in order to discharge or terminate the following legal documents related to a past development proposal, which are not applicable to the current development proposal:
    - i. S.219 Covenant relating to the provision of full frontage works along the Burdett Avenue and McClure Street frontages
    - ii. Statutory Right-of-Way for the provision of a 1.2m public walkway along the east of the property
    - iii. Heritage Revitalization Agreement dated February 14, 2008.
  - b. Introduction of a bylaw to repeal the February 14, 2008 Heritage Revitalization Agreement, as required.

On the amendment:  
CARRIED 17/COTW

For: Mayor Helps, Councillors Alto, Isitt, and Loveday  
Against: Councillors Madoff and Young



Committee discussed:

- What may happen to the rental units and tenants following the expiration of the 20 year Housing Agreement.
- Amending the policy to require social housing and rental units for higher density projects.

**Main motion as amended:**

**Rezoning Application No. 00466**

1. That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00466 for 913-929 Burdett Avenue and 914-924 McClure Street; and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council.
2. a. That Council instruct staff to prepare a Housing Agreement Bylaw to secure a minimum of 50% of the total units as market rental for a minimum of 20 years, plus a minimum of 26 units be used as assisted living for a minimum of 20 years, and that future strata bylaws cannot prohibit strata owners from renting residential strata units, and repeal the formerly adopted Housing Agreement from a past development proposal.
- b. That a portion of units in the building be secured at below market rental.
3. That the introductory readings of these Bylaws be considered by Council and a Public Hearing date be set once the following conditions are met:
  - a. Preparation of a Section 219 Covenant for sewage attenuation as required, and executed by the applicant to the satisfaction of the Director of Engineering and Public Works.
4. That Council give authorization for the following, if the Housing Agreement and Rezoning Bylaws are adopted:
  - a. Mayor and City Clerk to execute the documents required in order to discharge or terminate the following legal documents related to a past development proposal, which are not applicable to the current development proposal:
    - i. S.219 Covenant relating to the provision of full frontage works along the Burdett Avenue and McClure Street frontages
    - ii. Statutory Right-of-Way for the provision of a 1.2m public walkway along the east of the property
    - iii. Heritage Revitalization Agreement dated February 14, 2008.
  - b. Introduction of a bylaw to repeal the February 14, 2008 Heritage Revitalization Agreement, as required.

**Heritage Alteration Permit No. 00214**

Following consideration of Rezoning Application No. 00466, staff recommend that Council consider this updated motion with respect to Heritage Alteration Permit with Variances No. 00214:

“That Council authorize the issuance of the Heritage Alteration Permit No. 00214 for 913-929 Burdett Avenue and 914-924 McClure Street in accordance with:

1. Plans date stamped May 3, 2017.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. increasing the building height from 16.5m to 20.55m
  - b. reducing the front yard setback from 10.6m to 8.75m
  - c. Reducing the rear yard setback from 5.4m to 4.7m
  - d. Reducing the west yard setback from 3.6m to 3.2m for the principal building and from 3.6m to 3.05m for the Cartreff Residence.

3. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.
4. The Heritage Alteration Permit is subject to the conditions for Mount St. Angela (917-923 Burdett Avenue), the Cartreff Residence (913 Burdett Avenue), and the Temple Residence (924 McClure Street), detailed in Appendix A, Appendix B, and Appendix C attached to this report.
5. Sustainability features and construction achieving the BUILT GREEN® Certification level.
6. The Heritage Alteration Permit lapsing two years from the date of this resolution."

**On the main motion as amended:**

CARRIED 17/COTW

For: Mayor Helps, Councillors Alto, Isitt, Loveday, and Young

Against: Councillors Madoff

**Motion to extend until 3:00 pm:**

It was moved by Councillor Alto, seconded by Councillor Madoff, that the meeting be extended until 3:00 p.m.

CARRIED UNANIMOUSLY 17/COTW

**6.2 Application for a Permanent Change to Hours of Service for a Liquor Primary Licence (212046), D'arcy McGee's, 1127 Wharf Street (Downtown)**

Committee received a report dated May 9, 2017 from the Director of Sustainable Planning and Community Development seeking Council approval following the application by D'arcy McGee's to change their liquor primary licence at 1127 Wharf Street to extend liquor sales from 1:00 a.m. to 2:00 a.m. on Friday and Saturdays.

**Motion:** It was moved by Councillor Alto, seconded by Councillor Loveday, that Council direct staff to provide the following response to the Liquor Licensing Agency:

1. Council, after conducting a review with respect to noise and community impacts, does support the application of D'arcy McGee's, located at 1127 Wharf Street to extend closing hours from 1:00 am to 2:00 am on Fridays and Saturdays.

Providing the following comments on the prescribed considerations:

- a. The impact of noise on the community in the vicinity of the establishment has been considered in relation to the request to extend the hours to 2:00 am on Friday and Saturdays and is not expected to be a significant issue.
- b. If the application is approved, the impact on the community is expected to be positive economically as the approval supports the request of the business.
- c. The views of residents were solicited via a mail out to neighbouring property owners and occupiers within 50 metres of the licensed location and a notice posted at the property. The City received one letter in support of the application and three letters opposed to the application which included a letter from the Victoria Downtown Residents Association. The letter from VDRA states a number of concerns related to densification of similar establishments with similar closing hours due to the proximity of existing residential units.

- d. Council recommends the issuance of the license.

Committee discussed:

- The rationale for allowing the business hours to extended to 2 a.m.

CARRIED UNANIMOUSLY 17/COTW

### **6.3 2016 Regional Growth Strategy – Dispute Resolution Process**

Committee received a report dated May 19, 2017 from the Director of Sustainable Planning and Community Development providing information regarding an upcoming non-binding dispute resolution process for the 2016 Regional Growth Strategy.

**Motion:** It was moved by Councillor Alto, seconded by Councillor Young, that Council advise the CRD that the City of Victoria will not participate in the dispute resolution process for the 2016 Regional Growth Strategy.

Committee discussed:

- Reasoning for municipalities not supporting the Regional Growth Strategy.
- Deadline for response to the CRD.
- The municipalities that would be participating in the dispute process.

**Motion to Table:**

It was moved by Councillor Alto, seconded by Councillor Loveday, that the motion be tabled pending information from staff.

**On the motion to table:**

CARRIED UNANIMOUSLY 17/COTW

## **7. STAFF REPORTS CONTINUED**

### **7.1 Lessons Learned Policy**

Committee received a report dated June 3, 2017 from the City Manager providing Council with the proposed Lessons Learned Policy which will be reviewed by senior management every two years and any changes will be brought forward to Council.

Committee discussed:

- The policy applying to the Johnson Street Bridge Project
- Including analysis that reflects First Nations in the policy.

**Motion:** It was moved by Mayor Helps, seconded by Councillor Alto, that Council receive this report for information.

CARRIED UNANIMOUSLY 17/COTW

*Councillor Young withdrew from the meeting at 2:33 p.m.*

### **7.2 Public Engagement Roadmap**

Committee received a report dated June 2, 2017 from the Deputy City Manager regarding the Engagement Framework and 2017-2018 Public Engagement Road Map.

*Councillor Young returned to the meeting at 2:35 p.m.*

Committee discussed:

- The City working closer with the Neighbourhood Associations for the future Roadmap sessions.
- Start date for the Head of Engagement.

**Motion:** It was moved by Councillor Alto, seconded by Mayor Helps, that Council endorse the Public Engagement Roadmap and direct staff to report back for final consideration after consultation.

Committee discussed:

- Incorporating more First Nation involvement
- Adding First Nations after City Staff in the 'Roles' section.
- Possibility of changing the name to 'Participate Victoria'.

CARRIED UNANIMOUSLY 17/COTW

**Motion to Lift from the Table:**

It was moved by Councillor Isitt, seconded by Councillor Alto, that Item No. 8 be lifted from the table.

**6.3 Continued: 2016 Regional Growth Strategy – Dispute Resolution Process**

Council received further information from staff on what issues are being disputed.

Committee discussed:

- Which Regions accepted and rejected various provisions
- Possibility of appointing a staff member or Council member to be a liaison.

**Motion:** It was moved by Councillor Alto, seconded by Councillor Young, that Council advise the CRD that the City of Victoria will not participate in the dispute resolution process for the 2016 Regional Growth Strategy.

DEFEATED 17/COTW

**For:** Councillor Alto and Young  
**Against:** Mayor Helps, Isitt, Loveday, and Madoff

**Motion:** It was moved by Councillor Isitt, seconded by Mayor Helps, that Council advise the CRD of the City's interest in appointing a designated representative to participate in the RGS dispute resolution process.

CARRIED UNANIMOUSLY 17/COTW

**Motion to extend:**

It was moved by Councillor Alto, seconded by Councillor Isitt that the meeting be extended until 3:10 p.m.

CARRIED UNANIMOUSLY 17/COTW

### 7.3 Correspondence Management Policy

Committee received a report dated May 30, 2017 from the City Clerk regarding the proposed Correspondence Management Policy.

**Motion:** It was moved by Mayor Helps, seconded by Councillor Alto, that Council approve the Correspondence Management Policy.

Committee discussed:

- Clarity on which correspondence makes it to Council.

**Amendment:** It was moved by Mayor Helps, seconded by Councillor Isitt, that the motion be amended to amend section D of the policy as following:  
*Correspondence received from the Federal or Provincial Government, **Regional**, Local and First Nations Governments ~~within the Capital Regional District~~ shall, where the subject matter warrants...*

CARRIED UNANIMOUSLY 17/COTW

**Main motion as amended:**

That Council approve the Correspondence Management Policy and include an amendment to Section D of the policy:

*Correspondence received from the Federal or Provincial Government, Regional, Local and First Nations Governments, shall, where the subject matter warrants....*

CARRIED UNANIMOUSLY 17/COTW

### 7.4 Proclamation “World Refugee Day” June 20, 2017

Committee received a report dated May 29, 2017 from the City Clerk regarding the proposed proclamation for World Refugee Day, June 20, 2017.

**Motion:** It was moved by Mayor Helps, seconded by Councillor Alto, that the World Refugee Day Proclamation be forwarded to the June 8, 2017 Council Meeting for Council’s consideration.

CARRIED UNANIMOUSLY 17/COTW

## 8. ADJOURNMENT

**Motion:** It was moved by Councillor Alto, seconded by Councillor Loveday, that the Committee of the Whole meeting of June 8, 2017, 2016, be adjourned at 3:06 p.m.

CARRIED UNANIMOUSLY 17/COTW

CERTIFIED CORRECT:

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CITY CLERK

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MAYOR



**MINUTES OF THE  
COMMITTEE OF THE WHOLE MEETING  
HELD THURSDAY, JUNE 22, 2017, 9:00 A.M.**

**1. THE CHAIR CALLED THE MEETING TO ORDER AT 9:00 A.M.**

**Committee Members Present:** Mayor Helps (Chair), Councillors Alto, Coleman, Loveday, Lucas, Madoff, Thornton-Joe, and Young

**Absent for a portion of the meeting:** Councillor Isitt

**Staff Present:** J. Johnson - City Manager; J. Jenkyns - Deputy City Manager; C. Coates - City Clerk; C. Havelka - Deputy City Clerk; P. Bruce - Fire Chief; S. Thompson - Director of Finance; J. Jensen - Head of Human Resources; B. Eisenhauer - Head of Engagement; J. Tinney - Director of Sustainable Planning & Community Development; T. Soulliere - Director of Parks, Recreation, & Facilities; N. Sidhu - Assistant Director - Parks, Recreation and Facilities; J. Paul - Assistant Director, Engineering; A. Meyer - Assistant Director, Development Services; M. Betanzo - Senior Planner, Urban Design; C. Mycroft - Manager of Executive Operations; A. K. Ferguson - Recording Secretary

**Guests:** M. Eckenfelder, L. MacDonald, D. Parks, M. Avdeeff - Strategic Plan Grant Review Committee; R. Neilson - Associate Principal, Colliers Project Leaders; A. Fox - Architect, HCMA

**2. APPROVAL OF AGENDA**

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Alto, that the Agenda of the June 22, 2017, Committee of the Whole meeting be approved.

**Amendment:** It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that the Agenda of the June 22, 2017, Committee of the Whole meeting be amended as follows:

**Consent Agenda:**

- Item No. 7 - Development Permit with Variances Application No. 00037 for 1025, 1029, 1035 and 1075 Tolmie Avenue (Hillside/Quadra)**
- Item No. 10 - Proclamation "Pride Week" July 1 to July 9, 2017**
- Item No. 13 - UBCM Resolution: Local Partnerships for Energy Efficiency Retrofits**
- Item No. 15 - Neighbourhood Association Engagement in Pre-Budget Process**
- Item No. 16 - UBCM Resolution: Optimizing Community Benefits of Forest Resources**

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Main motion as amended:**

That the amended Agenda of the June 22, 2017 Committee of the Whole Meeting be approved with the following amendments:

**Consent Agenda:**

- Item No. 7 - Development Permit with Variances Application No. 00037 for 1025, 1029, 1035 and 1075 Tolmie Avenue (Hillside/Quadra)
- Item No. 10 - Proclamation "Pride Week" July 1 to July 9, 2017
- Item No. 13 - UBCM Resolution: Local Partnerships for Energy Efficiency Retrofits
- Item No. 15 - Neighbourhood Association Engagement in Pre-Budget Process
- Item No. 16 - UBCM Resolution: Optimizing Community Benefits of Forest Resources

On the main motion as amended:  
CARRIED UNANIMOUSLY 17/COTW

**3. CONSENT AGENDA**

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that the following items be approved without further debate:

**3.1 Development Permit with Variances Application No. 00037 for 1025, 1029, 1035 and 1075 Tolmie Avenue (Hillside/Quadra)**

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to subdivide the property located at 1025, 1029, 1035, and 1075 Tolmie Avenue into seven small lots and one panhandle lot, in order to construct eight single-family dwellings.

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that Council after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 00037 for 1025, 1029, 1035 and 1075 Tolmie Avenue, in accordance with:

1. Plans date stamped April 7, 2017.
2. Development meeting all Zoning Regulations Bylaw requirement, except for the following variances:
  - i. Lot 2
    - a. reduce the front setback from 6.00m to 5.40m;
  - ii. Lot 3
    - a. reduce the front setback from 6.00m to 5.54m;
  - iii. Lot 5
    - a. permit required 7.0m drive aisle to project onto adjacent property (Lot 6);



- iv. Lot 6
  - a. permit required 7.0m drive aisle to project onto adjacent property (Lot 5);
- v. Lot 7
  - a. permit required 7.0m drive aisle to project onto adjacent property (Lot 8);
- vi. Lot 8
  - a. reduce the side setback (south) from 7.50m to 5.31m;
  - b. reduce the side setback (north) from 4.00m to 2.75m.
- 3. The Development Permit lapsing two years from the date of this resolution.
- 4. Prior to the issuance of a building permit the appropriate encroachment agreement be executed to the satisfaction of the Director of Sustainable Planning and Community Development."

CARRIED UNANIMOUSLY 17/COTW

### 3.2 Proclamation "Pride Week" July 1 to July 9, 2017

Committee received a report dated June 19, 2017 from the City Clerk regarding the Pride Week Proclamation.

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that the Pride Week Proclamation be forwarded to the June 22, 2017 Council meeting for Council's consideration.

CARRIED UNANIMOUSLY 17/COTW

### 3.3 UBCM Resolution: Local Partnerships for Energy Efficiency Retrofits

Committee received a Council Member Motion dated June 16, 2017 from Councillor Isitt proposing a UBCM Resolution regarding Local Partnerships for Energy Efficiency Retrofits.

**Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe, that Council endorse the following resolution and directs staff to forward copies to UBCM member local governments, as well as the Provincial ministers responsible for Climate Action, Finance and Housing, requesting favourable consideration:

**Resolution: Local Partnerships for Energy Efficiency Retrofits**

WHEREAS local governments across North America are partnering with other levels of government to provide incentive programs to property owners to save money and reduce the environmental impact of buildings, including incentive programs funded through local service charges to support the installation of solar energy technology options for solar photovoltaic, solar hot air and solar hot water;

AND WHEREAS municipal local improvement charges in British Columbia cannot currently include the provision of cost recovery for municipal services on private property;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia work with local governments, First Nations governments and the federal government to introduce robust incentive programs to support residents, property owners and property managers in improving energy efficiency of buildings to address climate action and housing affordability objectives;

AND BE IT FURTHER RESOLVED THAT the Province of British Columbia enact legislation to allow the cost recovery of municipally-financed green energy technologies on private properties through municipal local improvement charges.

CARRIED UNANIMOUSLY 17/COTW

### **3.4 Neighbourhood Association Engagement in Pre-Budget Process**

Committee received a Council Member Motion dated June 19, 2017 from Mayor Helps and Councillor Lucas regarding Neighbourhood Association Engagement in Pre-Budget Process.

- Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe:
1. That Council direct the Neighbourhoods Team to canvas their respective Neighbourhood Associations each summer to gather input from the neighbourhoods to help shape the budget for the following year.
  2. That Council direct staff to add this input gathering with Neighbourhood Associations to the Public Engagement Road Map for 2017 and 2018.

CARRIED UNANIMOUSLY 17/COTW

### **3.5 UBCM Resolution: Optimizing Community Benefits of Forest Resources**

Committee received a Council Member Motion dated June 20, 2017 Councillor Isitt and Councillor Loveday regarding Optimizing Community Benefits of Forest Resource.

- Motion:** It was moved by Councillor Coleman, seconded by Councillor Thornton-Joe: THAT Council endorse the following resolution for consideration at the 2017 annual convention of the Union of BC Municipalities, and directs staff to forward this resolution to member local governments requesting favourable consideration and resolutions of support:

#### Resolution: Optimizing Community Benefits of Forest Resources

WHEREAS British Columbia's regions are rich in forest resources, a renewable source of employment, revenues and materials that provide vital habitat for biological diversity, water quality, outdoor recreation and economic development;

AND WHEREAS employment and public revenues from British Columbia's forests have declined substantially in recent decades, at the same time that watersheds and ecosystems have experienced negative impacts due to existing forestry practices;

AND WHEREAS British Columbia's diverse communities can realize substantially improved outcomes from forest resources by adopting best practices in forest stewardship and forest management from Scandinavia and other jurisdictions;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia work with First Nations, regional districts and municipalities to substantially improve community benefits of forest resources, including: expansion of community tenures, introduction of regional log markets, incentives for value-added production, and strengthened standards of forest stewardship to increase legislated protection of drinking watersheds and biological diversity.

CARRIED UNANIMOUSLY 17/COTW

#### 4. UNFINISHED BUSINESS

##### 4.1 2017 Strategic Plan and Micro Grant Applications

Committee received a report dated June 14, 2017 from the Director of Finance providing information and recommendations regarding the 2017 Strategic Plan and Micro Grant Applications intake which closed January 31, 2017.

**Motion:** It was moved by Councillor Thornton-Joe seconded by Councillor Alto, that Council:

1. Consider and approve, as determined by Council, the eligible Micro Grant applications outlined in Appendix A.

CARRIED UNANIMOUSLY 17/COTW

*Councillor Isitt joined the meeting at 9:04 a.m.*

##### 4.2 Strategic Plan Grant Review Committee Report

Committee received a report dated June 22, 2017 from the Strategic Plan Grant Review Committee providing recommendations to Council as part of their mandate following their review of all Strategic Plan Grant applications received by the City.

**Motion:** It was moved by Councillor Lucas, seconded by Councillor Alto, that Council:

1. Approve the Grants and amounts proposed in the attached table.
2. Direct key staff to meet with Committee members to review questions and suggestions with respect to both policy and process as part of Council's evaluation of the pilot project after the 2017 Strategic Plan Grants have been awarded and prior to the intake of grants in 2018.

Committee discussed:

- How the Committee applied the criteria in order to allocate the grant money.

*Councillor Loveday withdrew from the meeting at 9:16 a.m. and returned at 9:17 a.m.*

CARRIED UNANIMOUSLY 17/COTW

### 4.3 Crystal Pool and Fitness Centre Renewal Project Update

Committee received a report dated June 13, 2017 from the Director of Parks, Recreation, and Facilities, providing an update on the progress of the Crystal Pool and Fitness Centre Replacement Project following Council direction February 16, 2017. He provided an overview of the conceptual design renderings for the new Crystal Pool and Fitness Centre, as well as potential funding opportunities going forward.

Committee discussed:

- Possibilities of partnerships with other stakeholders.
- Reasoning for the change of the current configuration.
- Impact of massing on the residents of Pembroke.
- The possibilities of a café within the building.
- The possibility of repurposing the mural currently around the pool.

*Councillor Young withdrew from the meeting at 9:56 a.m. and returned at 9:56 a.m.*

Committee discussed:

- How the Public Art Policy will be incorporated into the final designs.
- Finding other spaces for the basketball court and the tennis court within the park.
- How to capture the feeling of the current Crystal Pool in the new building.
- Engaging the City's Accessibility Working group to assist with the overview for accessibility of the facility.
- Possibility of a portion of the facility to serve as a neighbourhood community centre.
- Possibility of utilizing the Memorial Arena parking lot across the street for a parking structure.

**Motion:** It was moved by Councillor Lucas, seconded by Councillor Isitt, that Council receive this report for information.

*Councillor Lucas withdrew from the meeting at 10:29 a.m. and returned at 10:30 a.m.*

Committee discussed:

- Difference between the procurement options.

CARRIED UNANIMOUSLY 17/COTW

**Motion:** It was moved by Mayor Helps, seconded by Councillor Loveday, that Council direct staff to work with the Northpark Neighbourhood Association to develop a Memorandum of Understanding for the North Park use of the facility.

CARRIED UNANIMOUSLY 17/COTW

**Motion:** It was moved by Mayor Helps, seconded Councillor Thornton-Joe, that the facility be called the Crystal Pool and Wellness Centre.

**Amendment:** It was moved by Councillor Isitt, seconded councillor Alto, that the motion be amended as follows:  
~~that the facility be called the Crystal Pool and Wellness Centre, that 'Wellness'~~  
 replace 'Fitness' in the project name.

**On the amendment:**

CARRIED UNANIMOUSLY 17/COTW

**Main motion as amended:**

That Council:

1. Receive this report for information.
2. Direct staff to work with the North Park Neighbourhood Association to develop a Memorandum of Understanding for the North Park use of the facility.
3. That 'Wellness' replace 'Fitness' in the project name.

**On the main motion as amended:**

CARRIED UNANIMOUSLY 17/COTW

*Committee recessed at 10:54 a.m. and returned at 11:00 a.m.*

**5. LAND USE MATTERS**

**5.1 Rezoning Application No. 00554 for 345 Quebec Street (James Bay)**

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to rezone the property located at 345 Quebec Street from its current T-1 Zone to a site specific zone to a site specific zone to add residential uses as its permitted use.

Committee discussed:

- How taking this hotel use out of the market affects the vacancy rate.
- Staff discussing with the applicant a longer time frame for the Housing Agreement.
- The site maintaining the transient zoning as well as the residential use zoning.

*Councillor Coleman withdrew from the meeting at 11:17 a.m.*

Committee discussed:

- The size of the units being below 33m<sup>2</sup>

*Councillor Loveday withdrew from the meeting at 11:18 a.m.*

Committee discussed:

- Whether a land lift analysis was completed

*Councillor Loveday returned to the meeting at 11:19 a.m.*

Committee discussed:

- Cost to the applicant to implement a 10 year Housing Agreement versus in perpetuity.

**Motion:**

It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement,

to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 10 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

**Amendment:** It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that the motion be amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of ~~40~~ **20** years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

**Amendment to the amendment:**

It was moved by Councillor Isitt, councillor Loveday, that the motion be further amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of ~~40~~ **20 60** years or the life of the building and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

Committee discussed:

- Concerns with placing unreasonable requirements on the applicant.

On the amendment to the amendment:  
DEFEATED 14/COTW

For: Councillor Isitt

Against: Mayor Helps, Councillors Alto, Loveday, Lucas, Madoff, Thornton-Joe, and Young

Committee discussed:

- The possibility of the building being used for short-term vacation rentals instead of rental.

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Amendment:** It was moved by Councillor Madoff, seconded by Councillor Isitt, that the motion be amended as follows:

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second

reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 20 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units, **and that the transient use be removed from the zone.**

On the amendment:

CARRIED UNANIMOUSLY 17/COTW

**On the main motion as amended:**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00554 for 345 Quebec Street; that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council; and a Public Hearing date be set after the execution of a Housing Agreement, to the satisfaction of City staff, to secure 219 residential rental units for a minimum of 20 years and to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units, and that the transient use be removed from the zone.

On the main motion as amended:

CARRIED UNANIMOUSLY 17/COTW

**5.2 Development Permit Application No. 000491 for 345 Quebec Street (James Bay)**

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to convert the existing 13-story hotel located at 345 Quebec Street into residential apartments.

**Motion:**

It was moved by Councillor Madoff, seconded by Councillor Isitt, that Council after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00554, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000491 for 345 Quebec Street, subject to the applicant revising the ground floor units to address privacy and street relationship issues to the satisfaction of the Director of Sustainable Planning and Community Development and in accordance with:

1. Plans dated June 5, 2017 (as amended to address privacy and street relationship issues)
2. Development meeting all Zoning Regulation Bylaw requirements;
3. The Development Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY 17/COTW

**5.3 Rezoning Application No. 00577 for 541 Herald Street (Downtown)**

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to rezone the property

located at 541 Herald Street from the CA-3C Zone to a site-specific zone to allow for the retail sale of cannabis.

Committee discussed:

- The proximity of the subject property from the Chinese Public School and the seniors care centre.

**Motion:** It was moved by Councillor Young, seconded by Councillor Thornton-Joe, that Council decline the application.

Committee discussed:

- Concerns over the policy with regards to the proximity to schools.

CARRIED UNANIMOUSLY 17/COTW

**Motion:** It was moved by Councillor Isitt, seconded by Councillor Thornton-Joe, that Council direct staff to report to Committee of the Whole with amendments to the *Storefront Cannabis Retailer Rezoning Policy* and related policies to amend the definition of “schools” to include properties where the primary use is the instruction of children.

Committee discussed:

- Concerns with excluding too many properties with the motion.

**Motion to refer:**

It was moved by Councillor Isitt, seconded by Councillor Lucas, that Council refer this motion to staff.

**Amendment:** It was moved by Councillor Loveday, seconded by Mayor Helps, that Council refer this motion **the issue of defining ‘schools’ in the Storefront Cannabis Retailer Rezoning Policy** to staff.

CARRIED UNANIMOUSLY 17/COTW

**Motion to refer as amended:**

That Council refer the issue of defining ‘schools’ in the *Storefront Cannabis Retailer Rezoning Policy* to staff.

CARRIED UNANIMOUSLY 17/COTW

#### **5.4 Rezoning Application No. 00545 for 750 Pemberton Avenue (Rockland)**

Committee received a report dated June 8, 2017 from the Director of Sustainable Planning and Community Development regarding the proposal to subdivide the property located at 750 Pemberton Avenue into four lots, retain the existing heritage-designated house conversion and coach house and construct three new single-family dwellings.

Committee discussed:

- Possibility of compensation to the neighbour for possible damage to the black pine tree.
- Possibilities of designating the interior of the main building.



- The actual age of the coach house.
- Concerns over the lack of privacy between the neighbouring property and the coach house.

**Motion:** It was moved by Councillor Alto, seconded by Councillor Lucas that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00545 for 750 Pemberton Road, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation of the following document, executed by the applicant to the satisfaction of City Staff:
  - i. Housing Agreement to ensure the rental of the eight units in the existing heritage-designated house conversion, and two units in the existing coach house, would remain rental suites in perpetuity.
  - ii. Section 219 Covenant to secure the community garden on lot 2 and design of the three proposed single-family dwelling units by ensuring the dwelling units are constructed in accordance with the plans approved by Council.
  - iii. A no-build/non-disturbance and tree protection covenant to ensure there are no buildings or structures constructed in the proposed greenspace and the protection of the existing trees onsite.
  - iv. The applicant complete exploratory digging around the Black Pine and Elm trees to determine the location of the roots and potential impacts the construction of the proposed single family dwelling on lot 1 would have on the trees.

**Amendment:** It was moved by Councillor Isitt, that the motion be amended as follows:  
**v. screening for noise and privacy at the top stairwell landing of the coach house.**

On the amendment:  
Motion Failed due to no seconder 17/COTW

**Amendment:** It was moved by Councillor Isitt, that the motion be amended as follows:  
**v. enhanced screening for noise and privacy on the west and north side at the top stairwell landing of the coach house.**

On the amendment:  
Motion Failed due to no seconder 17/COTW

On the main motion:  
CARRIED UNANIMOUSLY 17/COTW

*Committee recessed at 12:47 p.m. and returned at 1:19 p.m.*

*Councillor Coleman returned to the meeting at 1:19 p.m.*

## 6. STAFF REPORTS

### 6.1 Urban Deer

Committee received a report dated June 16, 2017 from the City Clerk providing an update on the urban deer management strategies within the region, as well as potential funding opportunities.

#### **Motion to Postpone:**

It was moved by Mayor Helps, seconded by Councillor Lucas that the Urban Deer report be postponed to July 20, 2017.

CARRIED UNANIMOUSLY 17/COTW

#### **Motion:**

It was moved by Councillor Thornton-Joe seconded by Councillor Coleman that the Affordable Rental Housing Retention Policy come before the My Place item.

CARRIED UNANIMOUSLY 17/COTW

## 7. NEW BUSINESS

### 7.1 Affordable Rental Housing Retention Policy

Committee received a Council Member Motion dated June 15, 2017 from Councillors Madoff, Isitt and Loveday regarding the proposed Affordable Rental Housing Retention Policy which provided information in support of the retention of rental buildings within the affordable rental housing stock.

#### **Motion:**

It was moved by Councillor Madoff, seconded by Councillor Lucas, that Council adopt the following policy:

#### **Affordable Rental Housing Retention Policy**

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, until such time as the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;
3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

*Councillor Alto returned at 1:21 p.m.*

**Amendment:** It was moved by Councillor Isitt, seconded by Councillor Madoff, that the motion be amended as follows:

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, **to the greatest extent possible within the City's legal authority** until such time as the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;
3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

On the amendment:

CARRIED UNANIMOUSLY 17/COTW

**Amendment:** It was moved by Mayor Helps, seconded by Councillor Isitt, that the motion be amended as follows:

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, **to the greatest extent possible within the City's legal authority for six months while** ~~until such time as~~ the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;
3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

**Amendment:** It was moved by Mayor Helps, seconded by Councillor Madoff, that the motion be amended as follows:

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, to the greatest extent possible within the City's legal authority for six months while the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;
3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

6. **That Council direct staff to bring forward a budget amendment drawing on the 2017 contingency to fund this work in an expedited manner, including the possibility of hiring a second housing planner on a contract basis.**

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

Committee discussed:

- Ensuring that the City has legal authority to implement the recommendations.

**Amendment:** It was moved by Mayor Helps, seconded by Councillor Isitt, that the motion be amended as follows:

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, to the greatest extent possible within the City's legal authority for six months while the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;

3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

6. Direct staff to bring forward a budget amendment drawing on the 2017 contingency to fund this work in an expedited manner, including the possibility of hiring a second housing planner on a contract basis.
7. **Direct staff to provided further legal advice on this issue**

On the amendment:  
CARRIED UNANIMOUSLY 17/COTW

Main motion as amended:

When the rental apartment vacancy rate as provided by Canada Mortgage and Housing Corporation falls below 4% for Metro Victoria, no applications to demolish existing residential rental buildings containing more than four rental dwelling units shall be accepted, to the greatest extent possible within the City's legal authority for six months while the following policy work has been completed and received by Council:

1. Completion of the Rental Housing Retention Review;
2. Adoption of a Standards of Rental Housing Maintenance Bylaw;
3. Adoption of a policy to ensure no net loss of affordable units with at least an equivalent number of units at the same rental price in new developments;
4. Progress toward development of a Rental Housing Incentive Program;
5. Investigation of increased municipal protections for tenants facing displacement due to renovations/demolitions, including priority for housing at comparable rents in refurbished/new units and increased compensation from landlords for displacement. The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

The rental apartment vacancy rate shall be calculated in accordance with the provisions of the Residential Strata Titling Policy.

6. Direct staff to bring forward a budget amendment drawing on the 2017 contingency to fund this work in an expedited manner, including the possibility of hiring a second housing planner on a contract basis.
7. Direct staff to provided further legal advice on this issue

On the main motion as amended:  
CARRIED UNANIMOUSLY 17/COTW

**Motion to extend:**

It was moved by Councillor Isitt, seconded by Councillor Loveday, that the meeting be extended until 2:45 p.m.

CARRIED UNANIMOUSLY 17/COTW

**Motion:**

It was moved by Councillor Loveday, seconded Councillor Isitt:  
Be It Resolved that Council requests the Mayor write to the Premier of British Columbia and the Minister responsible for housing to advocate for changes to the Residential Tenancy Act to provide greater protections for tenants facing displacement due to “renovictions” including giving tenants the first right of refusal and the right to return to their unit at a fair rate.

CARRIED UNANIMOUSLY 17/COTW

**7.2 My Place Shelter Summary**

Committee received a verbal report from Councillor Thornton-Joe regarding the transitional shelter in the former Boys and Girls Club, which opened to assist the people transitioning into permanent residences following the closure of Tent City on the Courthouse lawns.

**7.3 UBCM Resolution: Encouraging the Use Value of Residential Property**

Committee received a Council Member Motion dated June 16, 2017 from Councillor Isitt proposing a UBCM Resolution regarding Encouraging the Use Value of Residential Property.

**Motion:**

It was moved by Councillor Isitt, seconded by Councillor Loveday, that Council endorse the following resolution and directs staff to forward copies to UBCM member local governments, as well as the Provincial and Federal ministers responsible for Finance and Housing, requesting favourable consideration:

**Resolution: Encouraging the Use Value of Residential Property**

WHEREAS residents and communities across British Columbia face acute housing affordability and housing availability challenges, threatening the economic security of individuals as well as the productivity and viability of local economies, as youth, seniors, people with disabilities and working people lack access to affordable, reliable housing options;

AND WHEREAS effective fiscal and taxation tools have been identified to address these challenges by encouraging the use value of residential property for housing and discouraging speculation, “flipping” and other market distortions;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia and Government of Canada take action to introduce effective fiscal and taxation

tools to encourage the use value of residential property to provide housing, and discourage speculation, “flipping” and other market distortions of residential property;

AND BE IT FURTHER RESOLVED THAT the Province of British Columbia give serious consideration to further adjustments to the Property Transfer Tax to encourage residential occupancy and discourage speculation, and review the Capital Gains Tax Exemption for primary residences in order to encourage residential occupancy and discourage speculation.

Committee discussed:

- Committee confusion around the language in the motion.

**Motion to Refer:**

It was moved by Councillor Isitt, seconded by Councillor Loveday, that this item be referred to the Council meeting of June 22, 2017.

CARRIED UNANIMOUSLY 17/COTW

**8. ADJOURNMENT**

**Motion:**

It was moved by Councillor Alto, seconded by Councillor Coleman, that the Committee of the Whole meeting of June 22, 2017, be adjourned at 2:33 p.m.

CARRIED UNANIMOUSLY 17/COTW

CERTIFIED CORRECT:

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CITY CLERK

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MAYOR





### 3.1 Capital Regional District Water Supply Commission - Voting

Committee received a report dated February 1, 2017 from the City Clerk regarding correspondence received from the Capital Regional District related to weighted votes for the CRD Water Supply Commission.

**Motion:** It was moved by Councillor Young, seconded by Councillor Lucas, that the extra vote be allocated:

1. to the Mayor when she or he is a water board member.
2. to other members in order of votes received at the most recent election.

CARRIED UNANIMOUSLY 17/COTW

**Motion:** It was moved by Councillor Isitt, that Council consider the issue of weighted voting at the Capital Regional District Water Supply Commission.

Failed due to no seconder

**Motion:** It was moved by Councillor Isitt, seconded by Councillor Young, that Council adopt the policy that representation by population be retained at the Capital Regional District Water Supply Commission.

—————→

*Councillor Lucas withdrew from the meeting at 10:38 a.m.*

Committee discussed:

- The value of weighed votes being of benefit to Victoria.

*Councillor Lucas returned to the meeting at 10:39 a.m.*

**Motion to postpone:**

It was moved by Councillor Isitt, seconded by Councillor Young, that the motion be postponed for one month.


CARRIED UNANIMOUSLY 17/COTW

For the meeting of March 2, 2017

**Subject:** Capital Regional District Water Supply Commission - Voting

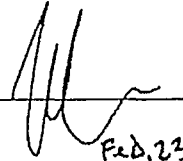
Each of the options noted above follow clear processes. On balance, Council may consider that voting by all of Council to distribute the 17<sup>th</sup> Water Commission weighted vote most closely follows the City's standard practice for making appointments.

Respectfully submitted.

  
Chris Coates  
City Clerk

  
Jocelyn Jenkyns  
Deputy City Manager

Report accepted and recommended by the City Manager: \_\_\_\_\_

Date:  \_\_\_\_\_ Feb. 23, 2017

List of Attachments:

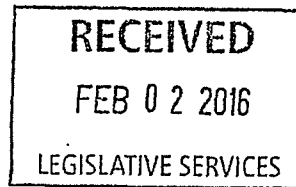
CRD Correspondence dated January 31, 2017



Capital Regional District  
625 Fisgard Street, PO Box 1000  
Victoria, BC, Canada V8W 2S6

T: 250.360.3900  
F: 250.360.3234  
www.crd.bc.ca

January 31, 2017



File 0360

Mr. Chris Coates  
City Clerk, Legislative & Regulatory Services  
City of Victoria  
1 Centennial Square  
Victoria, BC V8W 1P6

Dear Mr. Coates:

**RE: Capital Regional District (CRD) Regional Water Supply Commission – Voting**

I am writing to request that the City of Victoria Council assign weighted votes to its Regional Water Supply Commission members (Commissioners) in accordance with section 197 of the *Local Government Act* (the Act).

The CRD Regional Water Supply Commission Bylaw No. 1, 1997 requires that resolutions of the Commission be decided by weighted voting in accordance with the same formula that establishes the weighted voting for the CRD Board. There are 4 Commissioners from the City of Victoria and together they are entitled to 17 votes. The 4 Commissioners from Victoria are Councillors Chris Coleman, Jeremy Loveday, Ben Isitt and Geoff Young.

Because equal distribution of the 17 votes amongst the 4 Commissioners is not possible, Victoria Council must assign the municipality's votes as evenly. The Act (s. 197) requires that in no case may the difference between the maximum and minimum number of votes assigned be greater than 1. This means that 3 of the 4 Victoria Commissioners are entitled to 4 votes, and 1 is entitled to 5 votes. Victoria Council must determine which Victoria Commissioner is entitled to 5 votes.

Please bring this issue forward to Council for decision and inform me of the vote assignment after a decision has been made. Do not hesitate to contact me if you have any questions.

Yours sincerely,

Brent Reems  
Senior Manager  
Legislative & Information Services  
T 250.360.3128  
F 250.360.3130  
E breems@crd.bc.ca



## Council Member Motion

For the Committee of the Whole Meeting of July 13, 2017

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**To:** Committee of the Whole **Date:** July 13, 2017  
**From:** Councillors Alto and Madoff  
**Subject:** Royal and McPherson Theatre Society/City of Victoria Partners Project Phase Two

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### BACKGROUND

In early January 2017, Council asked Councillors Madoff and Alto to convene a working group in conjunction with Royal and McPherson Theatres Society (RMTS) Board Directors and Staff for the purpose of seeking additional municipal support for the McPherson Theatre, beyond the status quo.

In February 2017, Council received and adopted a workplan proposed by Councillors Alto and Madoff, which included a workplan to accomplish that purpose. That initial workplan and its encompassing report are attached.

The core work team included Byron Smith (former RMTS Chair), Lorne DeLarge (current RMTS Chair) Lloyd Fitzsimonds (RMTS executive director), Randy Joynt (RMTS Manager of External Relations), Councillor Pam Madoff, Councillor Marianne Alto, Jocelyn Jenkyns (Deputy City Manager) and Nichola Reddington (City Senior Cultural Planner).

Since February, the Royal and McPherson Theatre Society/City of Victoria Partners' Group ('Partners') has met seven times to script a baseline and locally adapted presentations, connect with other municipalities to schedule Council presentations, prepare notes from those presentations, discuss and craft responses to issues emerging those presentations, and map out a way forward.

During the same time, presentations have been made to eleven municipalities: View Royal, Highlands, Metchosin, Saanich, Colwood, Langford, North Saanich, Oak Bay, Sidney, Central Saanich, and Esquimalt. A presentation to Sooke municipality remains to be scheduled. A preliminary overview of the questions and concerns raised, and response given, by each Council at each session is attached as Appendix A.

After this round of presentations, seven municipalities agreed to participate in further focused discussions about the future of the Royal and McPherson theatres: View Royal, Highlands, Metchosin, Colwood, North Saanich, Oak Bay, and Sidney. Two municipalities will consider participation after receiving information about other municipalities' interest: Saanich and Esquimalt. Two municipalities are currently discussing the matter further at full council or committees of the whole: Langford and Central Saanich.

The core presentation was tailored to reflect detail and data pertinent to each municipality, showing how many local residents patronized both theatres, what benefits accrued from community and commercial performances, and a host of related local and contextual information. A sample presentation is attached. Two to five members of the Partners' team presented to each municipality.

In January, the initial workplan approved by Council included the following directions – their progress is noted at the end of each:

- outreach to all 12 other municipalities in the CRD – DONE
- request to appear and present to municipal councils throughout the CRD – DONE
- appear and present at those Council meetings – 11/12 DONE
- collate information, questions, ideas, feedback heard at those presentations – OVERVIEW DONE, IN DETAIL IN PROGRESS
- consider options arising from feedback – IN PROGRESS & PHASE TWO
- create and present to Victoria Council a report back, including recommendations for future direction – PHASE TWO
- subject to Victoria Council approval, report back to engaged municipalities – INTERIM REPORT DONE, IN DETAIL IN PROGRESS & PHASE TWO
- subject to Victoria Council approval, recommend to CRD Board future action with regard to the McPherson Theatre – PHASE TWO

While the Partners' original workplan anticipated wrapping the project by the end of June, the calendar of municipal council meetings challenged that outcome with the simplest of realities – most municipalities hold their Council meetings on Monday evenings, not all municipalities could accommodate the presentation on an upcoming agenda, and not every Monday hosted a Council meeting. While 'doubling up' did occur (Sidney and Central Saanich were addressed the same evening), presenting to 11 municipalities necessarily stretched over 10 weeks following several weeks of coordination.

Additionally, as the project unfolded and evolved, the questions posed by Council members demanded a re-evaluation of the time and process needed to engage interested municipalities in a meaningful way, and provide ample opportunity for input, advice and collaboration.

Furthermore, while, in a corollary process, the City creates its Arts and Culture Master Plan, consideration of the role, relationship and place of the Royal and McPherson theatres in that plan, and in the cultural environment of the City and region, has, so far, been overlooked.

As a result, the Partners propose a subsequent phase of work, to be completed by November 2017. **Phase Two** includes **three parts**.

Part One is a more fulsome edition of this interim report, to be distributed to all 12 CRD municipalities, following Victoria Council feedback on this interim report. An accompanying cover letter to Mayors and Councillors from Mayor Lisa Helps may reference this as follow up to presentations and include both confirmation of participation in Phase Two by those who have agreed, and a further invitation to participate to those that were non-committal.

Part Two is a facilitated engagement process to include:

- A further invitation from Mayor Helps to each municipality that expressed an interest in being part of the conversation to send one elected representative to participate in three meetings

from early September 2017 to late October 2017. Some municipalities have already identified their participants (Sidney and Oak Bay). This invitation may also include additional detail on Phase Two process and expectations.

- A process to be facilitated by the Partners, and include three sessions, which could occur in different parts of the region for ease of participation.
  - Session #1 (early September) would encompass:
    - Further review of theatres' current state, issue identification, advantages of governance and funding alignment, current barriers to maximizing impact, value of arts and culture – providing detail requested by participating municipalities.
    - Further presentation and review of current and potential cost sharing models.
    - Review and response to questions arising from the presentation sessions.
    - Discussion of the role, relationship and place of the Royal and McPherson theatres, their governance, funding and operation, in the context of Victoria's emerging Arts and Culture Master Plan.
  - Session #2 (late September) would encompass a presentation, review and comments on proposed actions on governance and funding alignment.
  - Session #3 (mid-October) would provide an opportunity for a final conversation and participants' endorsement of recommended actions on governance and funding alignment.

Part Three would follow these three sessions with a penultimate report with recommendations returning to Victoria Council, and the Councils of other municipalities that have remained at the table as potential partners, for consideration and comment.

**After Phase Two completes**, a final report would be prepared and return to Victoria Council and participating municipalities for approval, with specific direction on the future governance and funding of the Royal and McPherson theatres.

At the Project's final completion (November 2017), solutions will be available for 2018 and beyond, reflecting the outcomes of the municipal outreach, responses thereto, engaged collective discussion and deliberation, and the will of Victoria Council and other participant Councils. Project completion at that time will enable timely CRD and/or municipal budget considerations for future years.

## MOTION

That Council endorse the RMTS/City of Victoria Partners Project Phase Two as outlined in this report, and direct Councillors Alto and Madoff to continue facilitating the Project.

Respectfully submitted,



Councillor Alto



Councillor Madoff

**Appendix A**  
**Questions, Comments & Initial Response by Municipalities during CoV/RMTS**  
**Presentations**

View Royal, Committee of the Whole – April 11 2017

- Already part of CRD Arts Development. Is funding for the theatres separate?
- Would want to see budget/funding details
- The theatres are beautifully maintained

Will participate in conversation (no formal resolution)

Highlands, Council – April 18 2017

- There are other theatres in the region. Maybe they should be looked at holistically
- The outdoor stage attached to the McPherson is a problem for sound bleed

MOTION moved by Councillor Gord Baird, seconded by Councillor Roessingh: That it be relayed to the delegation that Council is interested in continuing the conversation/ discussion regarding the future of the McPherson Theatre. CARRIED

Metchosin, Council – April 24 2017

- Metchosin has a very small budget compared to other municipalities
- Theatres should be supported as libraries and rec centres are
- Already participates in CRD Arts Development Service
- May want to invest in local arts facilities

Will participate in conversation (no formal resolution)

Saanich, Committee of the Whole – May 1 2017

- Believe the ask was a veiled one for funding
- Saanich already has a rep on the RMTS Board so there's no need to appoint someone else for a conversation
- Saanich may want to build their own theatre in the future and additional commitments outside of the municipality could impact this
- This conversation has been going on in some form for twenty years so it should be resolved
- The CRD Arts Development Service may have a role to play in the conversation
- What does the conversation look like?

MOTION moved by Councillor Plant, seconded by Mayor Atwell: "That Council express an initial interest in discussions with the City of Victoria on the future of the McPherson Playhouse."

MOVED by Councillor Brownoff, seconded by Councillor Sanders: "That the motion be amended to add "and participation will be considered following the receipt of information from the Royal and McPherson Theatres Society detailing their discussions with other municipalities and future expectations."

The Main Motion, as Amended, was then Put and CARRIED with Councillor Wergeland  
OPPOSED

Colwood, Council – May 8 2017

- There's a new theatre at Royal Bay High and a new theatre under construction at View Royal Casino. How does this conversation take these facilities into account?

Will participate in conversation (no formal resolution)



Langford, Administration and Finance Committee – May 9 2017

- Have naming rights for the theatres been considered to raise additional funds?
- Theatre capacity for the entire region should be considered. Isabelle Reader, Royal Bay, View Royal Casino etc.
- What does the process look like at the next stage?
- Funding for the arts is hard to come by

Will recommend that Council participate in the conversation

North Saanich, Council – May 15 2017

- Have we considered Mary Winspear and other theatres in the theatre/arts landscape?
- They imagine this will eventually be an ask for funds and there are other pressures (CRD Arts Development, Mary Winspear) and capacity issues to participate as they're a small Municipality
- What does the conversation look like?
- Even around their council table there may be different opinions so how will we manage the process with this in mind?

Resolution to participate in the conversation and to ask staff to get more details about the process

Oak Bay, Council – May 23 2017

- Ownership of the Royal by the CRD is "in trust". Oak Bay, Saanich and Victoria still have a stake in ownership and it couldn't, for example, be sold without the permission of the three municipalities
- Oak Bay is already involved in the conversation by virtue of their stake in the Royal so it makes sense that they participate fully in this conversation
- It's clear that Oak Bay's citizens attend the theatres in large numbers so Oak Bay should be involved
- In the future, it might be hard to make the decision to invest more money in theatres that are losing money. The business case needs to be looked at.
- Oak Bay has just invested \$1 million in the Dave Dunnet
- This process might reveal that the McPherson isn't needed.

Resolution to participate in the conversation, passed unanimously. Subsequently, Mayor Jensen advised that Councillors Croft and Murdock will participate on behalf of Oak Bay.

Sidney, Committee of the Whole – June 5 2017

- Sidney supports the Mary Winspear in a significant way so not interested in being part of the conversation.
- If Sidney were to be part of a conversation, it should include all of the venues in the region and Sidney would be looking at it through a "Sidney First" lens.
- Though the Royal and MAC are uniquely suited to some performances, the Mary Winspear is well suited to others and all the venues in the region have different advantages.
- What is the relationship between the RMTS and the CRD Arts Development?

Will take the question to the full Council when the Mayor and missing councillor are back. Subsequently, the Clerk for Sidney Council advised that: Sidney Council, at a meeting held on June 26, 2017, passed the following resolution: "That the Town participate in discussions regarding the future of the McPherson Playhouse Theatre and that Councillor B. Fallot be appointed as the Town's representative."

Central Saanich, Council – June 5 2017

- As there are a number of schools with theatres, have the school districts been part of the conversation?
- Lots of Central Saanich's land is agricultural so the tax base is small
- They should be part of the conversation and Councilor Alicia Holman would like to be the participant for Central Saanich
- The Mary Winspear will be asking for more money

Motion to take the question to Committee of the Whole so it can be furthered discussed.

Esquimalt, Council – June 12 2017

- No questions

Will consider the question after receiving the report detailing discussions with all of the municipalities.



# Our Civic Auditoriums

## The Community's Historic Theatres

# Presentation Purpose

- Provide background information and statistics on the civic theatres
- Build a common understanding of public funding for the McPherson Playhouse and the Royal Theatre
- Engage in dialogue and outreach with municipal partners
- Articulate opportunities for a civic performing arts centre model

*“Over the past fifteen years, the Royal and McPherson Theatres Society has operated one of the most active and successful government-owned theatre centres in Canada”*

*-Janis Barlow, Theatre Management Consultant*



# Background

“Youth and aspiration are tied up in the McPherson Playhouse”

*-Wendy Vernon, renowned local dance teacher*

- Built in 1914, the 772 seat McPherson Playhouse is an important historic, regional cultural asset which is suited to many types of local and touring productions
- Built in 1913, the 1416 seat Royal Theatre is the region’s largest theatre
- The McPherson is owned and supported by the City of Victoria and managed by the Royal & McPherson Theatres Society (RMTS), a not-for-profit corporation established in 1998
- The RMTS also manages the Royal Theatre, which is owned by the CRD and supported by Oak Bay, Saanich and Victoria



# Royal Theatre Partners

- Oak Bay, Saanich and Victoria have been partners in the Royal Theatre since 1974, when ownership was transferred to the CRD in trust for the three municipalities.
- The partnership has enabled management to undertake significant upgrades to the theatre so that the region has a first-class, large performing arts auditorium.
- The partnership has provided stability for resident companies like Pacific Opera Victoria, the Victoria Symphony Orchestra and Dance Victoria.
- The partnership has been a catalyst for Greater Victoria's place as a vibrant cultural centre and the attendant economic activity that this generates.



# McPherson Highlights

Each year, the RMTS provides the McPherson at reduced rates for local non-profit organizations. In 2015/2016 these included:

- Ballet Victoria
- BC Cadet Honour Band
- Canadian College of Performing Arts
- Community Living Victoria
- Dance Unlimited
- Dart Coon Club of Canada
- Gilbert and Sullivan Society
- Kaleidoscope Theatre
- Shawnigan Lake School
- Shriners Care for Kids
- St. Michael's University School
- Royal Roads University
- TEDx
- Victoria Academy of Ballet
- Victoria Jazz Society
- Victoria Operatic Society

## 2016

**General Attendance:**  
53,067

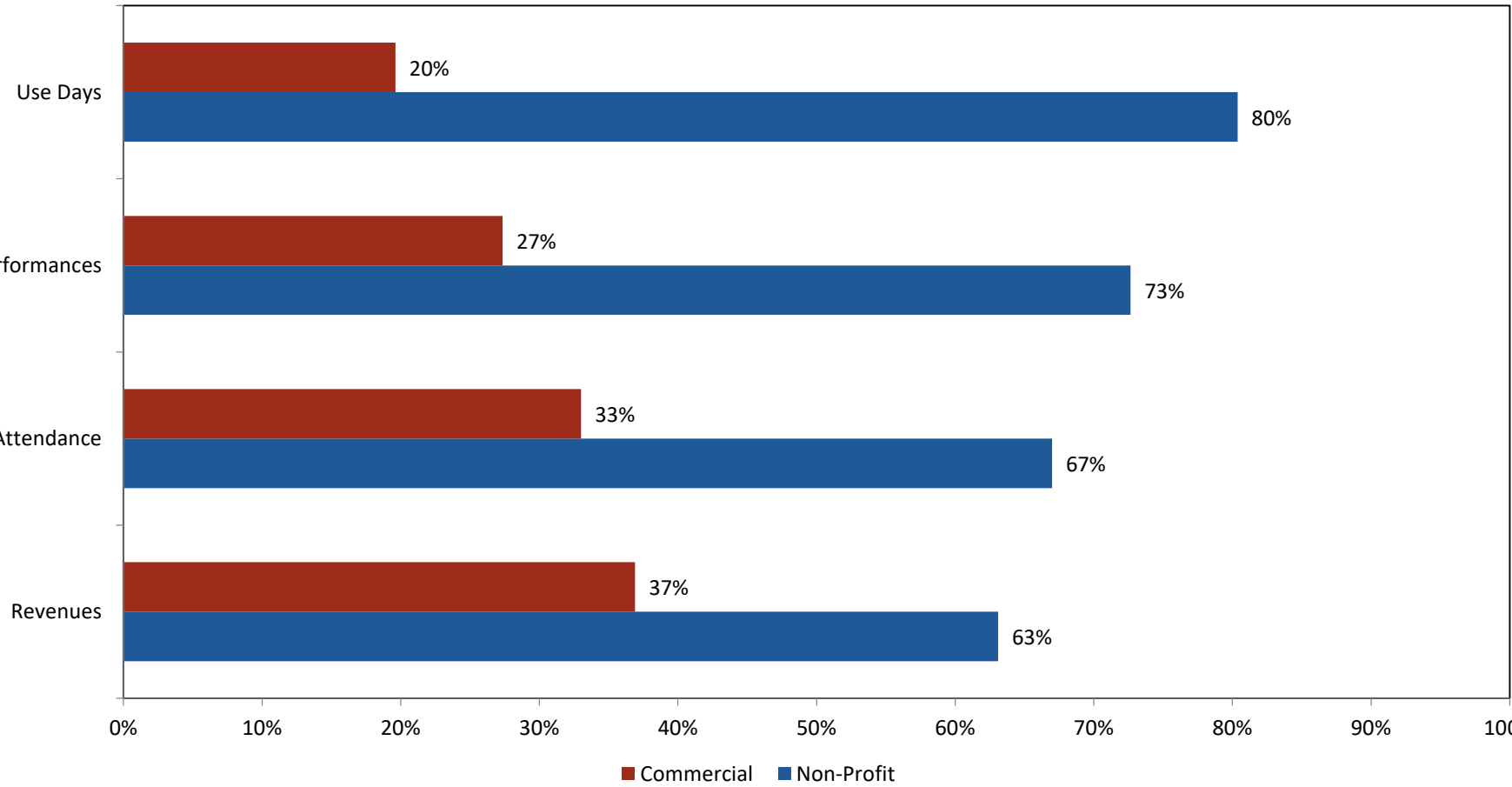
**Days of Use:**  
143

**Number of Performances:**  
96

**FTE Staff:**  
16

-RMTS

# McPherson Non-Profit/Commercial



Non-profit discounts totaling \$95,00 were provided at the McPherson in 2016

22.3% of Oak Bay residents attended a show at the McPherson Playhouse in 2016



# Royal Highlights

Each year, the RMTS provides the Royal at reduced rates for local non-profit organizations. In 2015/2016 these included:

- Allegro Performing Arts Centre
- Ballet Victoria
- Boston Dance Collective
- Dance Victoria
- Naden Band
- Pacific Opera Victoria
- St. Michaels University
- Raino Dance
- Dansko Studios
- Salvation Army
- Royal Roads University
- Victoria Jazz Society
- Victoria Symphony Orchestra

**2016**

**General Attendance:**  
125,482

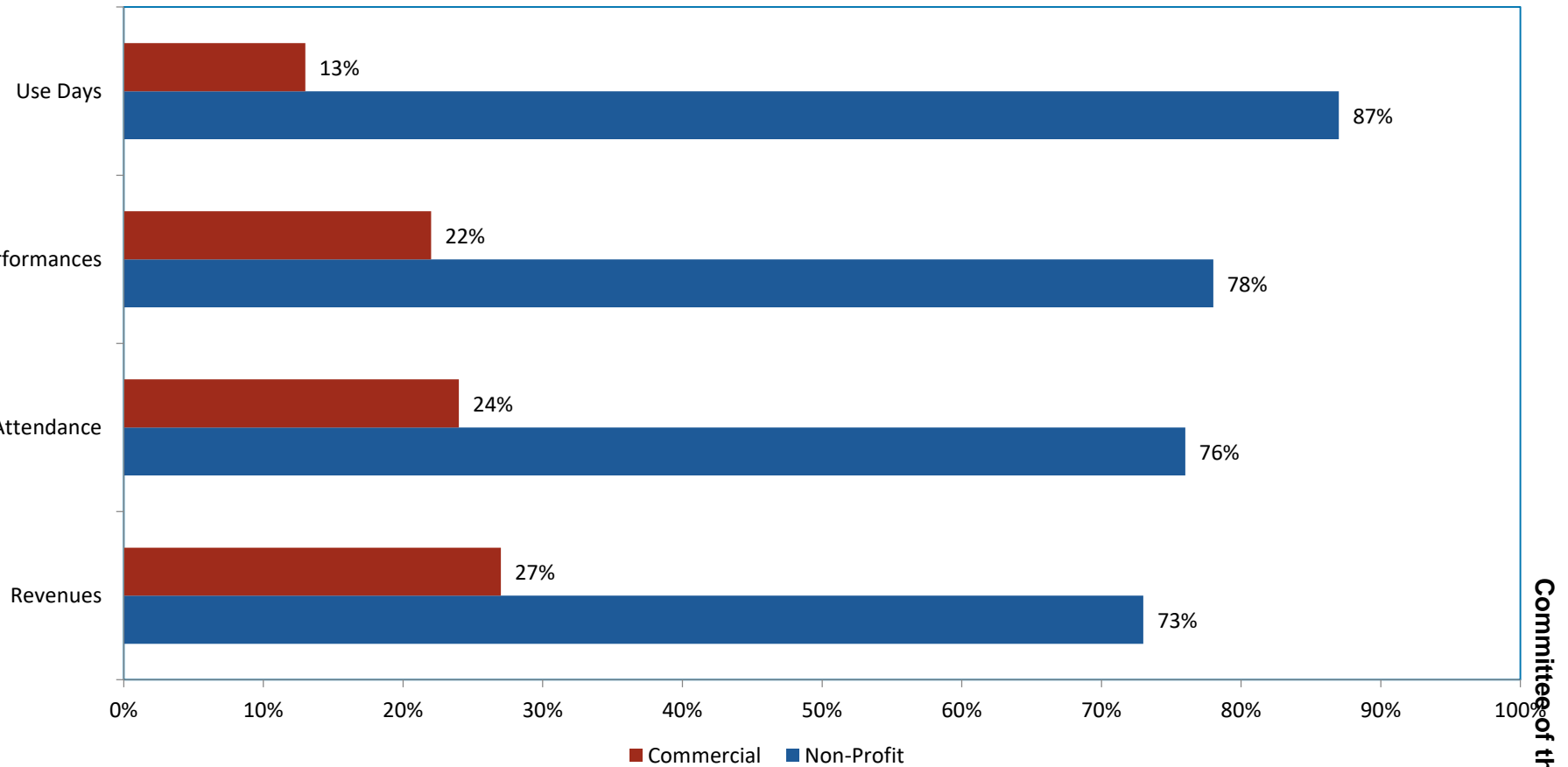
**Days of Use:**  
191

**Number of Performances:**  
122

**FTE Staff:**  
19

-RMTS

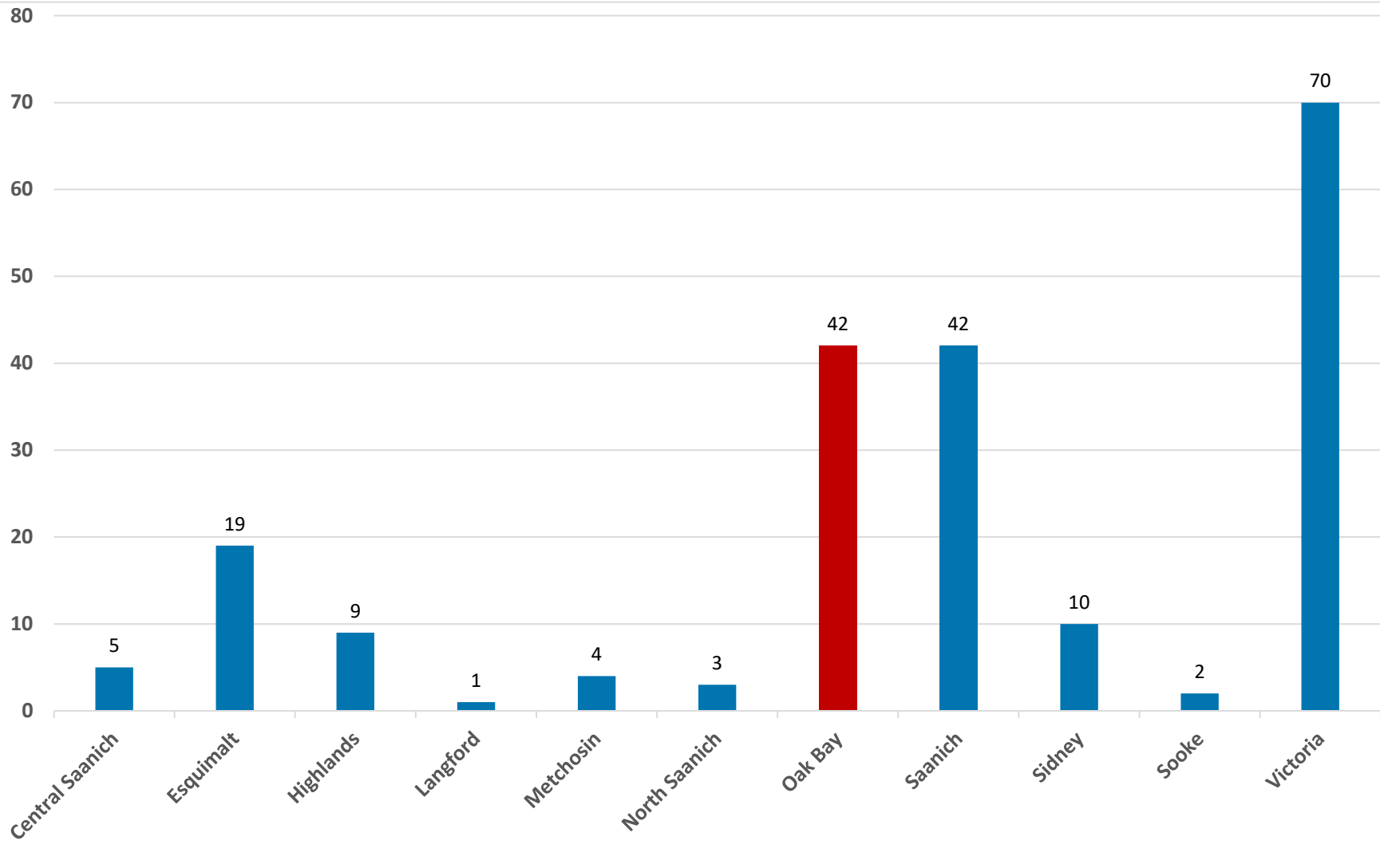
# Royal Theatre Non-Profit/Commercial



Non-profit discounts totaling \$301,00 were provided at the Royal in 2016

61.4% of Oak Bay residents attended a show at the Royal Theatre in 2016

# Number of RMTS Employees by Municipality in 2016



# Currently

- The McPherson serves arts organizations and audiences throughout the region
- Public investment in the theatres has been static since 1998 so it's now more challenging to provide not for profit discounts
- Local performing arts groups need access to affordable venues
- The McPherson has the capacity and expertise that the community desires to showcase their work
- The two theatres have the management structure to operate as a single performing arts centre, yet the ownership is not aligned







# To Consider

- Help us align the ownership and funding of the McPherson Playhouse and the Royal Theatre to realize all of the benefits an integrated performing arts centre brings to our region.

“I will never forget the experiences I had at such historic theatres as The McPherson and The Royal. Victoria is blessed to have such beautiful performing spaces and I trust they will continue to thrive for generations ahead”

*-Atom Egoyan, award winning film director, actor and producer*



e - 13 Jul 2017

# Next Steps

- Express an interest in joining the conversation to align the ownership and funding of the McPherson Playhouse and the Royal Theatre for the benefit of our entire region.



# Additional Slides

- Why Invest in the Arts
- Canadian Theatre Investment Context
- Theatres' Vital Statistics
- Local Theatre Facility Inventory



# Why Invest in the Arts?

## Social Impacts

- Improving educational performance
- Improving personal health
- Integrating diverse populations in communities
- Fostering a better quality of life and a more creative society
- In a 2012 Canadian Heritage study, 92% of Canadians say that the performing arts bring vitality, energy and a sense of well-being to their community

## Economic Impacts

- Regional employment
- Local support to regional non-profit organizations
- Tourism and visitor investment to the region
- Regional suppliers and contractors

**"I have seen the critical role that the arts play in stimulating creativity and in developing vital communities....the arts have a crucial impact on our economy and are an important catalyst for learning, discovery, and achievement."**

***—Paul G. Allen, Co-Founder, Microsoft***

# Canadian Theatre Investment

In most major centres across Canada, civic and provincial governments own and support performing arts venues for the benefit of their citizens and communities.

As shown below, the RMTS managed theatres receive relatively low government operating support compared to publicly owned theatres in similarly sized centres.

Theatre Centre	Total Seating Capacity	Budget (2015)	Government Support	% of Annual Budget
Duncan Cowichan Performing Arts Centre	731	\$1,935,558	\$1,176,658	61%
Nanaimo Port Theatre	804	\$1,706,101	\$712,376	42%
Chilliwack Chilliwack Cultural Centre	807	\$1,156,509	\$444,900	38%
Charlottetown Confederation Centre	1,482	\$12,534,000	\$4,457,000	26%
Victoria Royal & McPherson	2,188	\$3,291,362	\$450,000	14%



# Theatres' Vital Statistics

Aspect	Royal Theatre	McPherson Playhouse
<b>Operating Funding</b>	Oak Bay, Saanich, Victoria - based on population and assessment	Victoria
<b>Population - 2016 Census</b>	218,034 Oak Bay, Saanich, Victoria	85,792
<b>Operating Funding as a per capita expense</b>	\$100,000 - \$0.46 per capita	\$350,000 - \$4.08 per capita
<b>Primary Capital Funders</b>	Oak Bay, Saanich, Victoria	Victoria
<b>Capital Funding</b>	\$445,000	\$400,000
<b>Capital Funding as a per capita expense</b>	\$2.04 per capita	\$4.66 per capita
<b>Total Municipal Contribution</b>	\$545,000	\$750,000
<b>Total Per Capita Contribution</b>	\$2.50 per capita	\$8.74 per capita
<b>Financial Contribution Static Since</b>	1998	1998

# CRD Theatre Facility Inventory

Name	Type of Staging	Incubator 150-399 Seats	Community 400-799 Seats	Small 800-1199 Seats	Mid-Size 1,200 – 1,799 Seats
<b>Metro Studio</b>	End Stage	185			
<b>Roxy</b>	Thrust	225			
<b>Belfry</b>	Thrust	260			
<b>Charlie White</b>	Thrust	310			
<b>Dave Dunnet</b>	Proscenium		440		
<b>McPherson Playhouse</b>	Proscenium		772		
<b>Alix Goolden</b>	Recital Hall			800	
<b>Farquhar Auditorium</b>	Concert Hall			1,051	
<b>Royal Theatre</b>	Proscenium				1,416



## Committee of the Whole Report

### For the Meeting of July 13, 2017

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**To:** Committee of the Whole **Date:** June 28, 2017  
**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development  
**Subject:** Downtown Public Realm Plan Adoption

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### RECOMMENDATIONS

1. That Council approve the City of Victoria Downtown Public Realm Plan, 2017 to replace the City of Victoria Downtown Beautification Strategy and Kit-of-Parts, January 26, 1995.
2. That Council direct staff to amend the Subdivision and Development Services by-law to reference the Downtown Public Realm Plan to direct frontage improvements for development within the downtown.

### EXECUTIVE SUMMARY

The Downtown Public Realm Plan establishes a renewed vision, design framework and set of principles, strategies and standards for ensuring a unique, walkable, timeless and high-quality downtown environment befitting of its role as the Provincial Capital. This plan is further premised on respecting and showcasing Chinatown, Canada's oldest Chinatown and a National Historic Site, as well as Old Town, one of the country's largest heritage conservation areas.

Continued growth in the number of people living and working in the downtown core increases the importance of public streets and open spaces to function as high-quality amenity spaces and 'outdoor living rooms'. At the same time, key public spaces and streets such as Centennial Square and Douglas Street are showing signs of age and a lack of vitality.

Further, individual streetscape improvements that have occurred over the years have been somewhat piecemeal. This has resulted in a patchwork quilt of materials, furnishings and colours, and a somewhat cluttered and complex public realm environment in some locations, detracting from legibility and accessibility and posing challenges for maintenance and operations.

This Downtown Public Realm Plan includes identification of priority public realm improvements over the short, medium and long term, and steps for implementation; as well as, a detailed catalogue of furnishings, materials, colours and specifications to guide improvements and updates to downtown streetscapes. In this way, the Downtown Public Realm Plan clarifies important requirements for public spaces, waterfront and streetscape design.

Plan highlights include:

- design directions, priorities and implementation actions for Government Street, Centennial Square and Douglas Street

- a reduced number of character precincts and a simplified palette of street furnishings, colours and materials to create a more unified, cohesive and durable public realm environment
- maintaining and focusing important heritage features such as cluster lights in Old Town, the Inner Harbour, and other key downtown streets, and the Pagoda Lights in Chinatown, while introducing a new more modern lights and other streetscape elements in select precincts.

## BACKGROUND

Between September 2016 and March 2017, stakeholders and members of the public were engaged to develop a new Downtown Public Realm Plan as part of the *Visual Victoria* Planning Process. This process took place over three phases and was led by the consultants, PWL Partnership Landscape Architects, together with an interdepartmental working group with staff from Engineering and Public Works, Parks, Arts and Culture, Community Planning, and Engagement.

Development of a new Downtown Public Realm Plan was a key action from the Downtown Core Area Plan adopted in 2011 (*Visual Victoria* also included development of a new City-wide Wayfinding Strategy which was adopted in April 2017). Upon adoption, the new Downtown Public Realm Plan would replace the existing Downtown Beautification Strategy and the associated "Kit-of-Parts" (adopted in 1995.)

The process included three public workshops, four stakeholder workshops, presentations to the Heritage Advisory Panel, the Accessibility Working Group, Greater Victoria Place Making Network, and on-line surveys and questionnaires. Members of the stakeholder group included representatives from business, resident, tourism, arts and culture, neighbourhood, Council Committees and other groups and organizations. In March 2017, a draft Downtown Public Realm Plan was shared with the public and stakeholders for additional input and feedback.

A summary of feedback from phases 1-3, including a summary of feedback on the complete draft document, are included as an attachment to this report.

## DOWNTOWN PUBLIC REALM PLAN OVERVIEW

The Downtown Public Realm Plan establishes a renewed vision, design framework and set of principles, strategies and standards for ensuring a unique, walkable, timeless and high-quality downtown environment befitting of its role as the Provincial Capital. This Plan is further premised on respecting and showcasing Chinatown, Canada's oldest Chinatown and a national historic site, as well as Old Town, one of the country's largest heritage conservation areas.

This plan includes identification of priority public realm improvements over the short, medium and long term and steps for implementation; as well as, a detailed catalogue of furnishings, materials, colours and specifications to guide improvements and updates to downtown streetscapes. In this way, the Downtown Public Realm Plan clarifies important requirements for public spaces, waterfront and streetscape design for both public and private sector professionals engaged in the facilitation, design, approvals and implementation of public realm improvements and infrastructure. The overarching purpose and intent of the document is to support the creation of a memorable and positive image of the Downtown and the city as a whole based on its rich history and vision for the future, while enhancing its unique identity and supporting vitality, accessibility and usability.

The first section of the plan presents the background and rationale for the plan. Section two lays out the design framework including a set of principles, strategies for implementation, and priority public realm improvements. Section three is comprised of a set of design guidelines and specifications to guide developer initiated (frontage) improvements and capital projects, as well as maintenance and upgrades for public streets and open spaces. Section four presents the implementation framework including a set of priority actions and projects along with timing, partnerships, departmental responsibilities, and other implementation considerations.

## ISSUES & ANALYSIS

Downtown Victoria has a rich cultural and architectural heritage and is considered to be one of the most vibrant, walkable and recognizable downtowns in North America. These characteristics, along with the significant role played by the city's public spaces, contribute to Victoria's unique identity, liveability and urban vitality. Past public and private investments in the city's urban fabric have created and revitalized a number of walkable districts in and around the downtown core with distinct visual identities and strong destinations for both visitors and residents.

Since the early 20th century, sub-districts such as the Inner Harbour Causeway/Provincial Legislative area and the city's two Heritage Conservation Areas – Chinatown and Old Town – have been recognized as diverse components of a compact, multi-faceted city core. The city's public realm and open spaces also link a host of key destinations, services and attractions both within and outside the downtown core. In addition, key corridors such as Douglas Street and Government Street, connect major citywide attractions and destinations and provide key points of entry into the downtown area and a focal point for business activity.

The 1995 Beautification Strategy formalized and expanded a number of character precincts, each with its own colour palette, street furniture and paving materials. At the same time, individual 'frontage improvements' and business precinct branding have sometimes deviated from the Kit-of-Parts. In addition, a number of public realm improvements have occurred over the years, most notably to Government Street, Broad Street and Douglas Street. Further, Victoria's Downtown Core has expanded and the original character precincts have evolved. Together, this has resulted in a patchwork quilt of materials, furnishings and paving patterns creating a busy, inconsistent and sometimes cluttered public realm that can be, at times, challenging to navigate and costly to maintain.

Continued growth in the number of people living and working in the downtown core increases the importance of public streets and open spaces to function as high-quality amenity spaces and 'outdoor living rooms'. At the same time, key public spaces and streets such as Centennial Square and Douglas Street are showing signs of age and a lack of vitality.

## KEY PRINCIPLES AND STRATEGIES

The Downtown Public Realm Plan is guided by the following principles:

- **Simplify** the palette of furnishings and materials to create a 'quiet canvas'
- **Activate** underutilized public spaces through short, medium and long term strategies
- **Slow Down** by embracing the pedestrian pace and activity in the downtown
- **Connect** key downtown public places and create route alternatives by emphasizing and linking a network of alleyways and mid-block connections
- **Respect** context and history to ensure materials enhance, rather than detract, from rich and diverse architectural heritage
- **Prioritize** public realm improvement projects and focus on implementation
- **Play:** Integrate play elements into the public realm

Key plan strategies and approaches include:

- a reduced number of character precincts and a simplified 'kit-of-parts' to:
  - i. create a more unified, cohesive and 'timeless' downtown public realm environment that is responsive to different character areas
  - ii. support the rich architectural heritage and business vitality that gives the downtown its unique identity and character
  - iii. support a more efficient maintenance program over time through the use of fewer, and more higher-quality, durable materials.
- focus higher quality materials and features at block corners with a simplified treatment mid-block
- ensure high-quality and continuous tree planting where possible
- a simplified colour palette for metal components of street furniture and lights:
  - i. glossy black to create a timeless, unified downtown aesthetic and support a wide-range of architectural styles and periods
  - ii. red in Chinatown to maintain and enhance unique identity and character.
- reintroduction of City-owned bench design for both wooden and metal benches
- a renewed pedestrian light strategy that:
  - i. focuses cluster lights to emphasize and further distinguish iconic status of Old Town and Inner Harbour Precincts and key streets (Yates, Fort, Broughton and Courtney) outside of these precincts
  - ii. maintains 'Pagoda' style lights in Chinatown
  - iii. proposes a new 'modern heritage' style light for Newtown and Rock Bay Precincts.
- a detailed set of streetscape standards and catalogue of product specifications to streamline and simplify development approvals and capital projects
- an emphasis on use of established and readily available furnishings and materials where possible
- an emphasis on use of City-owned furnishing designs and fabrication where practical
- clear description of linkages and integration with other plans and initiatives related to the downtown public realm.

### Priority Public Realm Improvements

The Downtown Public Realm Plan identifies priority public realm improvement projects and actions, including a high-level site assessment and design directions to guide future, more detailed designs for the following key projects:

- **Centennial Square:** A vision for long-term change beginning with smaller scale, temporary interventions:
  - i. create 'active edges' with temporary installations and activities and, over the long term, through new building development
  - ii. create better connection and open up to Douglas Street
  - iii. open up the Square to better support events, festivals and other activities.
- **Government Street:** Enhancing this pedestrian priority street as a true 'shared space' where pedestrians set the pace for all modes of travel:
  - i. short term: refresh pedestrian mall from Wharf Street to Yates Street
  - ii. medium term: complete the street: extend pedestrian mall treatment to Chinatown
  - iii. envision long-term change: design for a curb-less, shared festival street environment.



- **Douglas Street:** a vision for a highly urban, transit-oriented corridor with its own identity.
  - i. short to medium term:
    - a. develop a street and pedestrian light strategy scaled and unique to Douglas Street
    - b. develop a unique kit-of-parts
    - c. continue implementing continuous street tree canopy
    - d. seek opportunities for temporary implementation to test long-term vision.
  - ii. Long term: reconfiguration as a rapid transit corridor with greater pedestrian emphasis.
- An implementation framework including:
  - i. priorities and timelines
  - ii. project phasing
  - iii. departmental roles and responsibilities
  - iv. considerations for departmental work plans
  - v. partnerships and funding considerations.

## IMPLEMENTATION

The Downtown Public Realm Plan includes an implementation framework including identification of short, medium and long term actions, project phasing, departmental roles and responsibilities, considerations for departmental work plans, partnerships and other funding opportunities.

Implementation of the updated streetscape furnishing, materials and repainting will occur gradually over time through a combination of the following three mechanisms:

1. **Developer Initiated Improvements:** New streetscape standards will be implemented as part of improvements undertaken for new development in the downtown either through required frontage improvements, or through negotiated public realm investments.
2. **Operations and Maintenance Program:** New streetscape furnishing and materials specified in this plan will be implemented over time as part of the City's regular program of maintenance and replacement. This will include identification of priority streetscape improvement areas.
3. **Capital Plan and Projects:** Priority public realm improvements identified in the plan, such as streetscape improvements to Government Streets and Douglas Street, updates to Centennial Square, and phased re-development of Ship Point, will be planned and implemented on a case-by-case basis through the financial planning process with funding sources and timing balanced with consideration of available resources and other City priorities based on Council Direction.

## Implementation Framework

Major capital projects, such as implementation of separated bike lanes and the Harbour Pathway, will include implementation of the new streetscape standards where appropriate. Additionally, priority capital improvements may also be undertaken either on a stand-alone basis or concurrently with other works (either public or private) to meet key strategic plan goals of the City. Once approved in the financial plan, including additional resources if required, these projects will be incorporated into the work plans of affected departments.

**Short Term (0-5 Years)**

	<b>ACTION</b>	<b>DESCRIPTION</b>	<b>RESPONSIBILITY</b>	<b>PARTNERSHIPS</b>	<b>IN CURRENT WORKPLAN</b>	<b>PRIORITY LEVEL</b>
<b>1</b>	Centennial Square Master Plan	» Undertake a Master Plan process for Centennial Square and adjacent buildings addressing short medium and long term objectives and site program directions established by this plan.	<b>Planning</b>	<b>DVBA</b>	<b>Yes</b>	<b>High</b>
<b>2</b>	Government Street Streetscape Update (Wharf to Yates)	» Confirm design and location of new furnishing, planters, and street trees, as directed by this plan.	<b>Planning</b>	<b>DVBA</b>	<b>No</b>	<b>High</b>
<b>3</b>	Government Street Streetscape Implementation	» The streetscape of Government Street will be implemented according to the outcomes of Action 2.	<b>Engineering and PW</b>	<b>DVBA</b>	<b>No</b>	<b>Medium</b>
<b>4</b>	Downtown Pedestrian Light Strategy	» Identify and specify new pedestrian light and implementation program as directed by this plan.	<b>Engineering and PW</b>	-	<b>No</b>	<b>Medium</b>
<b>5</b>	Douglas Corridor Street Light and Furnishing Strategy	» Identify new street and pedestrian light program and furnishing program and an implementation strategy for Douglas Street within the Downtown Study Area.	<b>Engineering and PW</b>	<b>DVBA, BC Transit</b>	<b>No</b>	<b>Medium</b>
<b>6</b>	Ship Point Master Plan Phase I Implementation	» Undertake a Master Plan based on the site and program objectives established by the harbour Vitality Principles and implement Phase 1.	<b>Planning</b>	<b>GVHA</b>	<b>Yes</b>	<b>High</b>
<b>7</b>	Conceptual and Detailed Design for Government Street (Yates to Herald Street)	» Undertake Conceptual and Detailed Design for Government Street from Yates to Herald Street based on objectives and design directions established by this plan, and in the context of the larger Government Street Corridor including consideration of re-instating 2-way traffic, incorporation of bike facilities, and reconfiguring the intersection of Wharf and Government Street as a major Downtown Gateway.	<b>Planning</b>	<b>DVBA</b>	<b>No</b>	<b>Medium</b>
<b>8</b>	Undertake a Waterfront Public Art Strategy	» The Arts Culture and Events department to spearhead a Waterfront Public Strategy.	<b>Arts and Culture</b>	<b>DVBA</b>	<b>No</b>	<b>Low</b>

**Medium Term (5-10 years)**

	<b>ACTION</b>	<b>DESCRIPTION</b>	<b>RESPONSIBILITY</b>	<b>PARTNERSHIPS</b>	<b>IN CURRENT WORKPLAN</b>	<b>PRIORITY LEVEL</b>
<b>9</b>	Government Street Improvements (Yates Street to Herald Street)	» Based on detailed design and results of Action 8, Government Street will undergo a series of improvements from Yates Street to Herald Street.	<b>Engineering and PW</b>	<b>DVBA</b>	<b>No</b>	<b>High</b>
<b>10</b>	Douglas Street Conceptual Design	» Undertake conceptual design to reconfigure Douglas Street within the downtown study area as a Transit Oriented Corridor and major pedestrian promenade as directed by this plan.	<b>Planning</b>	<b>DVBA, BC Transit</b>	<b>No</b>	<b>Medium</b>

**Long Term (10+Years)**

	<b>ACTION</b>	<b>DESCRIPTION</b>	<b>RESPONSIBILITY</b>	<b>PARTNERSHIPS</b>	<b>IN CURRENT WORKPLAN</b>	<b>PRIORITY LEVEL</b>
<b>11</b>	Douglas Street Detailed Design	» Based on the conceptual design and results of Action 11, a detailed design to be developed for Douglas Street.	<b>Engineering and PW</b>	<b>DVBA, BC Transit</b>	<b>No</b>	<b>High</b>
<b>12</b>	Douglas Street Construction	» Construction of Douglas Street improvements based on detailed design and results of Action 12.	<b>Engineering and PW</b>	<b>DVBA, BC Transit</b>	<b>No</b>	<b>Medium</b>

**Downtown Public Realm Working Group**

An interdepartmental Staff Working Group will be formed to monitor and identify implementation opportunities and provide guidance to capital projects related to public spaces in the downtown. The committee will be coordinated by the Planning Department and meet quarterly and more frequently as needed, and be made up of representation from the Arts and Culture, Engineering/Street Operations, Public Works, Parks, Planning, and Engagement departments.

*Impacts to Financial Plan*

As part of the 2018 Budget process, a funding request will be brought forward for Council's consideration to implement key short term actions related to Government Street improvements. This includes detailed design and costing for an update to street furnishings and landscaping for the portion of Government Street from Wharf Street to Yates Street and schematic design and costing for the Government Street mall extension from Yates Street to Chinatown. In addition, staff will ensure that the Downtown Public Realm Plan is considered along with other departmental capital plans to help identify priority public realm projects and to inform and update the Capital Budget process each year.

*2015 – 2018 Strategic Plan*

This project advances multiple Strategic Plan objectives, including *Engage and Empower the Community*, *Strive for Excellence in Planning and Land Use* by enlivening public spaces, *Enhance and Steward Public Spaces, Green Spaces and Food Systems* by undertaking a Centennial Square Master Plan, and *Create a Multi-Modal and Active Transportation Network* by making walking safe, comfortable and enjoyable.

*Official Community Plan Consistency Statement*

This project is consistent with the *Official Community Plan*. It advances Transportation and Mobility objectives through Right-of-Way improvements that enhance pedestrian comfort and interest. It advances Placemaking (Urban Design and Heritage) objectives through public realm design features which contribute to place character and integrates heritage considerations. It also advances Economy – Tourism and Visitor Services objectives by strengthening the appeal of Victoria.

*Accessibility Impact Statement*

A key objective of the Downtown Public Realm Plan is to create an accessible and barrier-free downtown pedestrian environment. Draft plan concepts and approaches were presented to the Accessibility Working Group in fall of 2016, and was feedback collected. Representatives from the Accessibility Working Group were also part of the Project Stakeholder Team which met four times throughout the process.

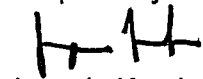
The Public Realm Plan proposes use of long-lasting, quality materials that are easily accessible and promote safety for all ages and abilities, and a materials palette that will facilitate barrier-free, universal accessibility throughout Victoria's downtown public realm. Public realm furnishings, materials and applications included in the Plan document are consistent with the MMCD standards and guidelines.

The plan includes a recommendation to use tactile domes to mark pedestrian crossings in the downtown. The City will be undertaking pilot projects in the fall of 2017 to study and test the functionality of tactile domes throughout the City as a means of improving accessibility for those with limited visibility. In response to feedback received from Accessibility Working Group representatives on the draft Plan document at the March 30, 2017 Stakeholder meeting, the draft Plan was revised to incorporate a more simplified approach to paving materials and patterns at intersections to enhance accessibility, and specifically, legibility for those with visual impairments.

## CONCLUSIONS

Staff, with the support from a consulting team, have worked with the public and stakeholders to update the vision, framework and design standards for the downtown public realm, and further, to identify priority projects and implementation steps. The Downtown Public Realm Plan will improve the walkability, legibility and accessibility of the City, support tourism, and contribute to a memorable and positive image of Victoria. Staff recommend beginning implementation of identified Short Term Actions upon adoption of the Strategy, reporting back to Council as part of the 2018 financial planning process for funding to support implementation

Respectfully submitted,



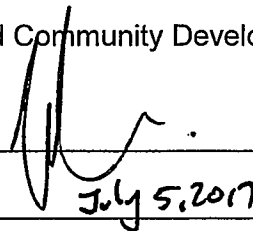
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Community Planning



Jonathan Tinney  
Director  
Sustainable Planning and Community Development

Report accepted and recommended by the City Manager: \_\_\_\_\_

Date: \_\_\_\_\_



July 5, 2017

## List of Attachments:

- Attachment 1: City of Victoria Downtown Public Realm Plan
- Attachment 2: Summary of Feedback on Visual Victoria (Downtown Public Realm Plan Component)





# **DOWNTOWN PUBLIC REALM PLAN & STREETScape STANDARDS**



**JULY 2017**



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Electronic versions (in PDF format) available on the City of Victoria website at [www.victoria.ca/downtownpublicrealmguidelines](http://www.victoria.ca/downtownpublicrealmguidelines)

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*Downtown Victoria is an area with rich cultural heritage demonstrated by local architecture, plazas, and distinctive character areas and is considered to be one of the most vibrant, walkable and recognizable Downtowns in North America. These characteristics, along with the significant role played by the City's public spaces, are all contributive to Victoria's unique identity and urban vitality.*



# EXECUTIVE SUMMARY

## OVERVIEW

The City of Victoria has one of the most vibrant, walkable and recognizable Downtowns in North America. The City's public spaces have played a significant role in creating and supporting the City's identity and urban vitality. Victoria's Downtown has a rich history that can be seen in the buildings, plazas and distinct character areas that shape and define its unique identity.

The Downtown Public Realm Plan establishes a design framework and set of principles, strategies and standards for ensuring a unique, walkable, timeless and high quality downtown environment befitting of its role as the Provincial Capital. This Plan is further premised on respecting and showcasing Chinatown, Canada's oldest Chinatown and a National Historic Site, as well as Old Town, one of the Country's largest Heritage Conservation Areas. These precincts, together with a blend of contemporary buildings, contribute to a rich architectural fabric consisting of an eclectic mix of old and new elements.

## THE PROCESS

The Public Realm Plan was developed through an integrated and collaborative planning process, Visual Victoria, which also included development of a City-wide Wayfinding Strategy, an important companion document to this Plan. The Visual Victoria process included a series of stakeholder and public workshops along with online and social media engagement, which resulted in extensive community participation, input and feedback. The broad purpose of this process was to support the creation of a memorable and positive image of Victoria based on its rich history and vision for the future while enhancing its unique identity and supporting vitality, accessibility and usability.

## PURPOSE

The Downtown Public Realm Plan represents a renewed design framework for downtown public spaces including priority public realm improvements — with short and long term strategies for implementation — and a detailed catalogue of furnishing, materials, colours and specifications for Downtown Streetscapes. In this way, the Downtown Public Realm Plan clarifies important requirements for public spaces, waterfront and street design to both public and private sector professionals engaged in the facilitation, design, approvals and implementation of public realm improvements and infrastructure.

## HOW TO USE THIS DOCUMENT

The first section of this document presents the background and rationale for the Plan. Section Two lays out the design framework including a set of principles, strategies for implementation, and priority public realm improvements. Section Three is comprised of a set of design guidelines and specifications to guide frontage improvements, capital projects as well as maintenance and upgrades for public streets and open spaces.

## RELATED PLANS AND INITIATIVES

The City of Victoria has established a number of other plans and initiatives in addition to the Downtown Public Realm Plan. These plans should be used in conjunction with the Downtown Public Realm Plan and have been identified and linkages summarized in Section 1.4 Relevant Plans & Initiatives.



# PART 1

# INTRODUCTION

# 1 INTRODUCTION

## 1.1 BACKGROUND AND OVERVIEW

Downtown Victoria is an area with rich cultural heritage demonstrated by local architecture, plazas, and distinctive character areas and is considered to be one of the most vibrant, walkable and recognizable Downtowns in North America. These characteristics, along with the significant role played by the City's public spaces, are all contributive to Victoria's unique identity and urban vitality.

Since the early 20th century, sub-districts such as the Inner Harbour Causeway/Provincial Legislative area and the City's two Heritage Conservation Areas – Chinatown and Old Town – have been recognized as diverse components of a compact, multi-faceted city core. In addition, key corridors such as Douglas Street and Government Street connect major citywide attractions and destinations and provide key points of entry into the Downtown area and a focal point for business activity. Over the years, streetscape improvements have been based on the established Downtown character areas, resulting in a patchwork quilt of materials that range from furnishing to paving patterns. At the same time, Victoria's Downtown Core has expanded and the original character precincts have evolved.

The Downtown Core Area Plan adopted in 2011 establishes a framework for land use and development, economic vitality, mobility and urban design. The Plan renews the vision for Downtown as the economic, social and cultural heart of the city in anticipation of broad, balanced growth totaling approximately one million square meters of new building development, and the addition of approximately ten thousand new residents by 2040. The City is currently undertaking implementation of a network of All Ages and Abilities (AAA) separated bicycle paths, including four key corridors in the Downtown, which will integrate seamlessly with the pedestrian environment to enhance, prioritize and support low carbon mobility options in the City.

Continued growth in the number of people living, working and visiting the Downtown Core has created new challenges and roles that the City's public realm will need to address in the coming years. At the same time, the City's public realm and open spaces link a host of key destinations, services and attractions both within and outside the Downtown core. In order to support the connectivity of these spaces, an improved program for wayfinding that integrates with the overall approach to the public realm will be important in enhancing legibility and understanding for all users and establishing the Downtown as a more user-friendly and pedestrian oriented place.

To ensure a unique, walkable, timeless and high quality downtown environment, the Downtown Public Realm Plan outlines a design framework and set of principles, strategies, and standards for the Provincial Capital. Significant considerations have been placed on respecting and showcasing Chinatown, Canada's oldest Chinatown and a National Historic Site, and Old Town, one of the Country's largest Heritage Conservation Areas. Both of these precincts are home to a mixture of old and new architectural elements that contribute to the unique and eclectic identity of Downtown Victoria.

Visual Victoria, an integrated and collaborative planning process, included a series of stakeholder and public workshops along with online and social media engagement which resulted in extensive community participation, input and feedback. The input and feedback received was used to develop the Vision and set of principles, along with the strategies and guidelines contained within the Public Realm Plan. The City-wide Wayfinding Strategy, an important companion document to this plan, was also developed as a part of the Visual Victoria process.



## 1.2 PURPOSE AND USE

The overarching purpose of the Victoria Downtown Public Realm Plan is to provide long-term strategies, principles and guidelines for the design and programming of the public realm to support the Downtown Core Area Plan Document.

The Public Realm and Streetscape Plan builds upon existing public realm assets and the City's 1992 Downtown Beautification Strategy as well as other key City plans to develop a renewed strategy for public realm investment. This Plan clarifies important requirements for public space, waterfront and street design to all professionals engaged in the facilitation, design, approvals and implementation of the public realm. Professionals include both private and public sector representatives.

The Plan applies a consistent approach to all streetscapes in Downtown Victoria. These strategies, principles and guidelines are supported by the Standards Catalog for Public Infrastructure Works. The Standards set out the technical requirements for civil, landscape and infrastructure works that will be owned by or vested in the City of Victoria.

### PURPOSE OF THIS PLAN

Provides a strategic companion document to the Downtown Core Area Plan (City of Victoria, 2013).

Outlines the value and importance of public spaces within the Downtown.

Provides an updated catalogue of furnishing, materials, paving patterns and other guidelines and specifications for downtown public spaces.

Provides clarity to developers, designers and City staff regarding long-term strategies, principles and guidelines for the design and programming of public streets and spaces in the downtown.

Demonstrates application of design principles to Downtown public streets and open spaces.

Provides design directions for the design of key public spaces.

Provides a checklist of design principles.

Demonstrates application of design principles to Downtown public streets and open spaces.

Provides an implementation strategy for the short and long term.

Provides design direction and construction standards for Public Realm Infrastructure.

### 1.2.1 MONITORING & UPDATES

It is important to note that the Plan and associated Streetscape Standards and Catalogue are intended to be updated from time to time based on ongoing monitoring and assessment of the performance and suitability of furnishing and materials. The Plan's implementation framework will also be updated as identified projects get implemented and new priorities identified.

### 1.2.2 SCOPE

This Plan applies to the area shown in the Project Scope Map, corresponding to the Downtown Core Area Plan (DCAP) boundary. The Plan considers important relationships between Victoria's Downtown and neighbouring areas.



Fig. 1 Project Scope Map

## PROCESS

Public and stakeholder engagement that occurred as a part of Phase 1 resulted in an inventory and assessment of existing conditions, along with the identification of issues, opportunities and big ideas. The results of Phase 1 feedback were synthesized into a set of design principles. These principles guided the set of concepts and options developed as part of Phase 2. The outcomes of Phase 1 and Phase 2 guided concept refinement and detailed design that occurred in Phase 3, which is compiled into the Victoria Downtown Public Realm Plan.

All initial concepts and design vision were presented to the general public and stakeholders in the form of a slideshow and presentation. In addition, boards were generated to provide in depth details of the information presented.

Feedback was received in the form of interactive markups of boards, live questions and answers at the presentation as well as online (and onsite) survey with questions related to each topic presented.

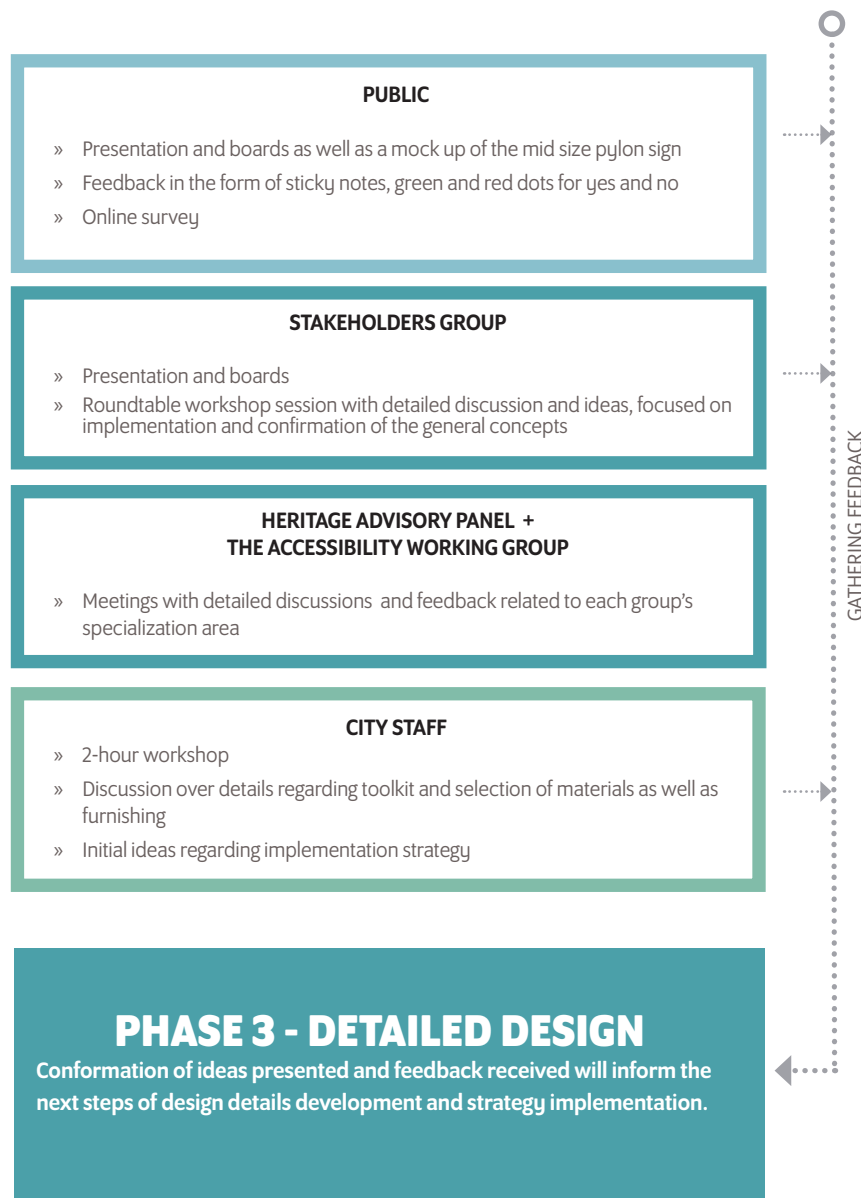


Fig. 2 Project Process Diagram

## 1.3 DOWNTOWN CONTEXT

Located on the southern tip of Vancouver Island, Victoria is the capital of British Columbia. Victoria is home to over 80,000 residents while the surrounding Greater Victoria Region has approximately 400,000 residents. The City draws over 3 million tourists each year with its surrounding natural beauty, compact and unique Downtown, and historic old town area as well as other key attractions, special events and destinations in and around the Downtown core. Victoria's Downtown is the City's calling card and a major contributor to its livability. Past public and private investments in the City's urban fabric have created and revitalized a number of walkable districts in and around the Downtown core with distinct visual identities and strong destinations for both visitors and residents.

Increased population and job growth coupled with a strong growing number of visitors have placed continued pressure on the City's public spaces. At the same time, due to the lack of a current coherent strategy, public realm improvements and districting have resulted in some inconsistent approaches to public space design and infrastructure. The overall purpose of this process is to develop a coordinated plan that aligns limited City, private and other stakeholder resources into a cumulative program of public space improvement.

Victoria's compact size, relatively high overall residential and employment density and fine-grained street network enable convenient travel by foot, bicycle and public transit. These modes of transportation currently account for an approximate 46% share of resident trips to work each day, one of the highest multi-modal rates in Canada. By 2041, this number is expected to increase to 60%, according to the target set by the Official Community Plan. Within the Downtown Core, the Douglas and Government Street corridors play prominent roles as the City's primary mobility and retail corridors respectively. In recent years, these two streets have been identified by City Council and a number of Downtown stakeholders as important corridors in need of more detailed future planning and public realm design. Therefore, the treatment and role of Douglas and Government Street corridors are of key importance in the Plan and Strategy. As such, the Public Realm and Streetscape Master Plan provides detailed consideration for these two corridors.

Downtown Victoria also supports a large tourism industry. A vibrant cruise ship industry attracts over 200 cruise ships each year and unload over 450,000 passengers, many of whom will spend time walking through the Downtown and surrounding area. Furthermore, Clipper Vacations operates a

daily, year-round passenger ferry service between Victoria's Inner Harbour and Downtown Seattle while Black Ball Ferry Line offers daily, year-round passenger and vehicle service between Inner Harbour and Port Angeles, WA. Together, these ferry services transport over 750,000 passengers and bring in 127,000 vehicles to Victoria each year. The Inner Harbour also contains several float plane operators who provide daily service from Inner Harbour to Vancouver BC, Seattle, WA and other destinations.

Ensuring a unified, cohesive, legible and high quality public realm environment is therefore an essential component of supporting a vibrant, pedestrian oriented and memorable downtown environment that is the social, cultural, and economic heart of the Capital City and region.





## 1.4 POLICY FRAMEWORK

Following is a summary of key studies, policies and initiatives that provide the background for this document.

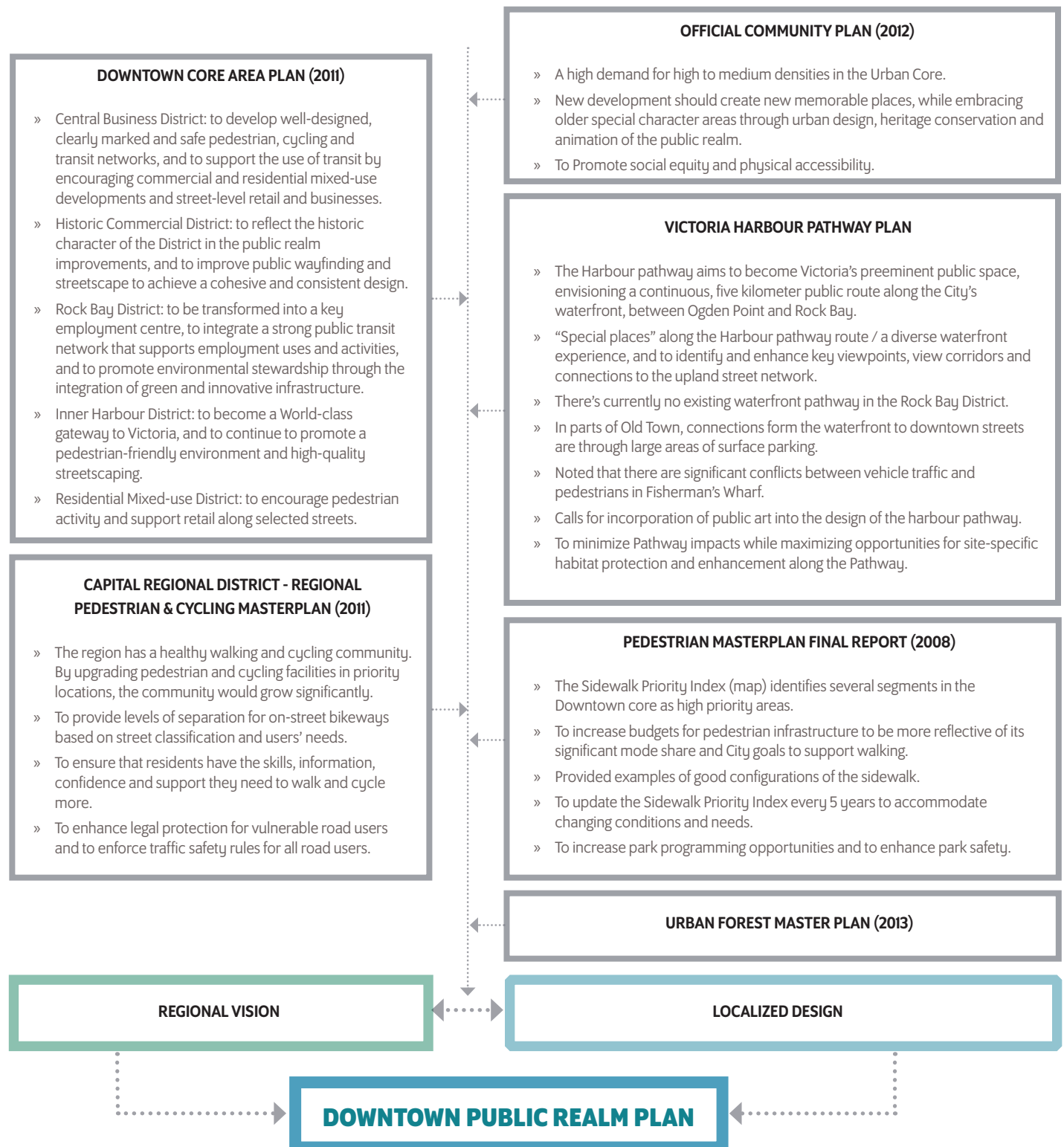


Fig. 3 Policy Context

## 1.5 RELEVANT PLANS & INITIATIVES

In addition to the Downtown Public Realm Plan, the City of Victoria has also established a number of plans and initiatives that are referenced within the Downtown Public Realm Plan. These plans and initiatives should be used in conjunction with the Downtown Public Realm Plan and are listed below.



### **CITY OF VICTORIA WAYFINDING STRATEGY**

This Victoria Citywide Wayfinding Strategy has been created by the City of Victoria to facilitate transportation around the city, primarily by pedestrians, cyclists and transit users. This document is intended to be used as a reference for anyone working on wayfinding projects within the City of Victoria. The information provided includes an overview of the process and reasoning behind the wayfinding system along with descriptions of the individual components of the system and how they are to be used in a variety of contexts. Recommendations and suggested work-flow processes are provided to inform the implementation of the system. Sign construction drawings are provided to a level of detail that should allow any sign fabricator to reproduce wayfinding elements that fit seamlessly into the system. Phasing schedules indicate which areas of the city are priority candidates for the new wayfinding system and the schedule by which they should be implemented.



### **CITY OF VICTORIA FOREST MASTER PLAN**

The Urban Forest Master Plan is a city-wide policy that outlines the vision, goals and strategies for the management of Victoria's urban forest until 2060. The overall vision is for a healthy, diverse and abundant urban forest which is well integrated throughout all parts of the city, and which supports biodiversity and watershed health while also enhancing the character of neighbourhoods and creating places for activity, enjoyment and relaxation. The goals and actions established in the plan provide a focus for the City's urban forest program planning initiatives such as the Downtown Public Realm and Streetscape Standards.



### **BICYCLE NETWORK MASTER PLAN**

Victoria is implementing a network of separated bike paths as part of the implementation of the Bicycle Network Master Plan, which, when complete, will provide over twenty-four kilometres of All Ages and Abilities bicycle infrastructure. When complete, the new active transportation network will encourage people of all skill levels to ride, skate and rollerblade throughout the Capital City.



#### **HARBOUR PATHWAY MASTER PLAN**

David Foster Harbour Pathway is envisioned to be a waterfront route that connects residents and visitors with key destinations in the City, from award-winning restaurants to marine-based tourism activities, and everything in between. The Harbour Pathway celebrates the City of Victoria's unique working harbour, gives the opportunity to recognize Lekwungen First Nations history, enhances the natural marine habitat, and supports social and economic well-being. Once complete, the David Foster Harbour Pathway will extend over five kilometres from Rock Bay to Ogden Point. Special sites will be created along the pathway, increasing downtown public spaces, drawing people to the waterfront to gather with friends and family as well as taking in the Capital City's signature community celebrations.



#### **CREATE VICTORIA**

As outlined in the Official Community Plan: "the arts and culture are central to social sustainability and attributes of community well-being and quality of life. Culture can be defined as practices and values, heritage and place, the arts, diversity and social history. This plan includes policies for the creative city through the development and regular update of a Cultural Plan, coordination of art in public places initiatives, community public art and events in public space, and support for facilities and access to commercial space. Planning and delivery of arts and cultural programs and spaces will depend on funding and innovative solutions to increase and diversify the future supply of facilities and venues to perform, exhibit, create, work and live". In 2017, the City of Victoria began work on Create Victoria, a five-year Arts and Culture Master Plan that will align ideas, people, and resources around a shared vision and a set of goals, strategies and tactics to realize Victoria's potential and guide investment.



#### **ART IN PUBLIC PLACES POLICY & GUIDELINES**

Art in Public Places is a vital ingredient in the cultural fabric and streetscape of a creative city. The city of Victoria intends to promote the creation and inclusion of works of art in its public buildings and public spaces through the Art in Public Places Policy. The City of Victoria will provide the cultural leadership to guide the evolution of a distinct and vibrant artistic character for civic public places and ensure a visual legacy. Art in Public Places is a vital ingredient in the cultural fabric and streetscape of a creative city. The Art in Public Places Policy commits \$150,000 annually to public art which is placed in a reserve fund, ten percent of which is dedicated towards the maintenance of existing art works. As well, exceptional, significant civic construction projects will include public art for up to one percent of the project's construction costs. For these projects, funds can be used to incorporate public art into a project's design, to create a stand-alone piece onsite or for public art at another location. The City of Victoria's Art in Public Places Policy reflects current best practices and creates a broad range of opportunities for citizen participation. The Art in Public Places Policy is revised every five years and will be revised as a part of Create Victoria, a five-year Arts and Culture Master Plan.



### **HANGING BASKET PROGRAM**

The City's hanging basket program was started in 1937 to celebrate the 75th anniversary of the incorporation of the City of Victoria. The annual hanging flower baskets are now a trademark recognized around the world, and an important character defining element of Old Town in the summer. The basket program currently consists of over 1,300 hanging baskets, placed on lamp standards throughout the downtown between June and September each year. The hanging basket program is operated by the Department of Parks, Recreation and Facilities Management.



### **SEASONAL DECORATION PROGRAM**

Over the years, the City has coordinated installation of seasonal decorations for Christmas, Halloween, Chinese New Year and other seasonal celebrations. Design of the program has generally been through joint discussion (and partnership in Centennial Square) with the DVBA, which has also undertaken an annual Christmas decoration program. A review was undertaken in 2014 to determine improvements to the program. Capital and operational budgets have been in place to support purchase of new decorations as well as installation and removal. Development of an updated seasonal decorations program defining objectives, criteria, responsibilities, partnerships and funding is recommended as an action of this plan. To align with Visual Victoria and the Create Victoria Arts and Culture Master Plan, the City of Victoria will develop of a formal process for addressing seasonal banners and decorations to ensure that they are physically attractive, liveable and "user friendly".



### **BANNER PROGRAM**

Over the years, the City has coordinated a banner program in partnership with the DVBA. Art competitions open to the public have been held every two years since the program was initiated approximately twenty years ago. Banners were also introduced for the Christmas program in order to bring daytime colour during daylight shopping hours when lights were not yet on. Neighbourhoods were offered small banner programs to animate their neighbourhood/village centres in 2007. City banner programs have focused on art, vibrancy and, to some extent, location identity (e.g. Chinatown). Organizations interested in promotion of events, commemorations and NFP fundraising have been directed to the cross-street banner administered by Public Works on Douglas at Pembroke. Commercial advertising is not permitted at any banners sites. Periodically, there is a request for the City to install banners for a national celebration or commemoration (e.g. Veterans, Cultural Capitals) where operational costs may or may not be covered. Development of an updated Banner Program defining objectives, criteria, responsibilities, partnerships and funding is recommended as an action of this plan to ensure that it is physically attractive, liveable and "user friendly".

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*"The word citizen has to do with cities, and the ideal city is organized around citizenship - around participation in public life."*

*- Rebecca Solnit, Wanderlust: A History of Walking*



## 1.6 DEFINING THE PUBLIC REALM

The public realm includes all exterior social spaces in the city that are generally open and accessible to all people regardless of ownership. These public spaces include streets, lanes, greenways, bridges, squares, plazas, parks, linkages, natural areas, transit hubs, views, and the waterfront. It also incorporates streetscape elements such as street furniture, lighting, public art, and sidewalk treatments.

The public realm requires a network of pedestrian-friendly streets interconnected to great civic spaces such as plazas, squares, greenways, and parks. These spaces become public outdoor rooms that create positive activity between buildings, as well as areas of reflection and reprieve.

The public realm is the city's holistic urban landscape, which cannot be separated from components of the city infrastructure. In addition to great buildings, the public realm is also one of the most memorable aspects in the city for visitors.

The characteristics of a great public realm and great public spaces have been extensively studied and documented across North America and throughout the world. The public realm and public spaces must be constantly blended and woven together in order for cities to be more livable, neighbourhoods more engaging, and communities more memorable.

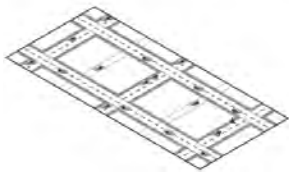
The public realm includes exterior spaces, linkages and the surrounding built form elements that are visually and physically accessible. Public realm components generally include parks and open spaces, plazas, streets, sidewalks, pathways, transportation hubs, gateways, waterfront areas, natural features, view corridors and the interface between these elements and surrounding buildings.

The overall quality, design and function of the public realm has significant influence on the local quality of life within the urban environment. The public realm provides the places and spaces where people gather, meet, socialize, recreate, shop and work.

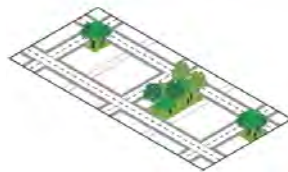
The public realm strategy described in this Plan provides a comprehensive and focused approach to build upon the Downtown Core Area's successful history of place-making through public realm improvements that provide:

- Social and active spaces
- Versatile spaces that benefit all ages
- Meaningful and pedestrian-friendly connections
- Distinctive places that strengthen local identity
- High quality and attractive places
- Public amenities that are attractive and functional

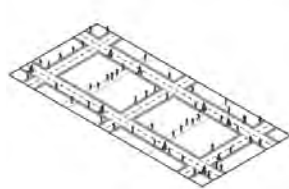
**Streets and Lanes**



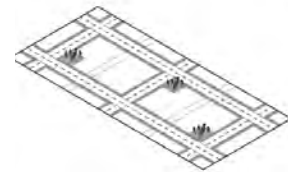
**Parks and Green Spaces**



**Pedestrian and Bike Ways**



**Public Spaces and Nodes**



**Trees**



**Public Art**



Fig. 4 Components of Public Realm.

### 1.6.1 IMPORTANCE OF THE PUBLIC REALM

A high quality public realm is essential to achieving an attractive neighbourhood experience at the human scale. It can encourage people to use sustainable transportation modes - walking, cycling, transit - by offering improved connections between places, and making those connections into memorable spaces as well. It can nurture community by providing gathering spaces that are appealing and functional. The public realm plays an important role in enhancing the quality of life in a community which, in turn, can improve its desirability as a place to live and work.

To achieve these benefits, the Public Realm Plan outlines a comprehensive and strategic approach to how the public realm is developed, enhanced and maintained.

## 1.6.2 STREETS AS PUBLIC SPACES

Collectively, streets make up the largest public space in most cities. The way in which people and vehicles move through the street network have a significant impact on the overall experience of a city's public realm. The first step in making cities safer and more pleasant places to live is to inspire residents to view their streets as public spaces. Long-term planning as well as inexpensive tactical transformation strategies can be powerful tools to encourage public participation and improve quality of life.

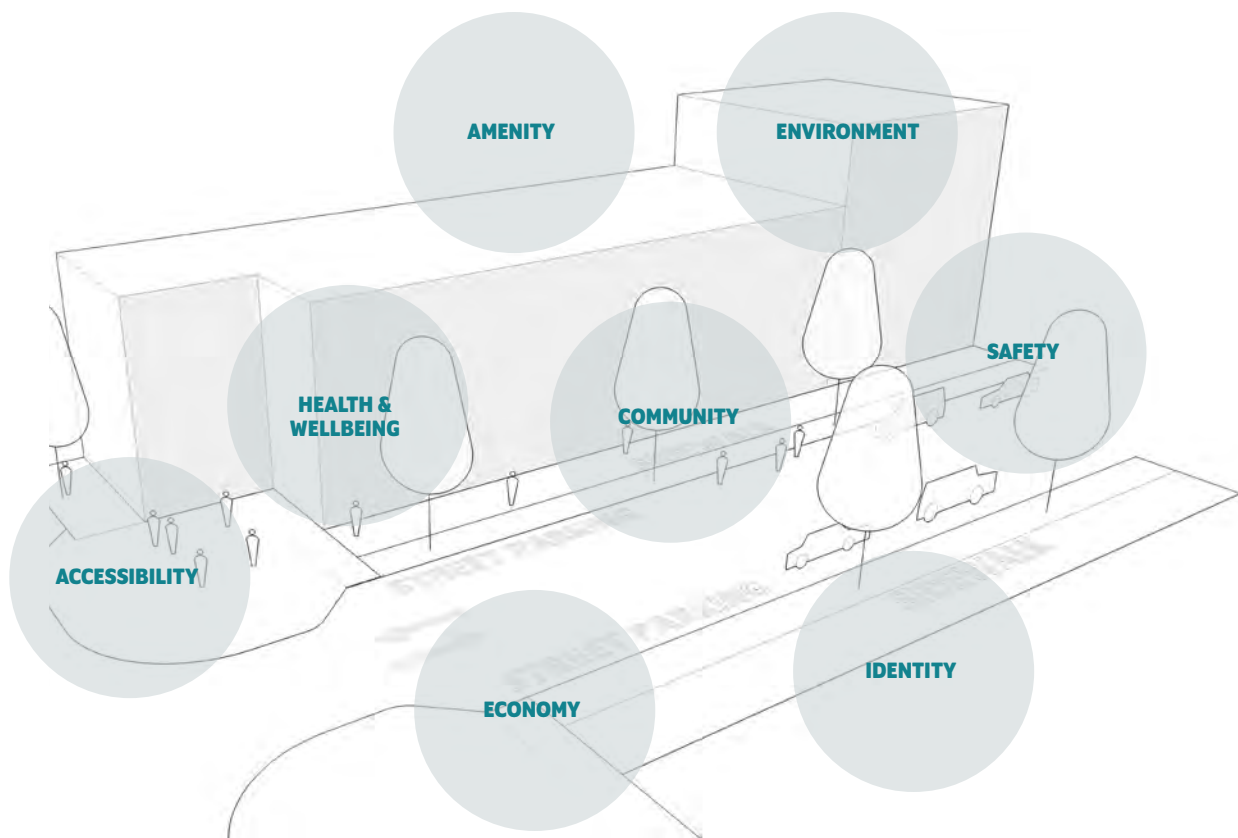
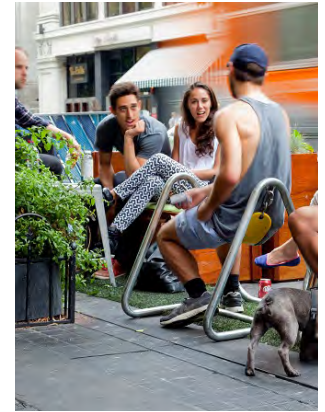


Fig. 5 Benefits of public realm come from excellent design and thoughtful programming.



### 1.6.3 BEST PRACTICES

The Downtown Core Area will offer an array of vibrant urban neighbourhoods surrounding a thriving, pedestrian-friendly Downtown Core. All people will benefit from a high quality public and private environment and a broad range of employment, housing, shopping, and recreational opportunities, all within a well-connected and attractive urban environment that embraces the Victoria Harbour, celebrates its heritage, Victoria's role as the Provincial Capital and provides a model for livable and sustainable urbanism.

#### BEST PRACTICES

##### Identity of Place

Create public spaces with authentic character and identity.

##### Diversity of Use

Provide a mix of varied public spaces to support the diversity and uniqueness of the precincts and to meet the needs of current and future populations.

##### Community Focus

Ensure public spaces engage the local community and contribute to community health and wellbeing.

##### Sustainability

Design a public realm that improves environmental, material, financial and social sustainability.

##### Interfaces

Provide diverse and engaging building interfaces with streets, waterfronts and public space, attracting daily activities and enriching street life.

##### Accessibility

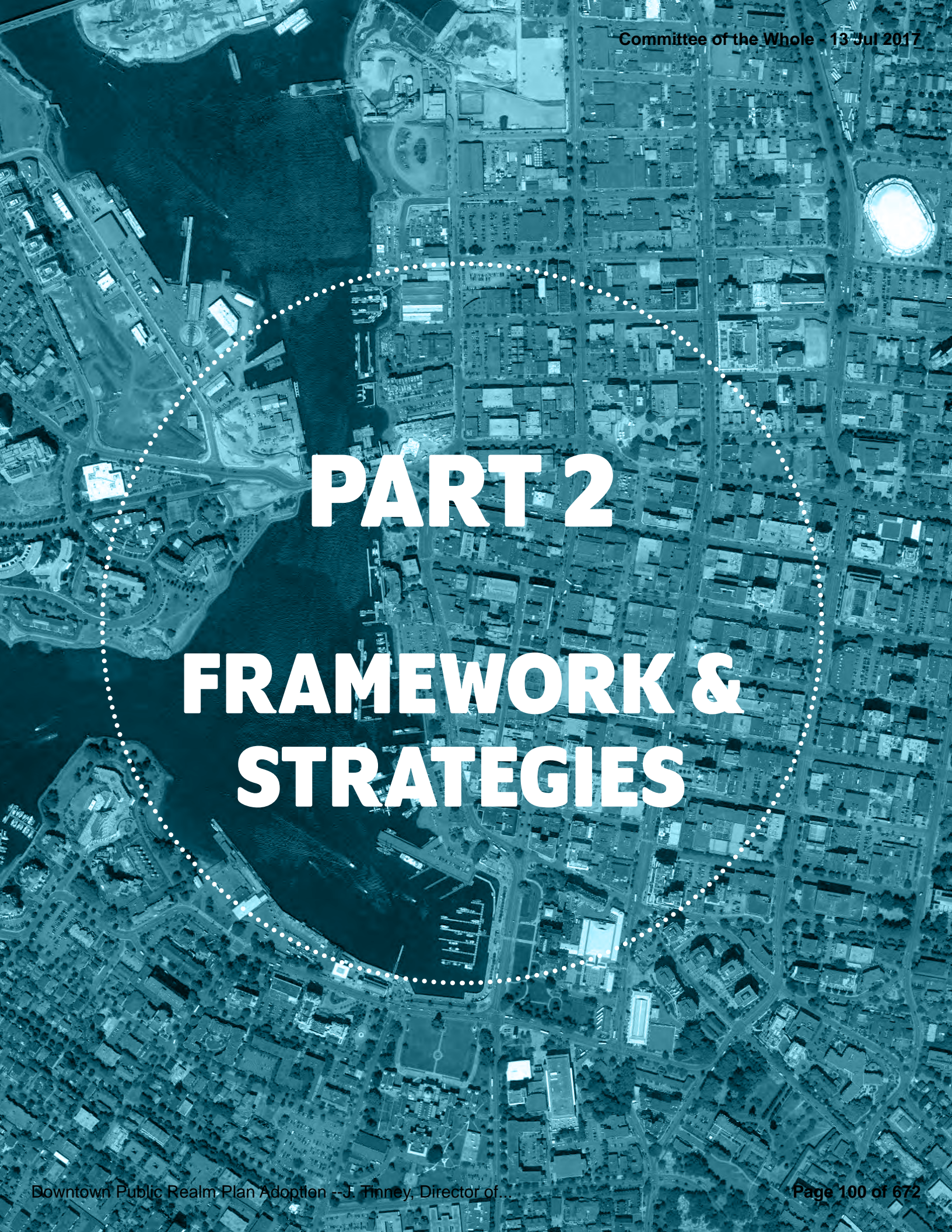
Incorporate universally accessible design into the public realm to allow barrier-free access.

##### Connectivity

Ensure permeability and safe linkages within Downtown by enhancing unique network of lanes and passages.





An aerial photograph of a city, likely San Francisco, with a blue tint. A dotted white line forms a large, irregular shape that encompasses the central part of the city, including the Financial District and parts of the surrounding urban area. The text "PART 2" and "FRAMEWORK & STRATEGIES" is overlaid in large, bold, white capital letters.

# **PART 2**

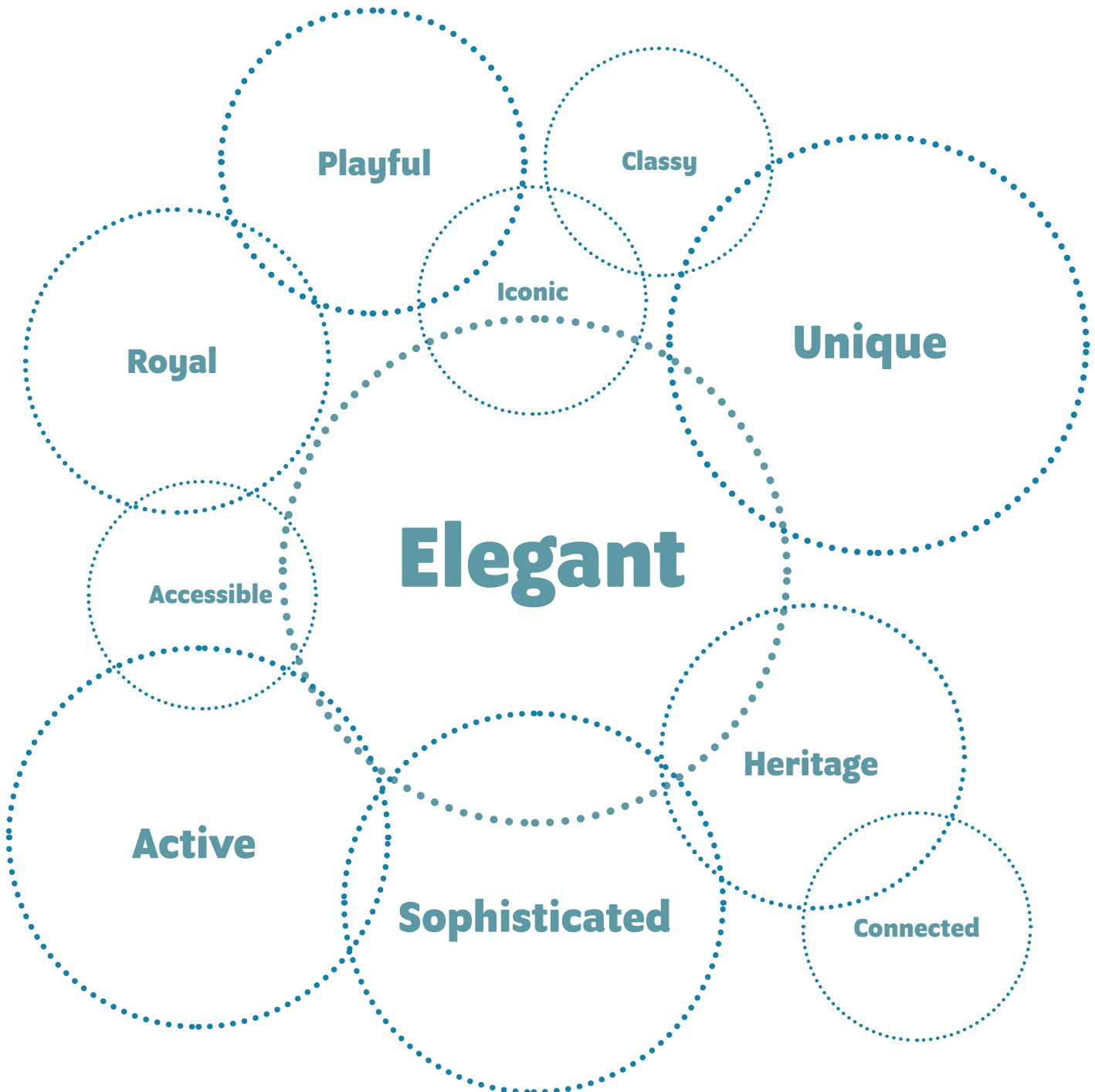
# **FRAMEWORK & STRATEGIES**



## 2 DESIGN FRAMEWORK & STRATEGIES

### 2.1 VISION STATEMENT

*"The Downtown Public Realm will be a vibrant, well connected network of public spaces — from the outdoor shopping experience of Government Street Mall and Douglas Street to small, intimate alleyways allowing for a sense of discovery. The simplified but sophisticated materials palette and unique selection of furnishing and street elements for each of the character areas creates a coherent and elegant environment that complements the rich heritage character of Downtown streets."*





*"A city is not an accident but the result of coherent visions and aims."*

*- Leon Krier, The Architecture of Community*



## 2.2 DESIGN FRAMEWORK

This plan structures the downtown public realm into five distinctive character precincts: Rock Bay, Chinatown, Old Town, New Town, Inner Harbour, and two character streets: Government Street and Douglas Street. In addition, there are a number of considerations for various key public spaces in the downtown Victoria area, as listed below.

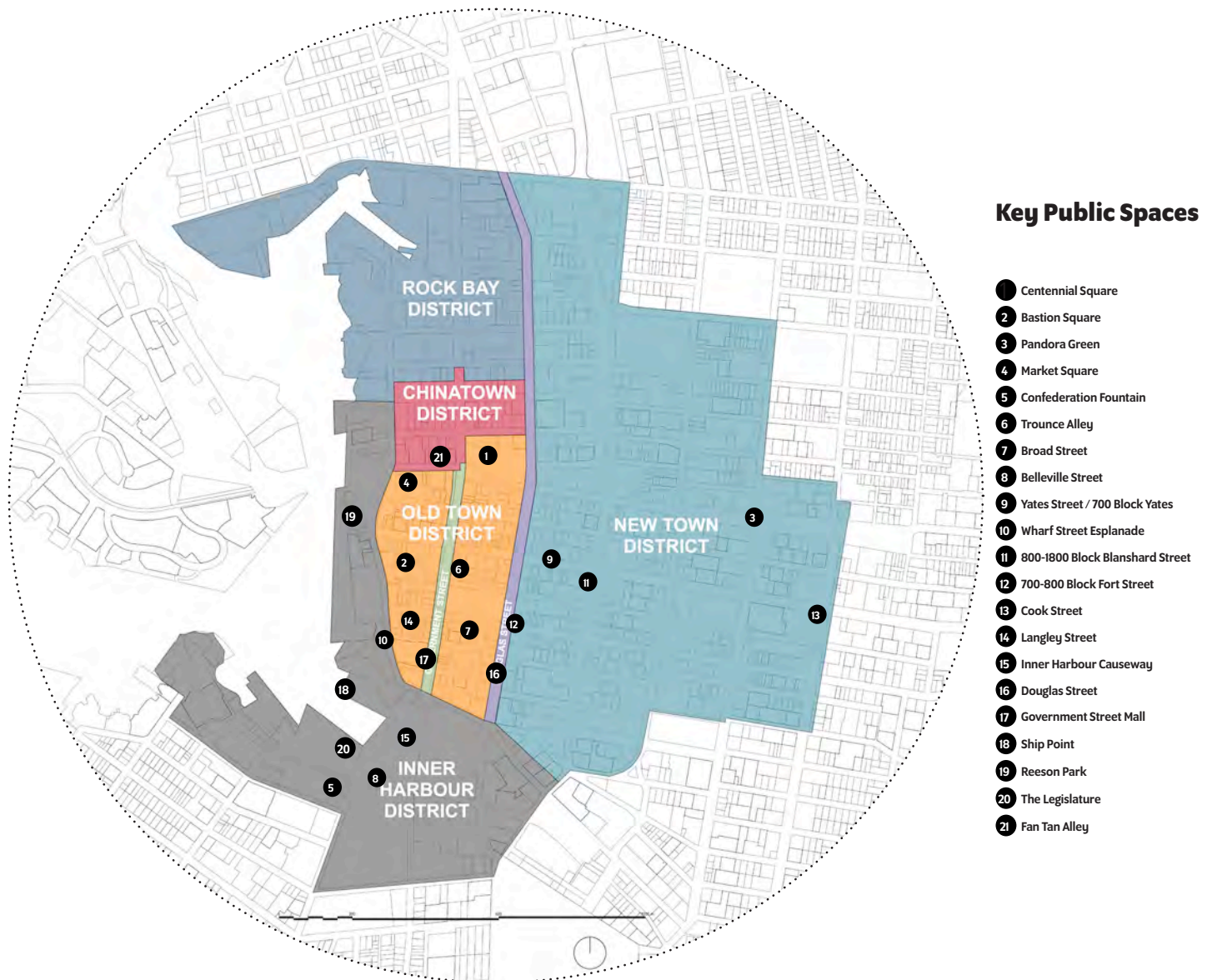


Fig. 6 Design Framework





*"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."*

*- Jane Jacobs, The Death and Life of Great American Cities*



## 2.3 PUBLIC REALM STRATEGIES

The following Design Principles are premised on supporting the creation of a memorable and positive image of Victoria based on its rich history and vision for the future, while enhancing its unique identity and supporting vitality, accessibility and usability. These principles were established through public and stakeholder engagement that occurred as part of the Visual Victoria process, and are elaborated on as a set of strategies in the following pages.

### PRINCIPLES

#### Simplify

The diversity, “busy-ness” and lack of continuity of materials, furnishing, signs and colours is cluttered and haphazard. There is an opportunity to create a more simplified palette, or a ‘quiet canvas’, that provides an unfettered backdrop for the rich built environment and diversity of storefronts and activities that define Victoria’s Downtown, as well as provide wayfinding clarity.

#### Activate

Lack of programming and activity results in poorly used and unwelcoming public spaces in some instances, for example, Centennial Square and the waterfront.

#### Slow Down

Downtown as a place where life can slow to a human walking pace, where people can mingle without fear of motor vehicles and access is possible for the widest spectrum of the population. Create wayfinding focused on pedestrians, cyclists and transit users with maps and signs which are readable by everyone.

#### Connect

The network of alleys, mid-block passageways, plazas, waterfront pathway and other pedestrian open-spaces can be better linked to create a connected whole. This would create an alternative network to complement the more central and busier promenades such as Government, Douglas and Yates Streets. Develop a wayfinding program that connects with existing systems to create a larger network.

#### Prioritize

Centennial Square is an important civic and public gathering space that was identified as a priority for improvement, including programming for activities throughout the year. It should not be just for special events. More play elements and features would attract children and families.

#### Respect Context and History

Ensure street furnishing, materials, colours and signs enhance, rather than detract from the Downtown’s rich and diverse architectural heritage. Respect and honour First Nations past and present through place naming, signage and public art.

#### Integrate

Create graphic and naming links with existing systems, (eg. BC Transit) in order to provide a more seamless wayfinding experience for system users using existing infrastructure where possible.



SIMPLE MATERIALS



ACTIVE SPACES



SLOWER STREETS



CONNECTED SPACES



PRIORITIZE



RESPECT CONTEXT

### 2.3.1 MAKING THINGS SIMPLE

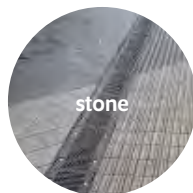
The rich and varied architecture of Old Town, Chinatown and other Downtown precincts, as well as the eclectic and diverse mix of building facades and businesses, define the strong and unique character and identity of the Downtown area. A simplified and higher quality palette of streetscape elements will provide a 'quite canvas' and allow the rich architectural heritage and diversity of storefronts and activities that define Victoria's Downtown to shine.

#### USE FEWER BUT HIGH QUALITY MATERIALS

A mix of only four key paving materials in different proportions throughout the Downtown will simplify but allow for diversity. Proposed materials allow for a variety of finishes and sizes to ensure accessibility and to accommodate various user groups. Proposed construction details will also improve settlement differences to ensure unified and even surface.



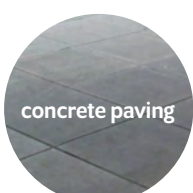
brick



stone



concrete unit pavers



concrete paving



tactile button

#### RICH HERITAGE MATERIALS

Brick is a heritage material already present within Downtown with a rich and sophisticated quality. It is used in the character precincts with significant heritage value.

#### HIGH QUALITY FEATURE MATERIALS

Stones are utilized as a feature visual element in the streetscape. The stone has a timeless, sophisticated and elegant quality. The proposed material maintains a continuous, even and uniform surface for increased accessibility.

Concrete unit pavers are also considered to be a feature visual element. These standardized pavers provide a comfortable pedestrian setting and easy accessibility for all user groups.

#### SIMPLE SIDEWALK MATERIALS

Concrete paving is practical and provides a uniform and even surface that allows accessibility to various user groups. They are used throughout sidewalk areas to maintain a comfortable and safe pedestrian environment.

#### IMPROVED CONSTRUCTION DETAILS

These materials are installed using a flexible mortar set that can accomplish a smooth finish with an even surface. Furthermore, elements such as tactile buttons and bollards provide additional safety for various user groups.

#### VISIBLE TACTILE BUTTONS

High quality stainless steel tactile buttons provide high contrast, yet elegant demarcation of all areas that require attention, creating safer and easier to navigate streetscape.

#### FEWER STANDARD ELEMENTS

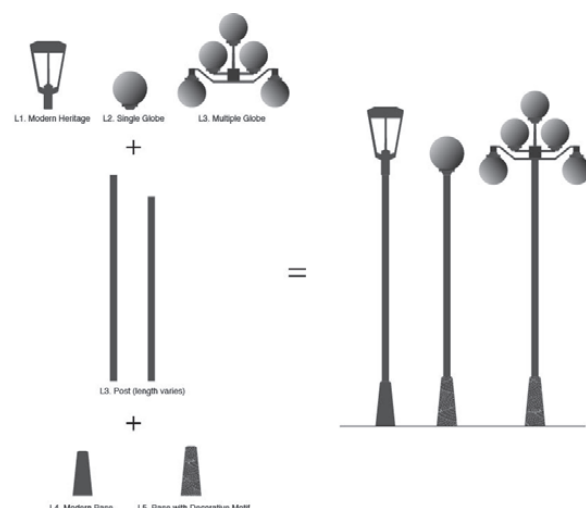
Maintaining furnishing unique and iconic to Victoria and focusing them in specific character precincts, while reducing the number of standard elements in the downtown overall, will create a more simplified and focused palette of materials. This will help create a more cohesive and unified streetscape, better distinguish different character precincts and minimize maintenance costs over the long term.



#### LIGHT STANDARDS

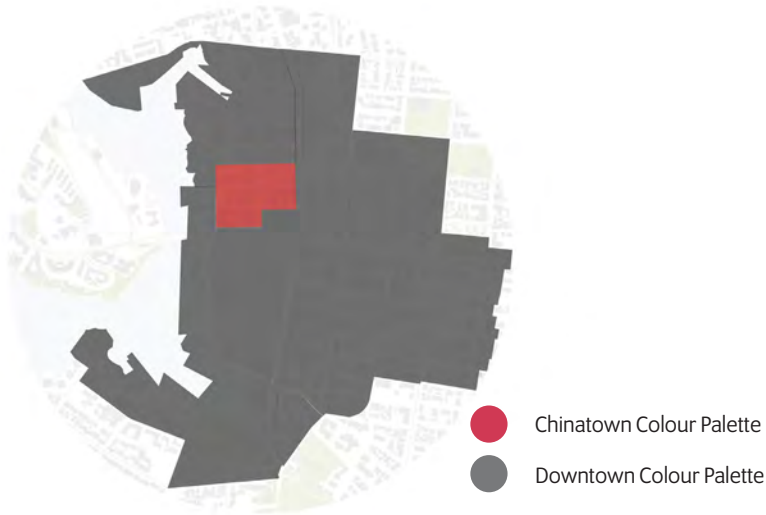
The Globe Light is an iconic element in Downtown Victoria, in particular Old Town and the Legislative Precinct. To enhance the character and identity of these two unique and identifiable areas, the use of Globe Lights will be focused only in the Old Town and Legislative Precincts.

In the New Town and Rock Bay precincts, a new "modern heritage" style lamp standard will be used to complement the mix of more contemporary architectural styles and create contrast with the Old Town and Chinatown heritage precincts. It will also help create a robust long term strategy to minimize maintenance costs.





## COLOUR PALETTES



## UNIFIED COLOUR - GLOSSY BLACK

To unify and simplify downtown streetscape elements with a colour that is timeless and fits well with the heritage architectural fabric of Downtown, glossy black will be applied to all streetscape elements in the Downtown with the exception for Chinatown, which will remain red.

This includes the metal components of all benches, light poles, trash bins, bike racks, and bollards.

## CHINATOWN UNIQUE

Chinatown is a Heritage Conservation Area, a National Historic Site and Canada's oldest Chinatown. It has a well-established and unique character defined in part by its streetscape elements. These include custom street lamps, red painted streetscape components, varied and unique street trees, catenary lighting on Fisgard, the symbolic sidewalk brick and paving pattern, and the Chinatown gate and lion statues on Fisgard at Government. These established streetscape elements will be maintained and expanded within Chinatown.



### 2.3.2 ACTIVATE THE WATERFRONT

As a working harbour with an industrial past, the Downtown waterfront has been an important component of the City's economy and identity. In recent years, the industrial activities have subsided and the Downtown waterfront area is in a state of transition. While there are pockets of activity along the Downtown inner harbour, specifically along the Lower Causeway and at Ship Point when there are events and festivals, other sections of the Downtown waterfront have limited activity and connectivity to the Downtown.

The Harbour Pathway is an important initiative that will help address this issue. Once complete, it will connect Rock Bay to Ogden Point through the Downtown along the Inner Harbour. A further opportunity to help activate the waterfront will be to program various activities along the Harbour Pathway that engage people of all ages and fit with the urban surroundings. Examples include bocce ball and lawn chess, shipping container cafés with patios, interactive public art, etc. In addition to activating the pathway along the water, programmed activities will draw people to the waterfront from all parts of Downtown, thus strengthening the urban fabric in the entire area. Following are some initial strategies for activating and unifying the waterfront.



#### REVEAL PROGRAMMING OPPORTUNITIES BY USE OF MODULAR + REMOVABLE STRUCTURES

- Flexible elements to accommodate people of all ages.
- Start with temporary interventions that can lead to the development of more permanent interventions over time.



maybe



or



#### PUBLIC ART TO UNIFY AND ENHANCE THE WATERFRONT

Public art can be used as a unifying element along the waterfront to help create a more cohesive, unified and enhanced public waterfront and Harbour Pathway through the downtown that will potentially extend along the entire Harbour Pathway. The City will undertake a Waterfront Public Art Strategy to supplement the Harbour Pathway initiative to define elements, components and implementation requirements that can help create a more cohesive, unified and enhanced public waterfront.






» As part of the exhibition "Please Touch the Art", Jeppe Hein reinvented the form of the park bench, and turned them into a series of witty and interactive sculptures to engage and be enjoyed by park users of all ages!

### 2.3.3 ENERGIZE OPEN SPACES

Plazas and open spaces are the defining elements of the public realm. Clear pedestrian linkages between open spaces draw people from one to the next and contribute to a sense of spatial cohesion throughout the city.

Locations such as Reeson Park, Ship Point, Belleville Street / Green, Centennial Square, Menzies Plaza and Laurel Point should be re-activated and re-animated with a myriad of diverse programming to help form a cohesive vision including interactive public art opportunities.

#### LEGEND

-  Primary Open Space
-  Secondary Open Space
-  Tertiary Open Space



#### PRIMARY OPEN SPACE

- 1 Centennial Square** — Activation of Centennial Square.



- 2 Bastion Square** — Pop-up fair / temporary interactive installations.



- 3 Ship Point** — A world class waterfront park and signature festivals and events venue, and programming for passive and active uses year round as a key City public open space destination.



#### SECONDARY OPEN SPACE

- 4 Reeson Park** — Movable furniture and playable/ interactive public art on the sloping lawn.



- 5 Laurel Point** — Art installations.



- 6 Belleville/Menzies Plaza** — A terraced plaza with an amphitheater design to support connectivity and activity.





### 2.3.4 DISCOVER THE SECRET THREAD

Creating a sense of comfort, curiosity, and excitement for pedestrians means giving them increased choices—where to walk, where to pause, where to sit down, how to engage, when to interact, when to play.

The network of alleyways and mid-block connections is a unique and interesting feature that adds an element of surprise and sense of adventure to the Downtown urban fabric and provides alternate routes to the busier street network. Creating better connections and recognition of the network of alleys and mid-block connections within the larger open space network will enhance its legibility and attractiveness. Further, programming these spaces with art and activities will make them more vibrant and interesting places to be.

#### FROM INVISIBLE TO SPECIAL - A LAYERED APPROACH

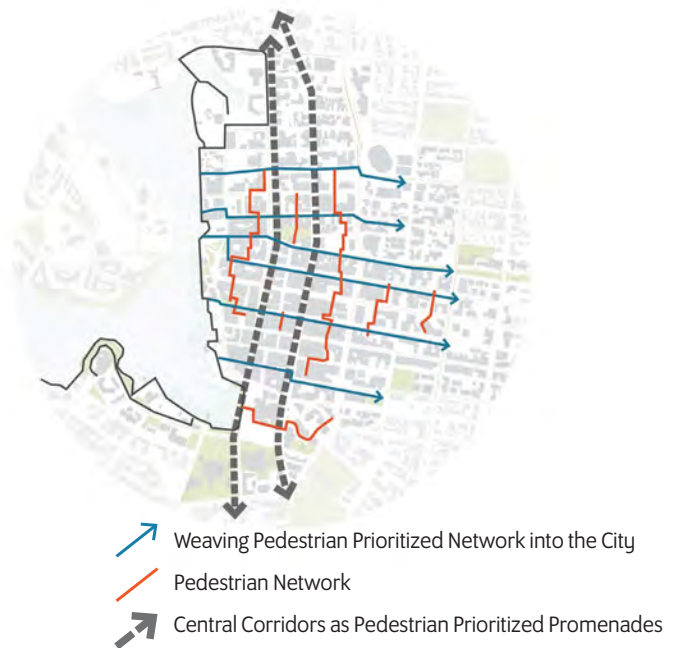
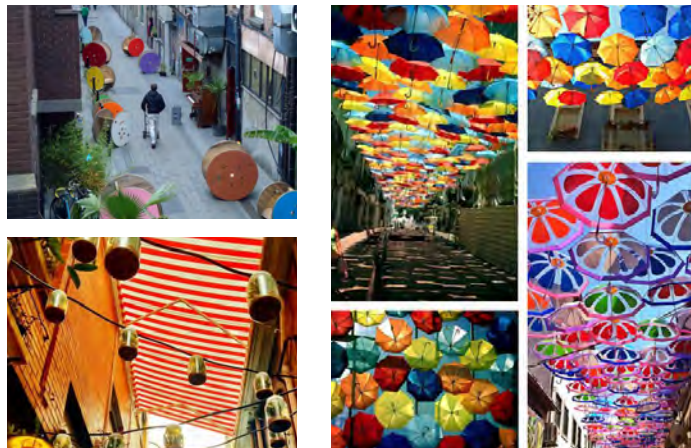
A layered approach is combined with a phasing strategy—starting with temporary interventions of wayfinding and recognizable branding, followed by incremental changes towards diversified programming opportunities and uses.

#### 1. VISUALLY CONNECTED

The intent is to create a physical guide to connect and recognized the laneway network within Downtown.

This can be done in a number of ways:

- Use of temporary and permanent street paint of a ground plane, murals on the vertical walls.
- Installation of vertical wayfinding elements and plaques
- Use of unique materials, special pavers and colour to demarcate laneway entry points at street crossings
- Use of interesting and artistic patterns such as footsteps, a continuous graphic line or other graphic patterns in the alleyways as well as at crossing zones



#### 2. DIVERSIFIED BY PROGRAMMING + USE

The intent is to recognize and highlight the existence of the laneway network and bring new life and energy to these narrow and interesting spaces.

This can be achieved by:

- Allowing sidewalk cafés
- Providing financial incentives
- Providing art and culture programming such as festivals, musical performances, art installations
- Providing permits for “legal street art”
- Creating an art program that pairs several artists each year with laneways to create temporary artwork



## 2.4 PRIORITY PUBLIC REALM IMPROVEMENTS

### 2.4.1 ENERGIZE CENTENNIAL SQUARE

Centennial Square is the City's main civic, ceremonial and recreational plaza and serves as a venue for a number of different types of events and large public gatherings ranging from protests to honouring ceremonies, from demonstrations and displays of public art to theatre performances, and from music and cultural festivals to local markets. Centennial Square was constructed in the 1960s as part of a major initiative to preserve, restore and revive downtown Victoria, and to celebrate the 100th anniversary of the incorporation of the City of Victoria. A major renovation to the south west corner of the plaza was completed in 2009. Centennial Square is surrounded by both modern and historic structures, including historic City Hall constructed in 1891, and features a fountain incorporating a balustrade rim and mosaic concrete totems, which serve as a focal point to the plaza.

Today, outside of when there are events and festivals, activity in the square is lacking. Further, infrastructure in the square, including the fountain, some of the surface treatments, and parkade structure, is aging and in need of major maintenance and repairs.

As part of the Visual Victoria process, Centennial Square was identified as a priority public space for significant improvement and refresh, specifically to activate and energize the square, provide support for major events and festivals and better connect to the adjacent street network/open space context. Over the short term, this could be accomplished by updating and refreshing surface treatments, and programming the plaza to have more 'sticky edges' (active edges that draw people into the square and make them want to stay). This could also include incorporating strategies to create stronger visual and physical connections to the adjacent streets and open spaces, and strategies to open up the plaza and create a more open, continuous and usable open space to support the plaza as the City's major events, festivals and cultural space.



#### LONG TERM CHANGE BEGINNING WITH TEMPORARY INTERVENTIONS.

Over the long term, this could include redevelopment of the aging parkade structure into a new mixed-use building that incorporates active ground floor uses with a potential mix of civic, institutional, and cultural/community uses above, and an underground parking structure below.

Both short and long term strategies would be explored and committed to as part of a Master Planning process for Centennial Square, which is a key recommended action of this Plan. Below is a summary of potential strategies to explore as part of a future master planning process for Centennial Square to create a more continuous, integrated, and vibrant civic environment.

#### 1 Create 'sticky edges' with new building development

Increasing ground-level commercial and café /restaurant space will transform the square around the clock.



#### 2 Create 'sticky edges' with temporary installations or activities

Temporary café kiosks or food trucks can build an instant sense of place and become a destination.



#### 3 Connect to Douglas Street

Replacing the grassed area to the east of the square with a hard surface treatment, and incorporating a unique canopy structure that could double as a transit shelter at Douglas, will create stronger visual and physical connections to Douglas and help enliven the space with people.



#### 4 Incorporate Play Elements

Incorporate permanent and temporary elements to help activate the plaza and to make it more inviting and welcoming for children and families.



#### 5 Use high quality materials

Introduce natural stone paving as a key surface material to complement the existing heritage brick in order to enhance the quality of materials befitting the City's main civic square.





## 2.4.2 GOVERNMENT STREET - SHARED SPACE

With a diversity and concentration of pedestrian oriented shops and services, and as a key pedestrian connection between the legislative precinct through Old Town to Chinatown, Government Street is the Downtown's most prominent pedestrian priority street and one of its signature destination retail high streets. Streetscape improvements emphasizing Government Street's role as pedestrian priority street, including the use of brick pavers, rolled curbs and widened sidewalks, were completed from Wharf Street to Yates Street in the late 1970's.

The Downtown Core Area Plan adopted in 2011 includes a direction to extend the established pedestrian oriented streetscape character from Yates to Pembroke. Further, Government Street is identified to be part of the City's All Ages and Abilities bike network. A number of additional improvements were identified during the Visual Victoria process to be incorporated as a part of further detailed design for this corridor. These include:

- Reconfiguring the intersection of Government Street and Wharf Street to make it more comfortable and accessible for pedestrians, and emphasize it as a key pedestrian gateway and connection point between the Lower Causeway/Legislative Precinct and Old Town.
- Implementing a 'shared street' or whoonef streetscape design on the new extension between Yates and Pembroke. Specifically, a curb-less streetscape environment with a continuous ground plane and paving materials, and the separation of pedestrian from vehicular space using bollards, bench elements and other streetscape elements and furnishing. Together with temporary and seasonal traffic closures, this design will support the use of Government Street as a linear plaza, and an events and festivals space. This will also increase the use of the corridor a ceremonial street and parade route.
- Exploring the opportunity to incorporate more on-street parking within a shared streetscape environment similar to Broad Street for the existing section between Wharf Street and Yates Street.
- Exploring the opportunity to re-establish two way vehicle travel along Government Street through the Downtown.

Conceptual and detailed design based on these design directions and strategies will be undertaken as a key action item of this Plan.

As a more immediate, short term action, the street trees and planters between Wharf St and Yates St will be replaced, given their deteriorating condition and the desire to have a more suitable tree species that does not block views of heritage building facades. Street trees and planter types are specified in Part 3 of this document. As a part of this strategy, an irrigation system would also be installed. The tree and planter replacement as well as the irrigation system implementation would occur in stages to minimize impacts to the public realm.

- Potential long term improvements
- .... Temporary interventions/ potential ideas

### Complete the street

- Extend existing Government St. treatment and aesthetics between Wharf St. and Yates St. all the way to Pandora Street.



### Envision long term change

- Curb-less shared street with multi-modal users freely moving through.



### Replace street trees and planters

- Replace existing trees with dense canopy in planters with more transparent canopy trees that will allow the true heritage of Government Street to shine and become more visible.



### Encourage sense of shared space

- Allow for temporary road closure to promote pedestrian environment and community building.



## 2.4.3 DOUGLAS STREET - TRANSIT ORIENTED CORRIDOR

Douglas Street is the City's traditional ceremonial and principal retail 'main' street. It has been a major north-south shopping and transit corridor for the last century. In recent years, its prominence has diminished somewhat as retail activity has shifted and dispersed to other downtown retail streets such as Government Street and Johnson Street as part of the revitalization of Old Town.

As the city's principal transit corridor and key gateway to downtown from the north, and as the transitional street between Old Town and New Town, Douglas Street is the spine of the Downtown and a major defining element of it. As such, the revitalization of Douglas Street as a key downtown

promenade and transit priority corridor with its own unique identity is a priority action in this plan.

A substantial reconfiguration of Douglas Street should be undertaken over the long term to enable it to become the envisioned major rapid transit corridor and pedestrian promenade. Within its current configuration, short term streetscape improvements can be made to improve the pedestrian environment while establishing a unique character and identity for this key downtown corridor. Following is a summary of long term strategies and short term improvements to revitalize Douglas Street.

### • More space for people

- Temporary parklets as waiting zones for transit.
- Visual extension of pedestrian zone into parking areas.



### • Use temporary interventions to test long term visions

- Temporary street closures for community events.
- Claiming traffic lanes with artful street graphics.
- Extending bus lanes into the Downtown area.
- Using colour and paint to test ideas as part of public art program.



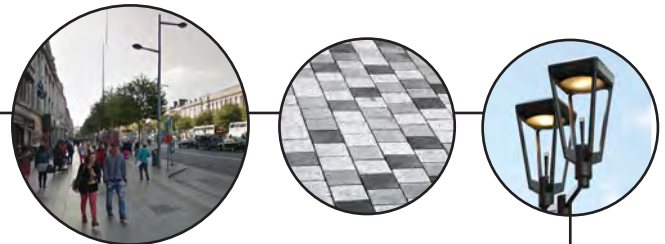
### • Envision long term change

- Consider central median as a pedestrian/transit oriented zone with bus stops and plantings.



### • Develop distinct 'kit of parts'

- High quality materials such as concrete unit pavers and stone accents.
- Larger scale pedestrian lights to emphasize the importance and prominence of the street.
- Modern heritage style street and pedestrian lighting unique to Douglas Street.



### • Uniform street elements

- Glossy black as part of overall Downtown strategy.
- Mix of standard and custom seating options.

### • Continuous street trees

- Plant trees with transparent canopies that help frame the street and allow high visibility for businesses.



— Potential long term improvements  
 .... Temporary interventions/Potential pilot ideas





# **PART 3**

# **STREETSCAPE STANDARDS**



# 3 STREETSCAPE STANDARDS

## 3.1 INTRO

This Streetscape Standards Section replaces the Downtown Beautification Strategy Manual and associated “kit-of-parts” first published in 1992. As a component of the City's Downtown Plan of that time, the older document initiated an on-going program in the expression of numerous distinctive character precincts in Victoria's city centre.

In the 1992 Beautification Manual, elements of the City's public realm were presented in varying groupings of colour and furnishing suites, intended to underline individual character and to provide contrast for the divergent identities of a variety of Downtown precincts. Over the last few decades, this program of enriched and diverse streetscape development has gradually led to visual clutter and inconsistencies throughout the Downtown area, decreasing the visual quality of Downtown Victoria's streetscapes.

Further, time has weathered the condition of the streetscape and painting program. Elements of the originally envisioned streetscape have not been put in place and some outdated elements are due for replacement. At the same time, Victoria's Downtown Core has expanded and the original character precincts have evolved.

The new Downtown Public Realm and Streetscape Guidelines represents a renewed and simplified palette of materials to help emphasize the existing heritage of built form, stimulate pedestrian interest, and guide orientation based on a the framework of character precincts and streets as shown in figure 7.

Maintenance of this streetscape system will require a re-dedication of efforts as the downtown grows and changes. Moreover, a refashioning of the original Beautification Streetscape Initiative is needed to align this program to a steadily developing expanded Downtown Core.

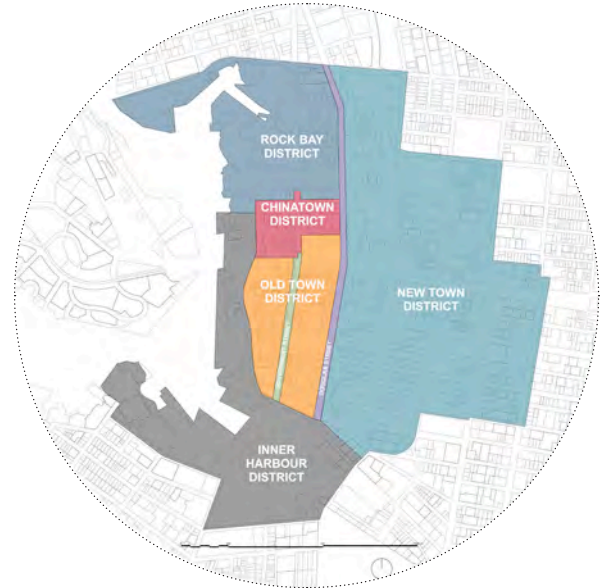


Fig. 7 Character precincts diagram



*"Cultures and climates differ all over the world, but people are the same. They'll gather in public if you give them a good place to do it."*

*- Jan Gehl, People Cities: The Life and Legacy of Jan Gehl*

## 3.2 STREETScape DESIGN PRINCIPLES

The development of the Streetscape Standards for Downtown Victoria has been guided by a clear set of Design Principles that have been established to help achieve the Vision Statement for the Downtown. Design Principles will continue to provide a guiding framework for frontage improvements, capital projects and priority public realm improvements implemented over the years ahead.

### District Identity

The Streetscape Standards will seek to reinforce the unique identity of individual character areas within well-defined boundaries of Downtown as a whole. Streetscape designs for each character area will be coordinated to create a unified and cohesive character for the downtown.

### Successful Businesses / Multi-Use Streets

Streetscapes will be developed to support successful businesses and allow for a variety of uses such as retail display, outdoor seating, street vendors, festivals, performances, etc.

### Pedestrian & Transit Friendly Destination

The public realm design will give priority to the comfort, safety and accessibility of pedestrians, cyclists and transit users over the accommodation and convenience of private vehicles.

### Waterfront Connection

The public realm design will physically, visually and thematically reinforce the Downtown's relationship to the waterfront.

### Civic Connection

The development of unique character for Douglas Street and Government Street will reinforce the link between the Municipal Hall Complex and facilities along the waterfront.

### Sustainability

The design, implementation and maintenance of the public realm will be socially, economically and environmentally sustainable.

### High Quality / Long Life

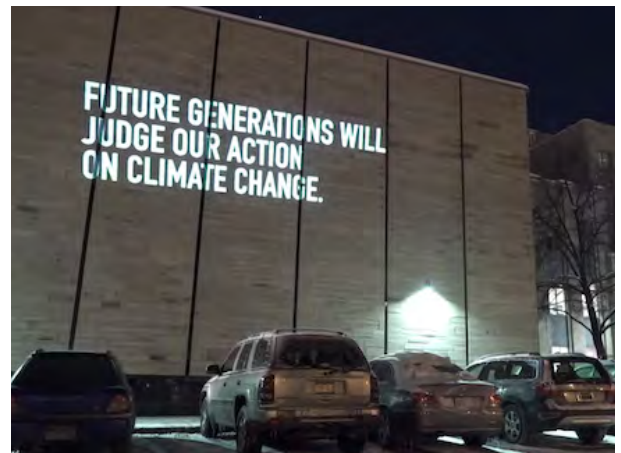
The Standards will promote design strategies and material choices that will result in easy-to-maintain, durable and high quality streetscapes.

### Flexible Implementation

The Standards will allow for implementation through phased and incremental development.

### Accessibility

The public realm design will provide for universal accessibility in downtown Victoria through a comprehensive material palette.







*A fresh alternative approach with a simplified palette of materials emphasizes Victoria's existing heritage of built form, stimulate pedestrian interest and guide orientation.*

### 3.3 STREETSCAPE STRATEGIES

In order to achieve all the goals and objectives of the Design Principles of the Streetscape Standards, four key strategies have been developed to help focus implementation and application of new developed standards over time.

#### STRATEGIES

##### Feature Corner

High quality materials and unique layout design focused on all street corners.

##### High Quality Street Trees

Great and healthy trees contribute to creating great streets. With limitation on green infrastructure in the Downtown core, it is critical to provide a healthy growing environment for all street trees.

##### Simplified Sidewalk Treatment

In order to balance high quality corner treatments, sidewalks are designed to be simple and durable with only slight variations of patterns.

##### Unified Streetscape Elements

Glossy black becomes a streetscape elements standard and the number of already existing elements is being reduced to a minimum.

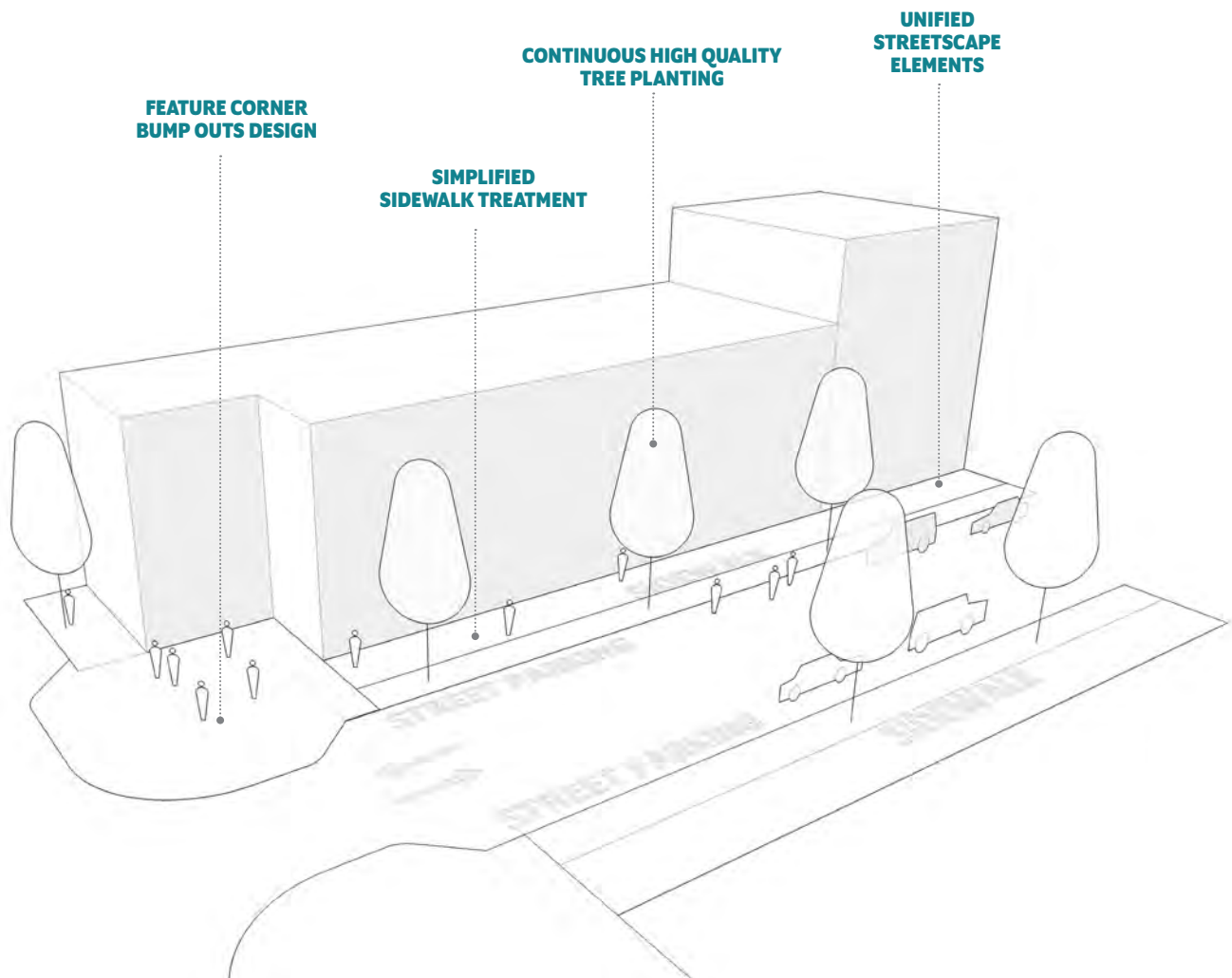


Fig. 8 Streetscape Strategies Diagram



### 3.3.1 CORNER BUMP OUTS

#### INTENT

Where traffic movement and the arrangement of adjoining parcels permit, new street corner bump-outs will be developed to provide a range of benefits aimed at improving the pedestrian environment, including:

- Increased room for waiting and circulation.
- Improved sense of pedestrian safety.
- Reduced length of crosswalks.
- Improved connectivity throughout Downtown.

#### APPLICATION

New bump-outs are proposed at all street corners except in the following situations:

- Where a bump-out already exists.
- Where bus stops occur.
- Where conflicts arise with the arrangement and configuration of the adjoining parcel, such as where existing driveways are in conflict.
- Where conflicts arise with the current road configuration, such as where right turn lanes are in conflict.
- Where it is deemed impractical due to vehicle turning requirements.
- Where other circumstances are deemed to be in conflict.

#### TYPICAL BUMP OUT LAYOUT

##### Zone 1: Uninterrupted walking zone

- Paving material as per Character Area specifications.

##### Zone 2: Uninterrupted crossing zone

- Tactile stainless steel domes as specified in this document and to be located and installed according to the City of Victoria Subdivision and Servicing By-law.

##### Zone 3: Outdoor room

- Single chair seating arranged to face one another.
- Where enough room is available, backless wood benches could be used with a chair combination.
- Outdoor rooms should be located along quieter street.

##### Zone 4: Furniture zone and wayfinding

- Typical furnishing includes: trash bin, bike racks, street light poles, traffic signal poles, pedestrian lighting.
- Wayfinding pilon signs when needed.
- In addition to waste receptacles available, multi-stream receptacles are to be used when appropriate on a case by case basis, as approved by the City of Victoria. See Part 5 Streetscape Catalogue for details and specifications.

Note: Please refer to City of Victoria Wayfinding Strategy for signage details and location guidelines.

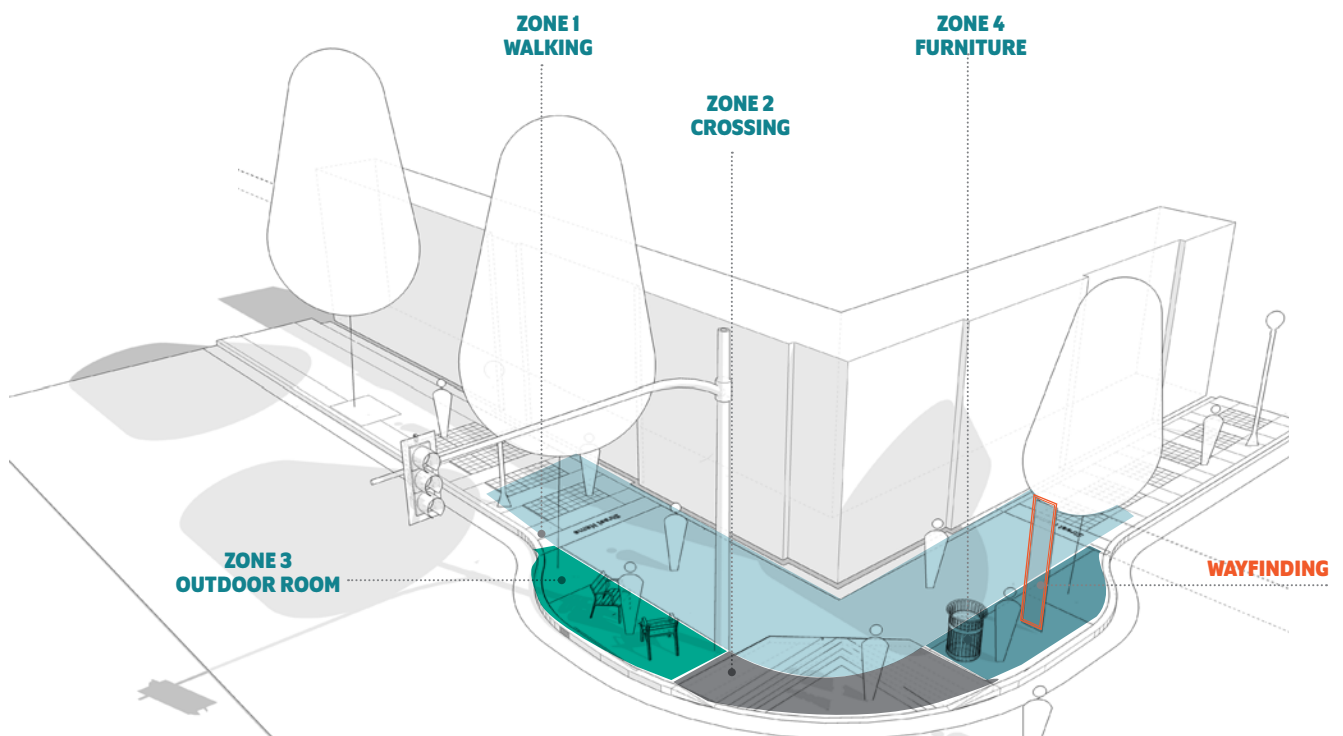
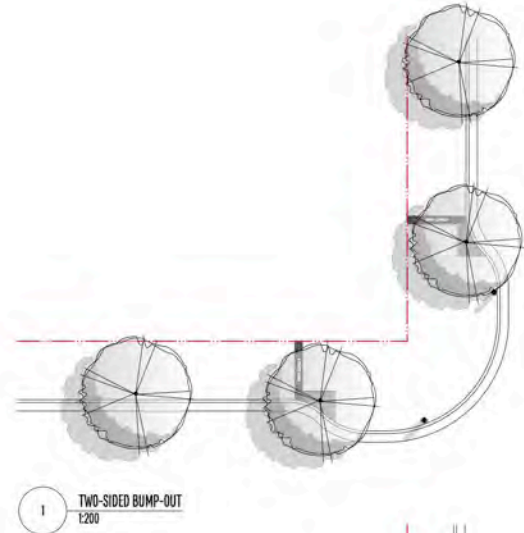


Fig. 9 Typical Bump Out Diagram

**SCENARIO 1**

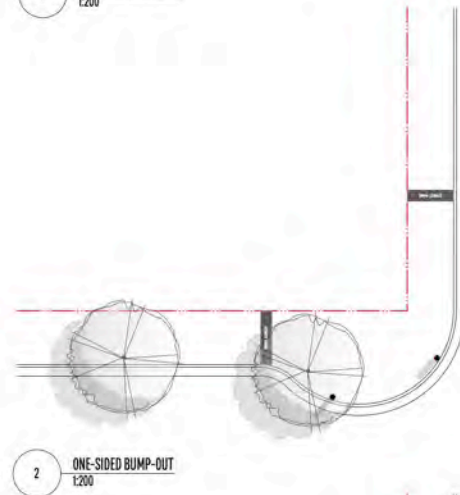
Corner with bulges on both sides would include:

- Tree planting at both bulges when possible.
- Outdoor room zone and furnishing zone.
- Feature paving elements: both entry bands, curved feature band.
- Street names at entry bands.
- Bollards at curb's edge.

**SCENARIO 2**

Corner with bulge on one side would include:

- Tree planting at bulge side.
- Outdoor room zone or furnishing zone at bulge side.
- Feature paving elements: both entry bands, curved feature band.
- Street names at entry bands.
- Bollards at curb's edge.

**SCENARIO 3**

Corner without bump out would include:

- Feature paving elements: entry bands only.
- Street names at entry bands.
- Only 2 bollards at curb's edge flanking the corner.



Fig. 10 Bump Out Scenarios

### 3.3.2 MID-BLOCK BUMP-OUTS AND CROSSINGS

Mid-block crossings are locations of marked crosswalks between intersections. The crosswalk may be signalized or not. They provide convenient locations for pedestrians to cross mid block in areas with infrequent intersection crossings.

#### INTENT

Where traffic movement and the arrangement of adjoining parcels permit, new street mid-block bump-outs would be developed to provide a range of benefits aimed at improving the pedestrian environment, including:

- Increased opportunity to cross mid-block.
- Increased room for waiting and circulation.
- Improved sense of pedestrian safety.
- Reduced length of crosswalks.
- Improved connectivity throughout Downtown.
- Improved pedestrian priority throughout Downtown.

#### APPLICATION

New mid-block bump-outs are proposed at all streets locations with all of the following conditions:

- Where parallel parking allocation exists at street edge and can be adopted for bump out mid block.
- Where there is no bus stops.
- Where adjacent building uses allow for sidewalk expansion into the parking zone.
- Where there is a need to reduce the length of the street block for better pedestrian circulation.
- At all locations where lanes meet the City streets if there are no conflicts with vehicular maneuvering.

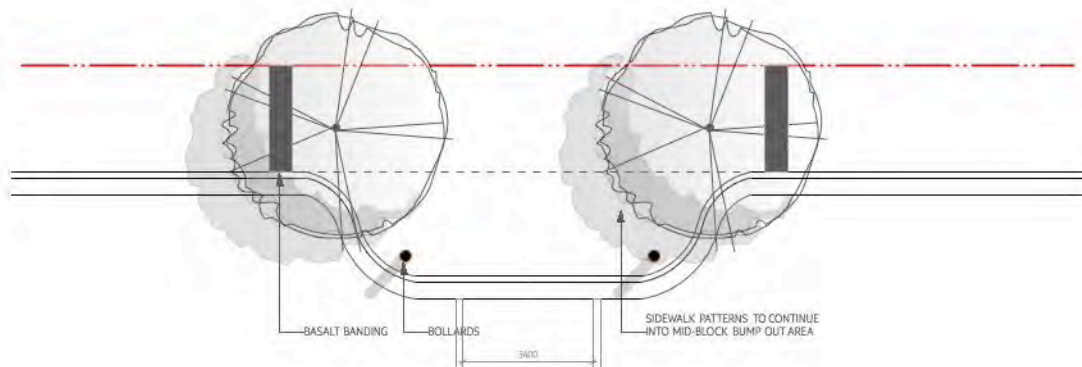


Fig. 11 Mid Block Bump Out Diagram

### 3.3.3 TREE PLANTING

Street trees are City owned infrastructure and a key component of public streets. The planting of street trees in the Downtown core began in the 1960's. Over time, a number of trees have been removed and new trees have been planted in some locations, resulting in a mix of species and vitality. These streetscape standards aim to improve trees in the Downtown core by adding additional street trees, and provide guidelines for replanting when a tree is removed.

#### INTENT

The general objectives of the street tree strategy are to:

- Increase the extent of the tree canopy within the Downtown Area.
- Increase the general health and long term success of tree planting.
- Retain existing healthy trees where possible.
- Improve growing conditions of existing trees where possible.
- Provide the best growing conditions possible for new tree plantings.
- Selectively remove and replace unhealthy or unsuitable trees.

New tree planting is proposed to achieve the objectives established in the Urban Forest Master Plan

1. Achieve regularly spaced street trees along all streets to provide visual continuity.
2. Develop and maintain strong community-wide support for the urban forest.
3. Protect, enhance and expand Victoria's urban forest.
4. Design and manage the urban forest to maximize watershed health, biodiversity, and the conservation of sensitive ecosystems.
5. Maximize community benefits from the urban forest in all neighbourhoods.

#### STREET TREES REQUIREMENTS

New street trees should conform to the City of Victoria Downtown Tree Specifications. All plant material must meet or exceed the 'Canadian Standards for Nursery Stock' set out by the CNLA and BCLNA.

City of Victoria Downtown Tree Specifications:

- Healthy and vigorous standard shade trees.
- True to name, type and form with no substitutions.
- One dominant central leader or single straight trunk.
- The caliper measured at 15 cm above the ground to be 6cm – 8cm.
- Well branched balanced heads.
- Branching must start at between 1.5 – 2.5 m above the ground.
- No crossing or rubbing branches, included bark or other flaws which could affect the tree's long-term health or structure.
- B&B Trees shall be hand or machine dug, placed in wire baskets or wrapped in burlap and secured with ropes (balled and burlapped) in such a way as to not damage the root, crown or trunk.
- Potted Trees shall be free of girdling and/or circling roots from previous pottings.
- With adequate fibrous and absorptive roots developed by the proper cultivation, transplanting and root pruning to enable the full recovery of the tree.
- No more than 2" from the top of the prepared rootball to the root flair.
- Free of all known diseases, insect infestations, defects, sunscald injuries, abrasions and decay.
- No perennial weeds must be contained in the soil root ball or growing media.
- 1 year replacement warranty.

### TREE SPECIES AND HARDSCAPE PLANTING SELECTION

Appropriate street tree selection is critical to the overall urban forest management and stormwater management strategies of the City, as well as creating great streets in Victoria Downtown. Ideally, selecting species that are long-lived and can be raised over time to reduce obstructions at the street and sidewalk level is preferable to short-lived trees or small trees that will have minimal impact or presence on the street. Refer to City of Victoria Preferred Tree List for Hardscaped Areas for a list of approved tree species in the Downtown area.

#### INTENT

- To have long-lived, healthy and large-scaled street trees in Downtown.
- To have street trees that address stormwater management and provide habitat for local fauna.
- To diversify tree species in park areas and within the public realm.
- To increase mature tree canopy size in order to mitigate urban heat island effect.

For tree planting strategies in the Downtown Core, refer to Urban Forest Master Plan.

### TREE PLANTING DETAILS

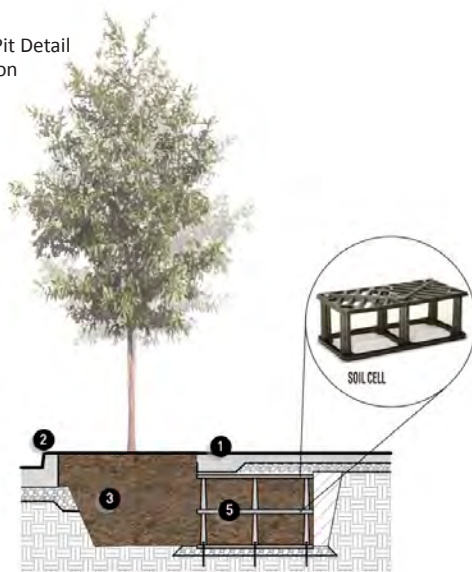
Planting conditions are critical to the success of street trees in urban environments. Soil quality and volume are two aspects that are crucial to the health of street trees. Without either, the life of planted street trees is dramatically reduced and the benefits they bring to the city and neighbourhood diminish in proportion.

The majority of past streetscape improvements and building construction projects provided minimal soil volumes, and often compacted the small volumes of soil which remained. Base compaction of material prevents tree roots from penetrating the native soil below. If the tree pit has minimal soil volume, the tree suffers and cannot reach its natural size. There are a number of measures for improving planting conditions in urban environments that are becoming standard across North America. These affect not only the street tree quality, but also stormwater management, urban forestry, biodiversity, long term maintenance, durability and resilience - all of which support the City of Victoria's sustainability goals.

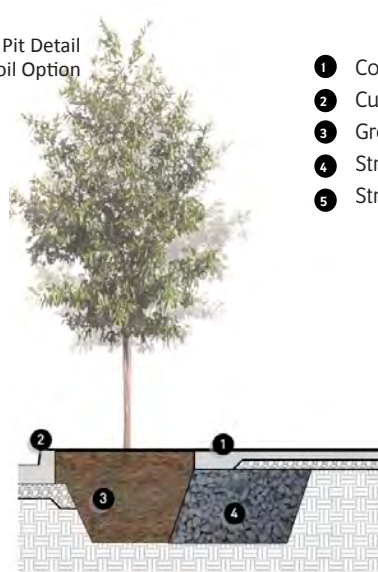
#### INTENT

- Ensure there is adequate soil / growing medium to produce healthy large scale street trees.
- Ensure there is adequate above ground and below ground space for the species selected.

Typical Tree Pit Detail  
Soil Cell Option



Typical Tree Pit Detail  
Structural Soil Option



- 1 Concrete Sidewalk
- 2 Curb and Gutter
- 3 Growing Medium
- 4 Structural Growing Medium
- 5 Structural Soil Cell

Note: refer to Urban Forest Master Plan for details

Fig. 12 Tree Pit Details



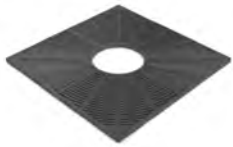
## TREE PLACEMENT

The Public Realm Plan proposes a simplified pattern of locating new street tree planting in relations to proposed paving patterns and established boulevard zone.

- All new street trees should be planted in spacing based on the paving pattern provided. See character areas section for detailed guidelines on tree spacing for each zone.
- All street trees should be planted in a tree pit with a 450mm offset from the curb line. See diagram below for details.

For details on Site/Growing Conditions, and Structural Soils requirements, please refer to page 43 and 44 of UFMP document.

### SQUARE TREE GRATE



### METAL TREE GUARD



Typical Square Tree Grate and Tree Guards to be used in all precincts. For details, please refer to Part 5 Streetscape Catalog.

- Note: Alternative Round Tree Grate option is available when more flexibility is required or Square Tree Grate cannot be accommodated. See Furnishing section of Part 5 Streetscape Catalog for details.

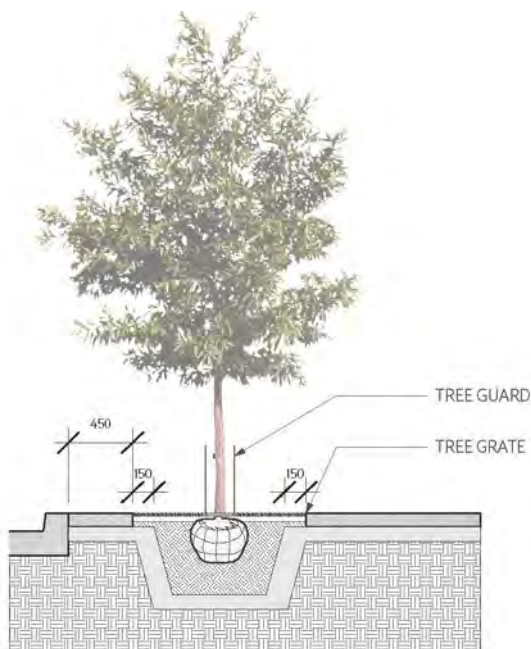


Fig. 13 Tree Grate Detail

## TREE RECOMMENDATIONS

The Public Realm Plan proposes a simplified approach to tree selection that is based on general recommendations of:

- Size: large, medium, small
- Form : columnar, rounded, broad
- Canopy coverage: dense, transparent

Following sections of the document specify the key typologies for each Character Area based on these elements. Please refer to Character Areas section for detailed recommendations.

### SIZE

#### LARGE



#### MEDIUM



#### SMALL



### FORM

#### COLUMNAR



#### ROUNDED



#### BROAD



### CANOPY

#### DENSE



#### TRANSPARENT



Fig. 14 Tree Typologies

## 5.3.1 SIDEWALK TREATMENTS

### INTENT

The Public Realm Plan proposes a palette of simplified paving materials and patterns for all Downtown sidewalks including sand blasted cast-in-place concrete and broom finish concrete. Reducing the number of materials for all sidewalks treatment allows for a more coherent environment:

- Simplified materials.
- Simplified patterns.
- Simplified maintenance and reduced inventory of replacement paver types.
- Improved sense of pedestrian safety.
- Improved surface consistency and quality.
- Improved connectivity across Downtown.
- Increased opportunity to reduce clutter.

Use of concrete as a general sidewalk material with only slight variations in patterns allow for coherency for all of Downtown as well as for Feature Corners to stand out.

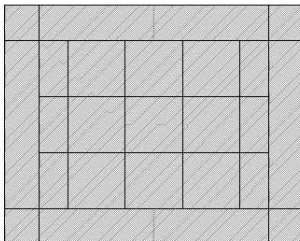
### APPLICATION

There are four distinct sidewalk patterns developed that are applied throughout Downtown. All are characterized by common layout elements:

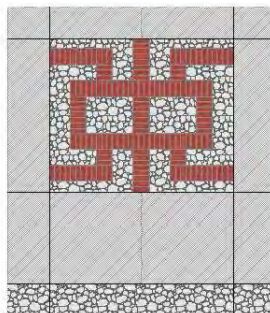
- Fine broomed finished frame.
- Trowel jointing.
- Cast-in-place concrete field with the exception of Chinatown area that carries its own custom brick pattern in an exposed concrete field.
- Note: when sidewalks are narrower than 2 m, simplified concrete treatment with 450mm frame and without any patterning should be applied.

NOTE: The patterns below are only demonstrative of the patterns present in each precinct. For details of paving materials and application, please see section 3.4 Character Areas Section of this document .

#### OLD TOWN AND INNER HARBOUR PATTERN

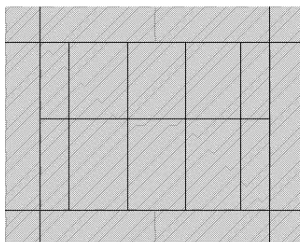


#### CHINATOWN PATTERN

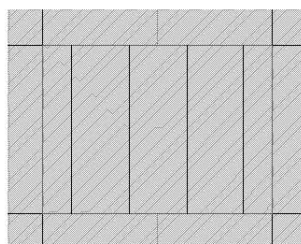


- NOTE: Please refer to section 3.4 Character Area Section for specification of the different Chinatown paving patterns.

#### NEW TOWN PATTERN



#### ROCK BAY PATTERN



#### EXISTING FEATURE PAVING AREAS

There are a number of areas throughout Downtown where special paving treatments exist and differ greatly from new proposed sidewalk patterns for these areas.

Key areas identified are:

1. Broad Street - a unique street with a comprehensive, unique and distinct paving pattern.
2. Yates Street between Douglas St. and Blanchard St. - strong and distinctive brick paving pattern with shades of yellow and burgundy brick.
3. Areas of Old Town such as Wharf Street - large continuous treatments of unique concrete pavers.

Recommendations for those area are as follows:

- Existing paving patterns should be maintained for the foreseeable future.
- When larger area improvement becomes necessary, it is recommended to undertake full block replacement to avoid patchwork approach and piece meal condition.
- New paving system will not be applied unless the entire block face is replaced.

Fig. 15 Sidewalk Treatment Patterns

## 5.3.2 STREETSCAPE ELEMENTS

### INTENT

The Public Realm Plan is premised on decluttering and simplification of the number of streetscape elements and furnishing to create a “quiet canvas” for the heritage and rich architecture. This includes:

- Identifying opportunities to reduce clutter.
- Implementing a unified palette of furnishing and materials while distinguishing a reduced number of unique character precincts.
- Implementing a unified colour palette.
- Improving the sense of pedestrian comfort and safety.
- Improving the quality of materials.
- Creating a unique style and character for Downtown as a whole.

### APPLICATION

A simplified palette of furnishing and street lights will be applied to all areas in Downtown.

### KEY STRATEGIES

- Use of glossy black as unifying colour.
- Removal of all unnecessary elements not specified in this guideline.
- Use only furnishing specified in this document.
- Establish a defined boulevard/furnishing zone to locate site furnishing and maintain a sufficient pedestrian zone.
- Focus on street corners.

### FURNISHING PLACEMENT - BOULEVARD ZONE

- All streetscape elements must be located within the 1.2 m boulevard zone of the sidewalks to allow uninterrupted sidewalk walking zone clear of elements.
- With sidewalks narrower than 2m, all elements shall be placed as close to the curb line as possible.
- In addition to waste receptacles available, multi-stream receptacles are to be used when appropriate on a case by case basis, as approved by the City of Victoria. See Part 5 Streetscape Catalogue for details and specifications.



Examples of established furniture palette in Downtown

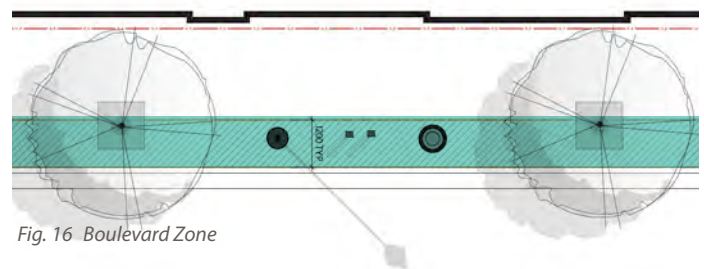


Fig. 16 Boulevard Zone

## 5.3.3 ACCESSIBILITY

### INTENT

The Public Realm Plan proposes a materials palette that will facilitate barrier-free universal accessibility throughout Victoria's downtown public realm.

- Create a barrier-free universally accessible environment within the downtown Victoria public realm.
- Use long-lasting, quality materials that are easily accessible and promote safety for all ages and abilities.
- Implement pilot projects such as the tactile dome strategy to alert people with visual impairments.

### KEY STRATEGY

Accessibility approaches includes the use of tactile elements embedded within the sidewalk to alert people with visual impairments.

Currently the city is developing a tactile dome strategy, with pilot projects in the Downtown. Once complete, tactile dome standards will be established and set out in the City of Victoria's Sub-division and Servicing By-laws.



Tactile buttons



### 5.3.4 LIGHTING STRATEGY

#### INTENT

The lighting strategy is premised on enhancing the Downtown's unique and identifiable character and helping to distinguish defined heritage precincts while ensuring durability, maintenance and overall sustainability of pedestrian lighting assets.

This is achieved by focusing and distinguishing the use of the iconic globe/cluster pedestrian light within the Old Town and Inner Harbour Character precincts, maintaining the historic feature lighting in Bastion Square and Chinatown, and implementing a new 'modern heritage' pedestrian light standard within the New Town and Rock Bay character precincts.

The implementation of a new Downtown pedestrian light strategy is a key action item of this Plan.

#### KEY STRATEGIES

- Use of glossy black as unifying colour for all lights, including street lights.
- Utilize street lights poles for placement of pedestrian lights.
- Use light typologies specified in this document only.
- Use boulevard zones for placement of all pedestrian and street lights.
- Use furnishing zone at corner bump outs for placement of pedestrian lights.

#### LIGHTING TYPOLOGIES

There will be two typologies of pedestrian lights that are distributed throughout Downtown with feature lights applied to specific areas. See diagram below for distribution of light types

- Heritage Cluster Globe light: city designed mold produced by a local foundry
- Modern Heritage Style Lantern light: Identified and implemented in phases within the New Town and Rock Bay character precincts
  - » Development of detailed design to be done by the City of Victoria
- Feature Lights: China Town Lantern Lights, Bastion Square Heritage Lights, Centennial Square Pedestrian Lights, Harbour Pathway Feature Lights

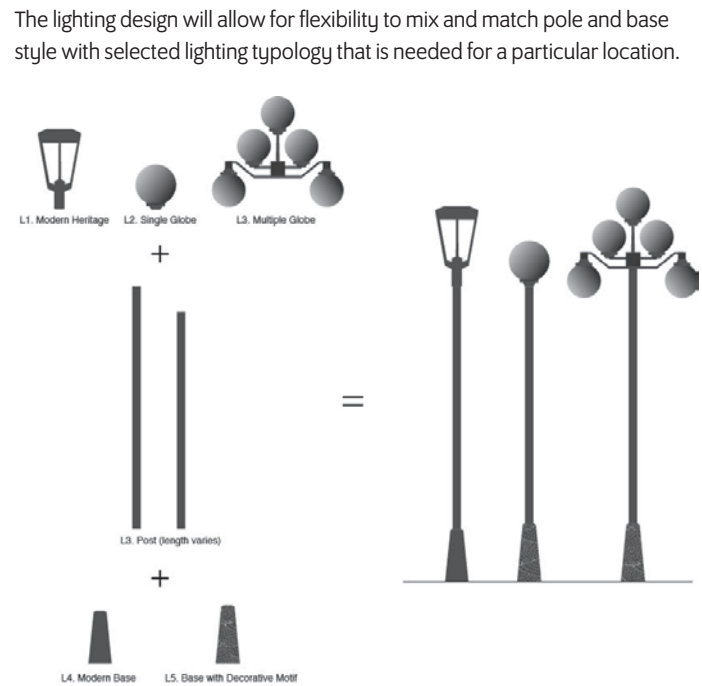
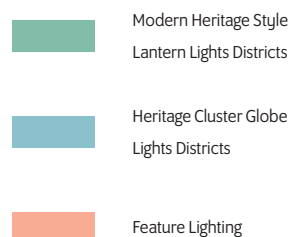


Fig. 17 Lighting Fixture Strategy Diagram



Fig. 18 Lighting Typology Distribution Diagram

### 5.3.5 PUBLIC ART AND CULTURE STRATEGY

Create Victoria is a parallel process that is focused on Arts and Culture within the Downtown core. Listed below are key ideas that resulted from the Public Realm process that will eventually be added to the Create Victoria process and document.

#### PUBLIC EVENTS STREET AND LANEWAY CLOSURES

Roads and laneways are seen as natural extensions to events that are already beginning to occur within Downtown. The temporary closure of streets and laneways provide opportunities for art and festivals. These spaces can be returned to their everyday use after events and can also be updated with the necessary infrastructure to help facilitate those events.

- Encourage and reinforce road and laneway closures for special events.

#### CREATIVE SIGNAGE ON BUILDING FACADE

Encourage businesses to work with local artists to create imaginative and extraordinary commercial signage which will simultaneously add to the night-time experience and allow for development of a vital and exciting media exploration.

- Encourage signage to reinforce diverse, eclectic and artistic character.
- Update guidelines and signage.

#### MURALS ON BLANK WALLS

The high number of blank walls in the Downtown area are proposed to become “canvases for public art”. This has already been implemented in some areas in Downtown and the practice is recommended to continue.

- Encourage wall murals to reinforce diverse, eclectic and artistic character.
- Create a map of locations and guidelines to help streamline the process of application and selection of potential locations.

#### PUBLIC ART @ HARBOUR PATHWAY

This is suggested as a way to reinforce the waterfront experience along the David Foster Harbour Pathway as the epicentre of a vital and imaginative community, where temporary painting of the path can create an ever changing environmental experience for visitors and users of the area. This would be an opportunity for artists and community groups to work together to create temporary masterpieces in the spirit of renewable excitement and empowerment.

#### PUBLIC ART ON SIDEWALKS

It is proposed that a series of engraving patterns, stamping or inlaid cast iron elements, be installed within the Downtown sidewalk. Additionally, it is proposed to have engraving/sandblast patterns in all areas on the entry bands as well as a linear boulevard band along Douglas Street.

Inscribed basalt slabs located in the entry bands would create a repeated or connected motif forming a necklace of artwork connecting streets in the Downtown Core. At each corner, there would be basalt entry banding slabs inlaid with the street name inscribed on its surface. As a part of the same approach, it is proposed that public art pieces are introduced at the ground plane of feature locations such as small plazas and key building entries, and be inlaid in basalt slabs or cast in iron and placed in concrete sidewalks. The selected works could be garnered by a competition to choose one or more artists. This approach would be simple to install and could be implemented over time.

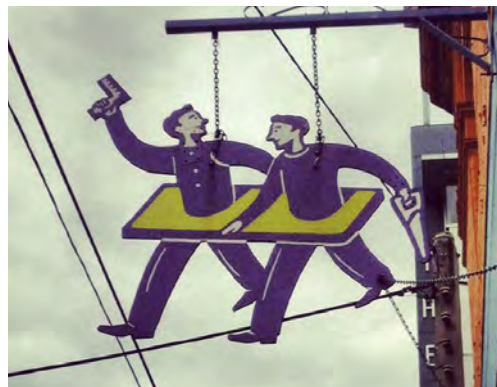
The idea behind the Public Art Strategy is to help link the neighbourhoods with iconic ‘drawings in stone’ in such a way that they do not overpower the material palette of the sidewalks but rather complement, in a quiet and localized way, the material choices of the surrounding environment.



Examples of public art elements in streets



Temporary Street Painting



Creative Signage



Murals



*The Public Realm Plan builds on the established pattern and general intent of beautification districts, while reducing the number of character precincts and simplifying the overall downtown palette of materials and furnishing.*



## 5.1 CHARACTER AREAS

There is a long history of identification of distinctive character areas in Downtown Victoria. Since the early twentieth century, precincts such as the Inner Harbour Causeway/ Provincial Legislative area, the Chinatown area, and the Old Town area have been recognized as diverse components of a compact, multi-faceted city core. The Downtown Core Area Plan advances this pattern, reconfirming locations for these long-recognized older districts and looks ahead to the evolution of more contemporary areas in the growing City Core, such as the Central Business District, the Rock Bay District, and the Residential Mixed Use District.

The Public Realm Plan builds on the established pattern and general intent of beautification districts, while reducing the number of character precincts and simplifying the overall downtown palette of materials and furnishing. This is to better emphasize and distinguish Old Town, the Inner Harbour and Chinatown districts, while creating a more unified and cohesive public realm overall.

Following section of this document focuses on detailed design of a unique character and typologies for each of the districts shown on the map below.

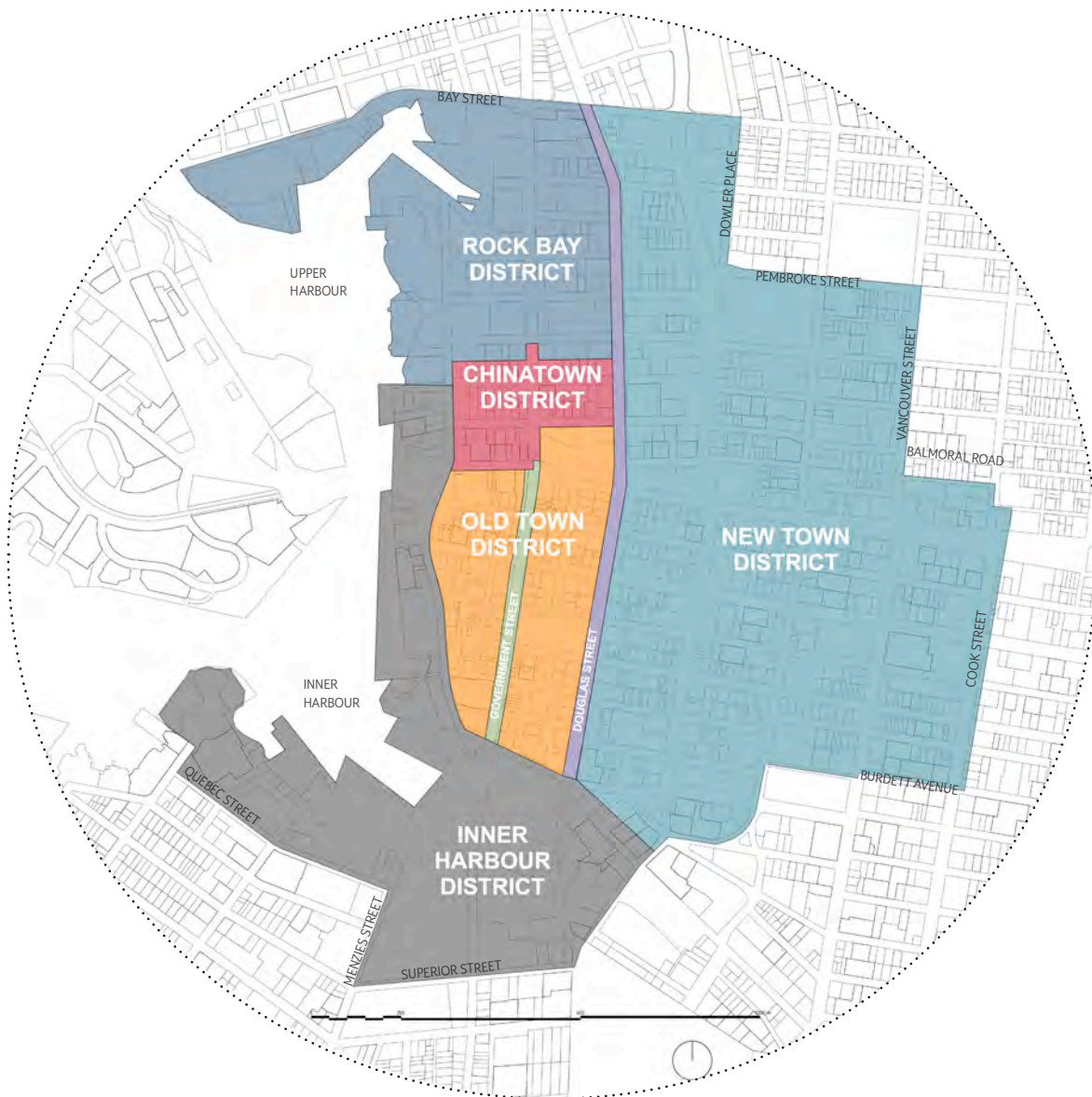
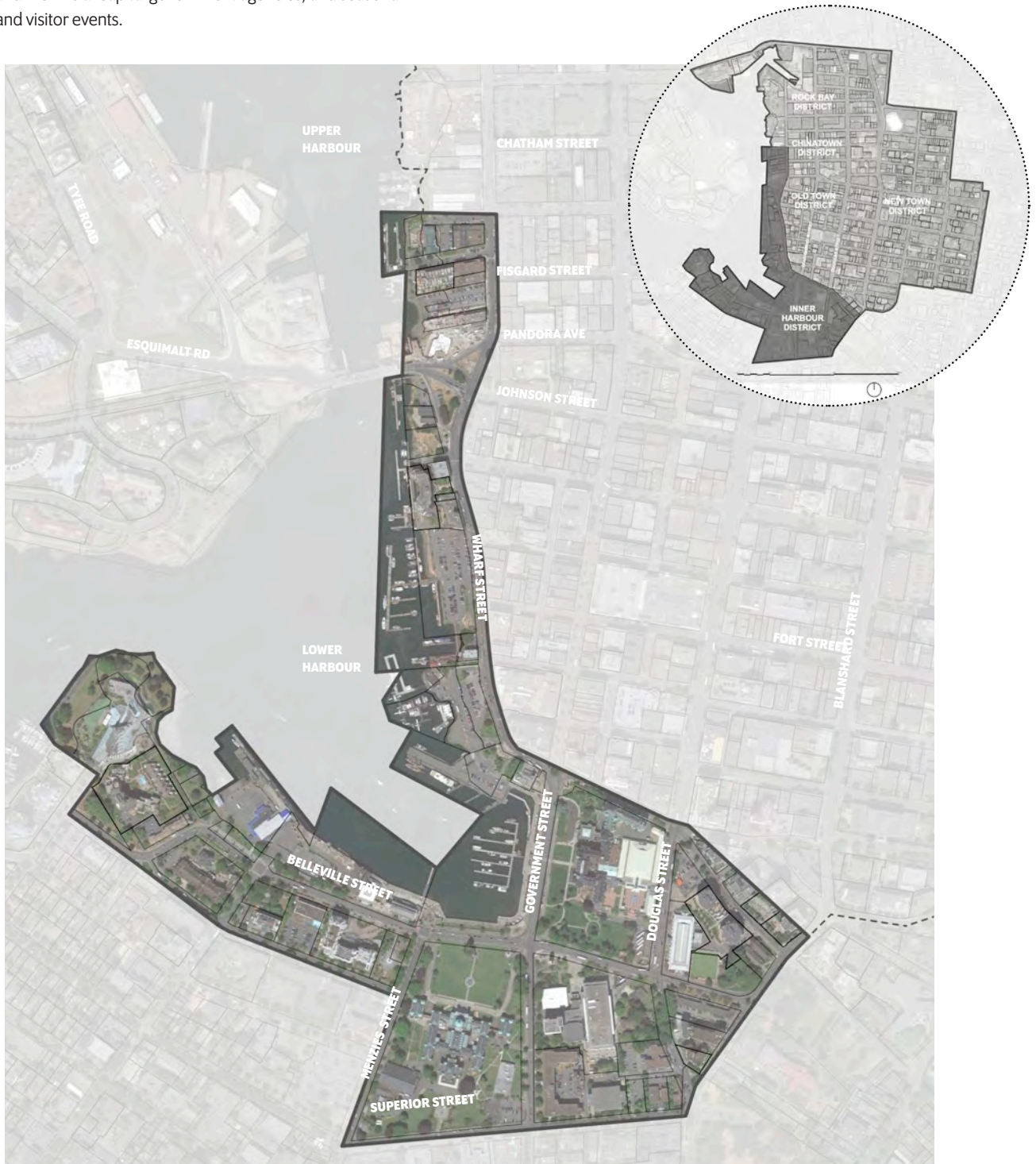


Fig. 19 Character Areas Diagram

### 5.1.1 INNER HARBOUR

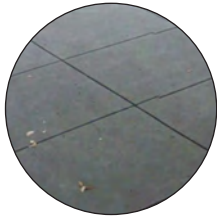
The Inner Harbour District encompasses areas fronting Victoria's Harbour, extending from the Johnson Street Bridge, to Laurel Point, and includes the Legislative Precinct. This district features a distinctive array of functions: maritime transportation, visitor services, cultural and entertainment activities, institutional and Provincial Capital government agencies, and seasonal community and visitor events.





## INNER HARBOUR PAVING MATERIALS

### 1 TROWEL JOINT CONCRETE



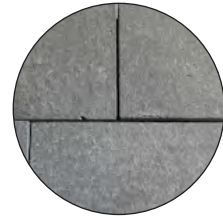
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish

### 2 GRANITE PAVERS



- Dimensions: 300mm x 100mm x 80mm
- Installation Method: Mortar set
- Application: Paving field
- Colours: Grey granite
- Finish: Flamed

### 3 BASALT PAVERS



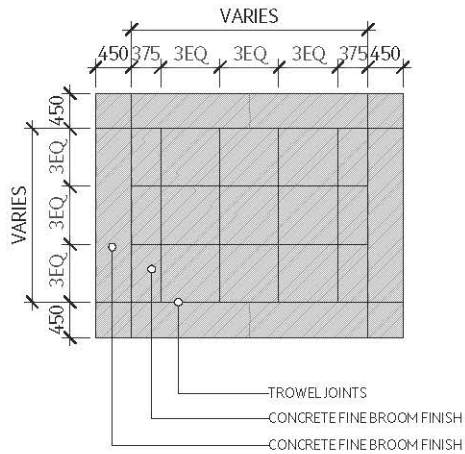
- Dimensions: 300mm x 450mm x 80mm
- Application: Entry banding
- Colour: Grey
- Finish: Flamed



## INNER HARBOUR PAVING APPLICATIONS

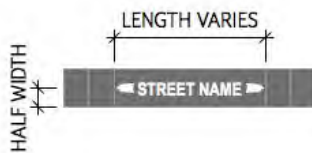
## 1 SIDEWALK

- Pattern: Concrete frame with concrete fill with trowel joint grid pattern shown below
- Note: Equal spacing of banding takes priority over architectural coordination



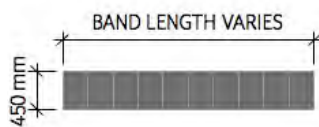
## 2 STREET NAME INSERT

- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning



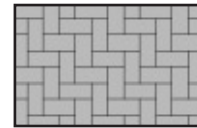
### 3 BASALT ENTRY BANDING

- Pattern: Single row soldier course



## 4 PAVING FIELD

- Pattern: 45° Herringbone
- Installation: Mortar set



- Note: provide single row soldier course border banding surrounding the field of herring bone pattern



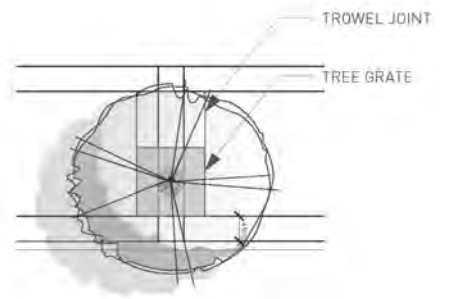
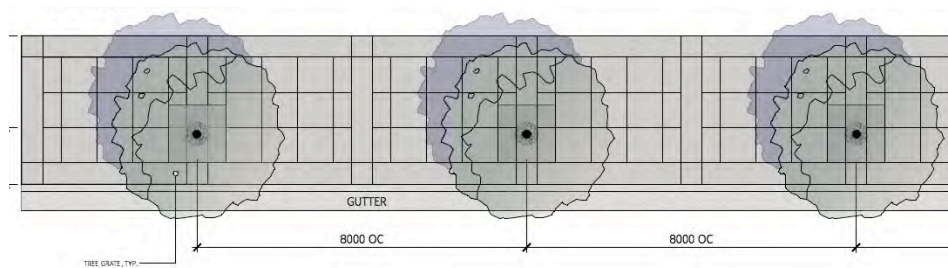
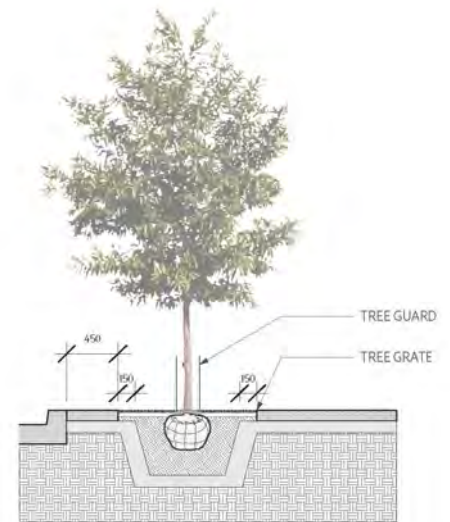


## INNER HARBOUR PLANTING DETAILS









### APPLICATION

For all sidewalks in Inner Harbour area there are be two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
  - Small modifications of proposed trowel joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on case-by-case basis for each improvement area.
  - Use of proposed poured-in-place resin bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
  - Trees to be planted closer to the curb to increase sidewalk area - please see section "tree placement" for details and dimensions for new tree placement dimensions.
  - Tree grates must be located in the centre of banding pattern proposed as illustrated on the diagram below.
  - Trowel joint patterning should align with tree grates when possible.
  - Tree placement and spacing should respond to sidewalk pattern whenever possible.



## INNER HARBOUR RECOMMENDED TREE TYPOLOGIES

SIZE			FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT
							

## INNER HARBOUR FURNISHING

Inner Harbour's palette of site furnishing is currently black and is recommended to remain black. It complements the very formal legislative precinct of Downtown and allows for simplification and elevated elegance. Furniture suite in this area is proposed to stay within a heritage character to emphasize its unique surroundings.

### BOLLARDS

#### TYPE A



Type A Bollard: Heritage style

- Application: All corners

#### TYPE B



Type B Bollard: Modern style

- Application: Everywhere except corners

### TRASH BINS

#### TYPE A



Type A: Modern Metal Bin

- Application: All Streets except corners, Government Street and Bellevue Street
- Multi-stream recycling receptacles are to be used when appropriate on a case by case basis

#### TYPE B



Type B: Heritage Bin

- Application: All corners and Government Street, Belleville Street and plazas
- Note: When possible, place at least 1 bin at corner bump out

### BIKE RACK



Downtown Bike Rack

- Application: All areas
- Note: To be installed in boulevard zones of the sidewalk

### BENCHES

#### TYPE A



Type A: Heritage style with back

- Application: plazas and feature locations

#### TYPE B



Type B: Heritage style without back

- Application: Corner bump outs, sidewalk boulevards

### CHAIR



Chair seat: Heritage style with back

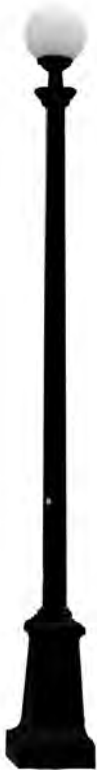
- Application: Corner bump outs at outdoor room zones, wider sidewalk boulevards
- Note: Minimum of 2 chairs shall be placed at each location

## INNER HARBOUR LIGHTING

Inner Harbour area's lighting plays an important role for Downtown and for the Harbour. It is the most exposed and visible area for all arriving in Victoria by air, water and on ground. For that reason it is to retain its current globe cluster lighting as the feature lighting for all streets within this area.

### PEDESTRIAN LIGHTS

#### SINGLE GLOBE LIGHT



Heritage Single Globe

- Application: Small Plazas (such as Belleville Plaza), residential streets

#### CLUSTER GLOBE LIGHT TYPE A



Heritage Cluster Globe Type A : Circular

- Application: All Major Streets and Larger Plazas, Fort Street, Yates Street
- Notes: Place lights perpendicular to the curb

#### CLUSTER GLOBE LIGHT TYPE B



Heritage Cluster Globe Type B : Aligned

- Application: All Major Streets and Larger Plazas
- Notes: Place lights perpendicular to the curb

## 5.1.2 OLD TOWN

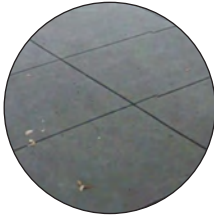
Old Town ambiance, unhurried pedestrian appeal, and picturesque continuous street-wall enclosure and irregular street character are all typical of the Old Town District. Rich and timeless brick in combination with black and simple furnishing will emphasize its distinct and sophisticated charm.





## OLD TOWN PAVING MATERIALS

### 1 TROWEL JOINT CONCRETE



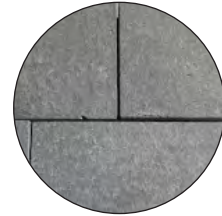
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish

### 2 BRICK PAVERS



- Dimensions: 94mm x 194mm x 25mm
- Application: Paving field
- Colours: Red brick
- Finish: Honed

### 3 BASALT PAVERS



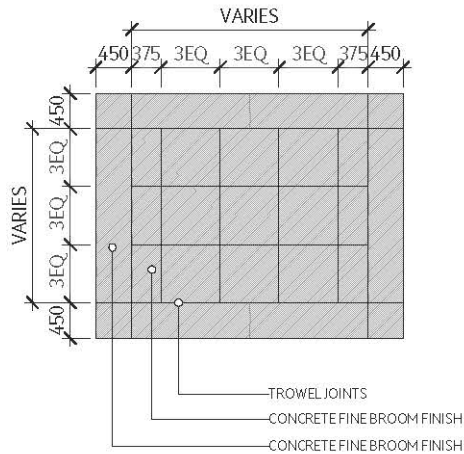
- Dimensions: 300mm x 450mm x 80mm
- Application: Entry banding
- Colour: Grey
- Finish: Flamed



## OLD TOWN PAVING APPLICATIONS

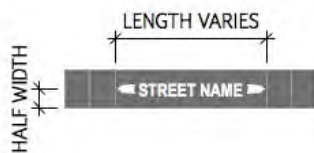
### 1 SIDEWALK

- Pattern: Concrete frame with concrete fill with trowel joint grid pattern shown below
- Note: Equal spacing of banding takes priority over architectural coordination



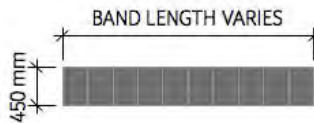
### 2 STREET NAME INSERT

- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning



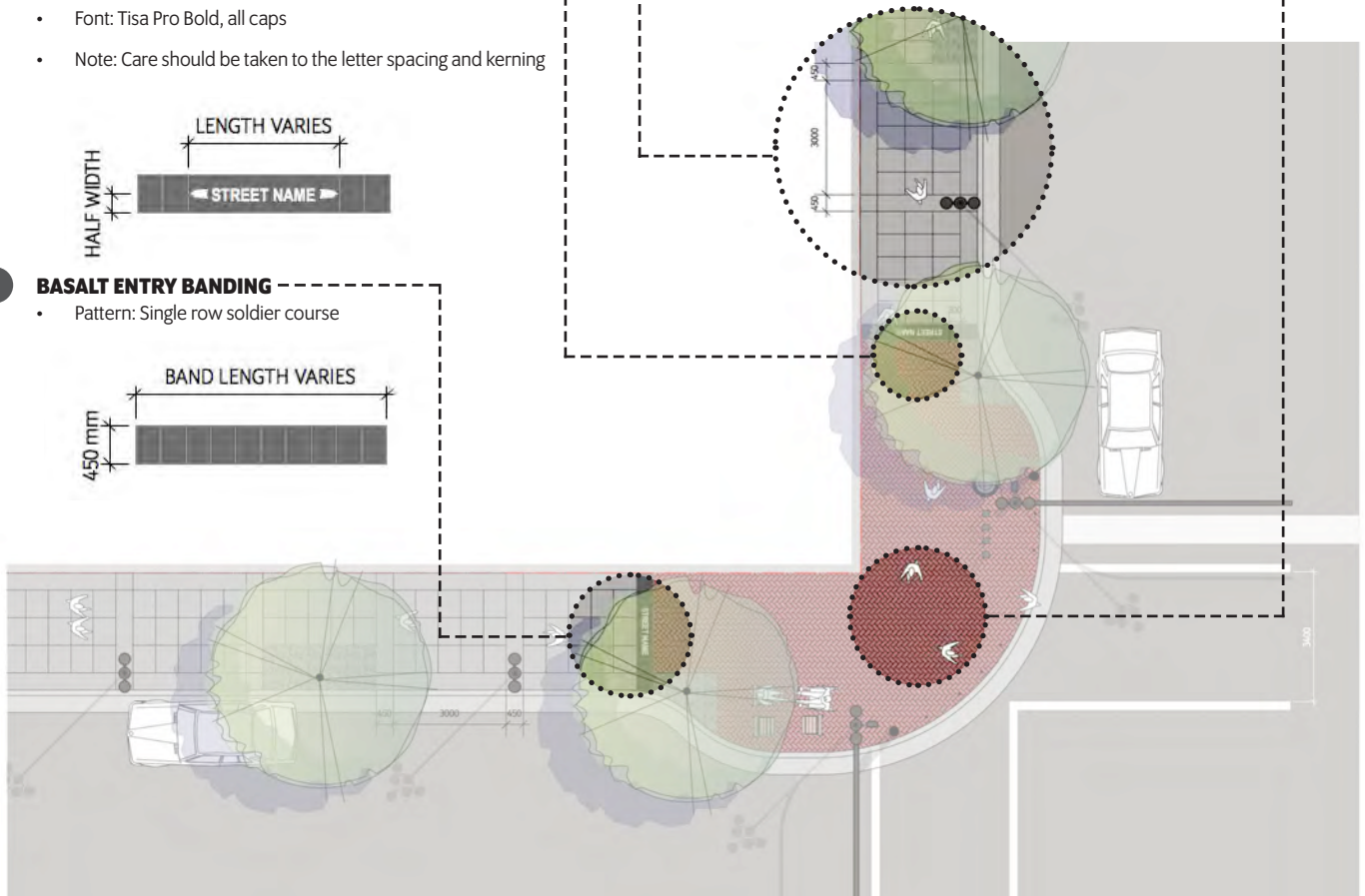
### 3 BASALT ENTRY BANDING

- Pattern: Single row soldier course



### 4 PAVING FIELD

- Pattern: 45° Herringbone
- Installation: Mortar set
- Note: provide single row soldier course border banding surrounding the field of herring bone pattern

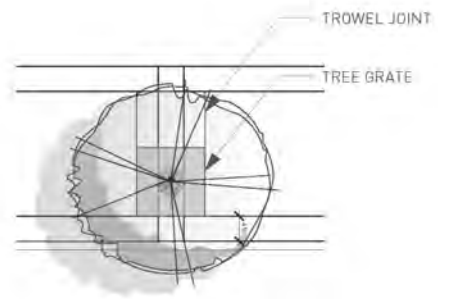
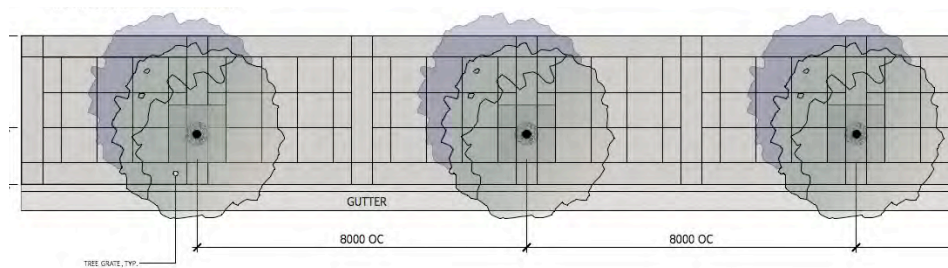
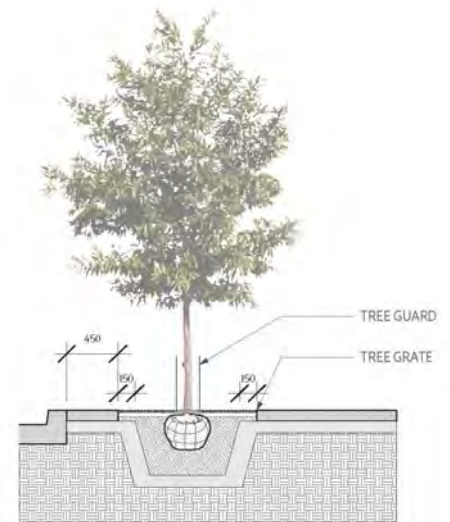


## OLD TOWN PLANTING DETAILS

### APPLICATION

For all sidewalks in Old Town area there are be two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
  - Small modifications of proposed trowel joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on case-by-case basis for each improvement area.
  - Use of proposed poured-in-place resin bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
  - Trees to be planted closer to the curb to increase sidewalk area - please see section "tree placement" for details and dimensions for new tree placement dimensions.
  - Tree grates must be located in the centre of banding pattern proposed as illustrated on the diagram below.
  - Trowel joint patterning should align with tree grates when possible.
  - Tree placement and spacing should respond to sidewalk pattern whenever possible.



## OLD TOWN RECOMMENDED TREE TYPOLOGIES

SIZE			FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT



## OLD TOWN FURNISHING

Old Town is characterized by a rich urban fabric and clear definition of street walls. It is the district with the strongest heritage presence and shall be maintained in the same way. Use of iconic globe lights, heritage trash bins and heritage bollards add to the overall character and richness. The glossy black palette will help simplify and elevate the elegance in the area.

### BOLLARDS

#### TYPE A



Type A Bollard: Heritage style

- Application: All corners and Government Street

#### TYPE B



Type B Bollard: Modern style

- Application: Everywhere except corners

### TRASH BINS

#### TYPE A



Type A: Modern Metal Bin

- Application: All Streets except corners and Government Street
- Multi-stream recycling receptacles are to be used when appropriate on a case by case basis

#### TYPE B



Type B: Heritage Bin

- Application: All corners and Government Street
- Note: When possible place at least 1 bin at corner bump out

### BIKE RACK



Downtown Bike Rack

- Application: All areas Downtown, except Chinatown

### BENCHES

#### TYPE A



Type A: Heritage style with back

- Application: plazas and feature locations

#### TYPE B



Type B: Heritage style without back

- Application: Corner bump outs, sidewalk boulevards

### CHAIR



Chair seat: Heritage style with back

- Application: Corner bump outs at outdoor room zones
- Note: minimum of 2 chairs shall be placed at each location



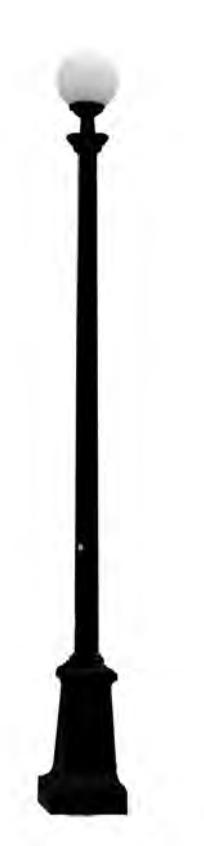
## OLD TOWN LIGHTING

Pedestrian lights play an important role in the public realm. They bring and elevate the character of the street and can become an icon, such as globe cluster lights in the Downtown area.

Cluster Lights are proposed to be kept in all locations in the Old Town district as they gracefully add to the richness of its streets.

### PEDESTRIAN LIGHTS

#### SINGLE GLOBE LIGHT



Heritage Single Globe

- Application: Small plazas (such as Belleville Plaza), residential streets

#### CLUSTER GLOBE LIGHT TYPE A



Heritage Cluster Globe Type A : Circular

- Application: All major streets and larger plazas, Fort Street, Yates Street
- Notes: Place lights perpendicular to the curb

#### CLUSTER GLOBE LIGHT TYPE B

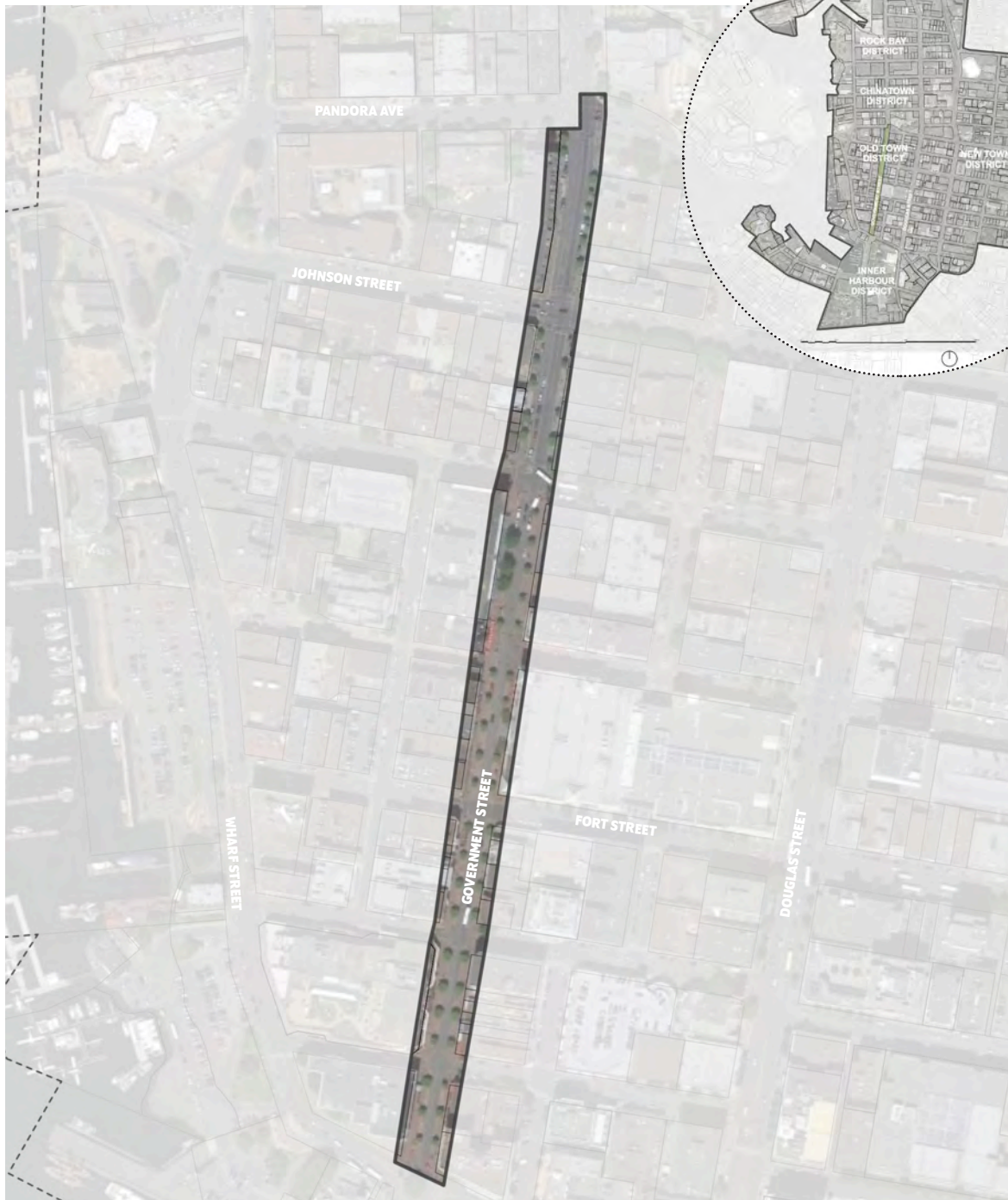


Heritage Cluster Globe Type B : Aligned

- Application: All major streets and larger plazas, Government Street Mall
- Notes: Place lights perpendicular to the curb

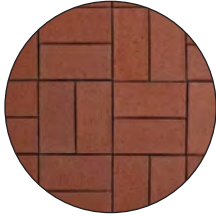
### 5.1.3 GOVERNMENT STREET MALL

Government Street's character as a shopping mall has been established decades ago. With its current roll curb environment and brick paving, it became a distinctive street in Downtown Core. The street is visited frequently by tourists and locals. This successful treatment is proposed to continue further and be extended to Pandora street, Fisgard or Pembroke Street (to be determined through the conceptual design phase) for better connectivity to Centennial Square and Chinatown.



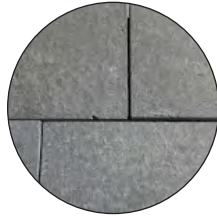
## GOVERNMENT STREET PAVING MATERIALS

### 1 BRICK PAVER TYPE A



- Dimensions: 94mm x 194mm x 25mm
- Installation Method: Mortar set
- Application: Main paving field, boulevard band

### 2 BASALT BAND



- Dimensions: 300mm x 450mm x 80mm
- Installation Method: Mortar set
- Application: Basalt entry banding

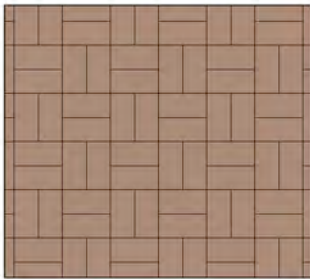




## GOVERNMENT STREET PAVING APPLICATIONS

### 1 SIDEWALK

- Pattern: Basket weave (continuation of existing pattern)
- Note: Equal spacing for pattern consistency takes priority over architectural coordination



### 2 BRICK BOULEVARD BANDING

- Material: Brick Paver Type A
- Pattern: As per illustration bellow (continuation of existing pattern)

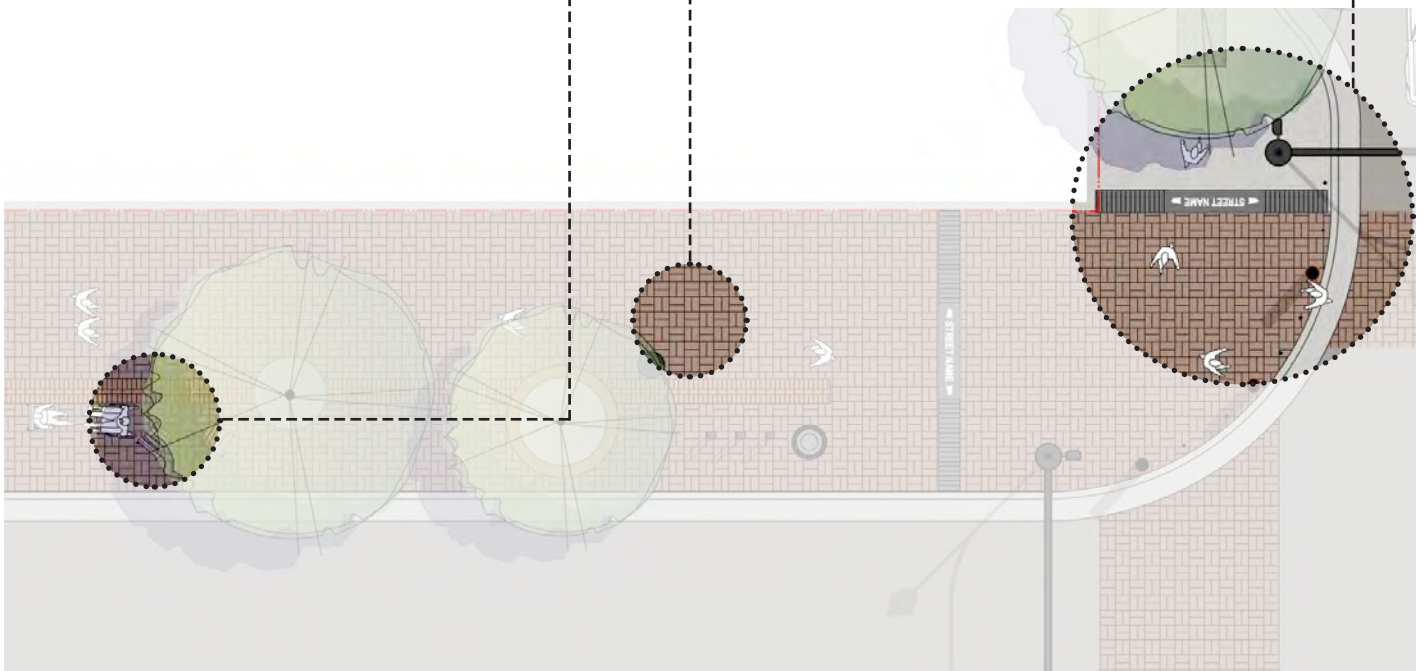
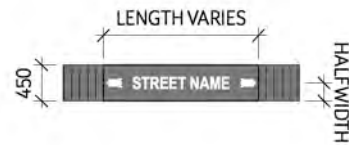


Government Street paving pattern with it's mall character extends between Wharf Street and Pandora St. This treatment is characterized by:

- Roll curb or no curb environment.
- Wide boulevard zone for furnishing.
- Brick paving throughout from building face to curb and across intersection areas.
- Brick paving at pedestrian crossings.
- Basalt entry bands with street names are introduced to match the standard bump out strategy in the rest of Downtown.

### 3 STREET NAME INSERT

- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning





## GOVERNMENT STREET FEATURE ELEMENTS

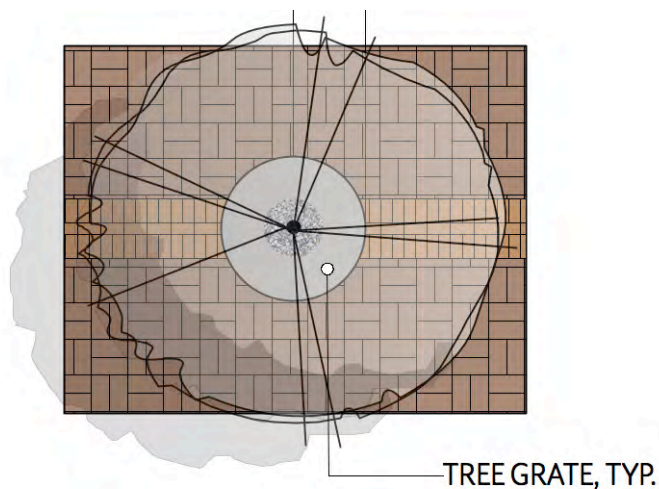
Government Street Mall is a key street in Old Town District and takes on the same furnishing suite with few feature elements added as shown below.

### ROUND SEATING PLANTER



- Modern metal planter with wood seating
- Application: Boulevard zone of the street
- Notes: Replace all existing concrete planters with new metal planter
- Product: Green circular benches by StreeLife
- (See specifications in Appendix for details)

### TREE PLANTING RECOMMENDATIONS











Recommendations:

Planters:

- Light and transparent canopy.
- Adaptable to planters conditions.
- Tall volume for better pedestrian circulation and car circulation.
- Low maintenance.
- Note: Please refer to City of Victoria Urban Forest Master Plan for tree planting strategies.

Streets

- Light and transparent canopy.
- Large and tall canopy.

SIZE			FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT
							
		IN PLANTERS ONLY			IN PLANTERS ONLY		

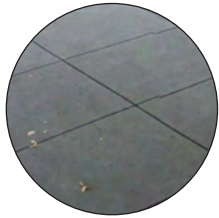
### 5.1.4 CHINATOWN

Chinatown is one of Downtown Victoria's most distinctive historical districts. The 500 block of Fisgard Street is its primary block, but surrounding blocks are also integral to this precinct. A number of common features have been established and will be retained for the entire area.



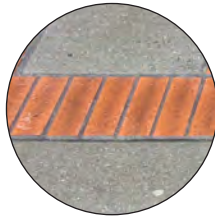
## CHINATOWN PAVING MATERIALS

### 1 TROWEL JOINT CONCRETE



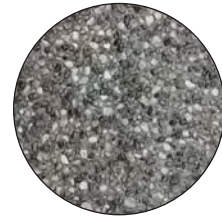
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish

### 2 BRICK PAVER TYPE B



- Smooth Red Brick
- Dimensions: 94mm x 194mm x 57mm
- Application: Entry banding
- Colour: Orange red

### 3 EXPOSED AGGREGATE



- Installation Method: Cast-in-place
- Dimensions: Fit to size
- Application: Main paving field at corners
- Colour: Dark Grey

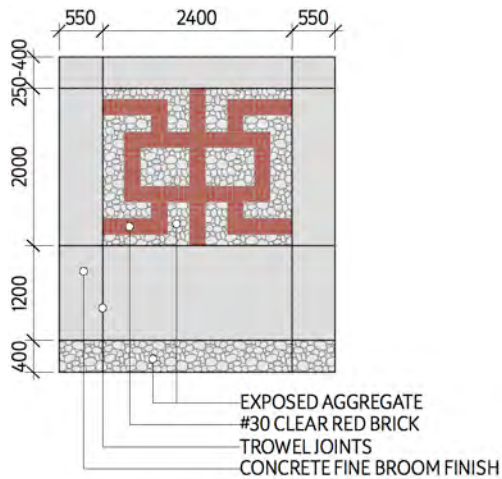




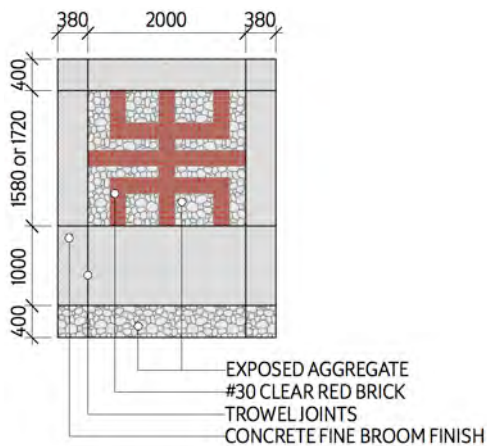
## CHINATOWN PAVING APPLICATIONS

### 3 SIDEWALK

- Pattern: Two different Chinatown paving pattern with broomed concrete frame, exposed aggregate fill with brick pattern
- Pattern 1: Linked

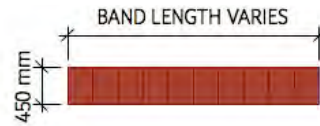


- Pattern 2: Longevity in wide (1720) and narrow (1680) applications



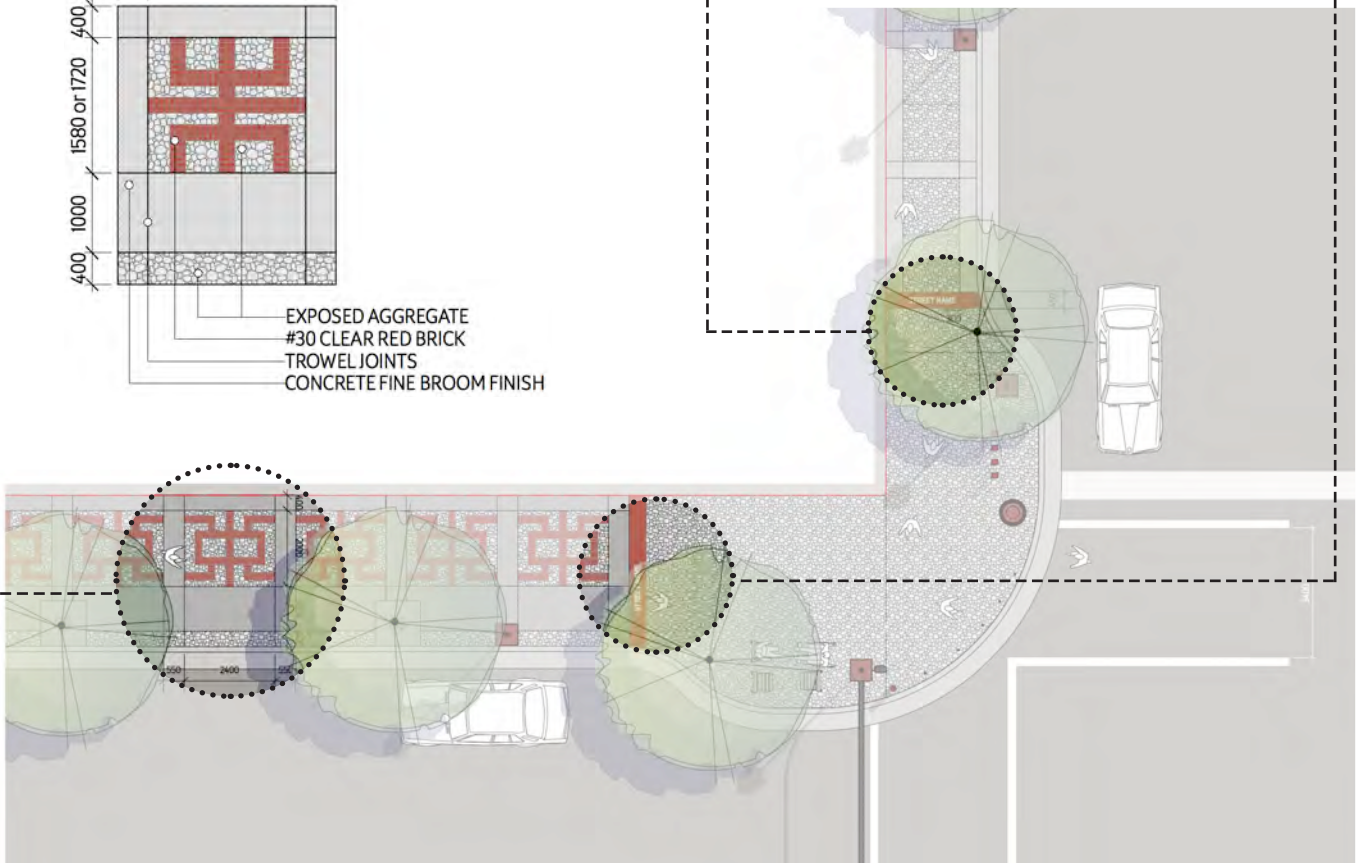
### 1 BRICK ENTRY BANDING

- Pattern: Single row soldier course



### 2 STREET NAME INSERT

- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning

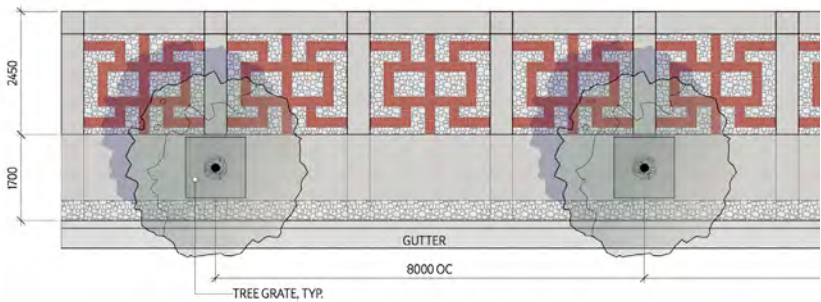




CHINATOWN PLANTING DETAILS

APPLICATION

For all sidewalks in China Town area there are be two types of trees-in-sidewalk condition:



1. Adaptation of existing tree locations to sidewalk Improvements:
  - Small modifications of proposed trowel joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on case-by-case basis for each improvement area.
  - Use of proposed poured-in-place resin bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
  - Trees to be planted closer to the curb to increase sidewalk area - please see section "tree placement" for details and dimensions for new tree placement dimensions.
  - Tree grates must be located in the centre of banding pattern proposed as illustrated on the diagram below.
  - Tree placement and spacing should respond to sidewalk pattern whenever possible.

CHINATOWN RECOMMENDED TREE SPECIES & TYPOLOGIES

Chinatown is a relatively small area within the overall Downtown core. Spanning only few streets with a strong character and thematic presence, it is recommended to focus on planting only 2 different street tree species to provide a stronger and more coherent character.

It is recommended that Fisgard Street continue to plant the same type of Pine Tree as existing trees.



Existing Pine Tree



SIZE			FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT

## CHINATOWN FURNISHING AND LIGHTING

The Chinatown furnishing palette is proposed to maintain its traditional look and feel using traditional Chinese red for all streetscape furniture. Custom Chinatown lantern style lights are kept as a feature element for this area.

### PEDESTRIAN LIGHT



Chinatown Pagoda Lantern

- Application: All streets in Chinatown

### BOLLARDS

#### TYPE A



Type A Bollard: Heritage style

- Application: All corner bump outs

#### TYPE B



Type B Bollard: Modern style

- Application: everywhere except corners

### TRASH BIN



Chinatown Bin

- Application: All areas of Chinatown
- Note: When possible place at least 1 bin at corner bump out

### BIKE RACK



Chinatown Bike Rack

- Application: All areas in Chinatown

### BENCHES

#### TYPE C



Type C: Metal modern bench

- Application: All sidewalks
- Note: This bench should not be used at corners

#### TYPE D



Type D: Heritage style with back

- Application: Plazas and feature locations

#### TYPE E



Type E: Heritage style without back

- Application: Corner bump outs, sidewalk boulevards

### CHAIR



Type D: Heritage style with back

- Application: Corner bump outs at outdoor room zones
- Note: Minimum of 2 chairs shall be placed at each location

### 5.1.5 ROCK BAY

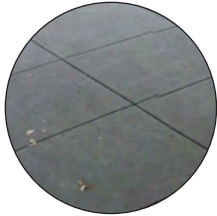
Rock Bay is the historic northern industrial service area which flanks Downtown Victoria. The area is largely under-used, with few remaining active service businesses or industries. Some harbourside shipping and industrial uses continue to be active. Issues of outdated civil services / contaminated properties constrain adaptation of this area. A heritage of rugged marine and industrial character sets a theme that underlays the character of this district.





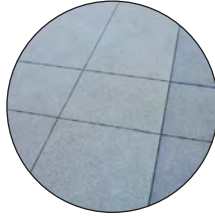
## ROCK BAY PAVING MATERIALS

### 1 TROWEL JOINT CONCRETE



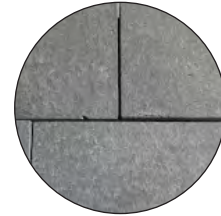
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish

### 2 SAWCUT CONCRETE



- Installation Method: Cast-in-place
- Application: Sidewalk fill
- Colour: Natural
- Finish: Light sandblasting

### 3 BASALT PAVERS



- Dimensions: 300mm x 450mm x 80mm
- Installation Method: Mortar set
- Application: Entry banding
- Colour: Charcoal grey
- Finish: Flamed



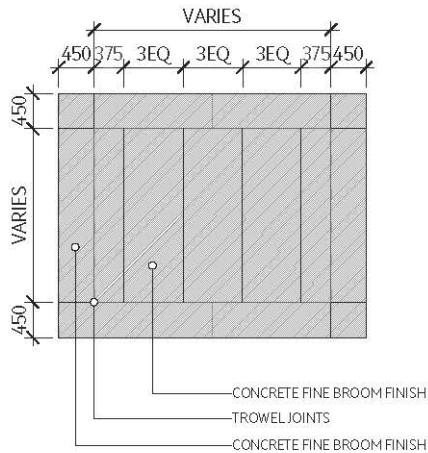


## ROCK BAY PAVING APPLICATIONS

1

### SIDEWALK

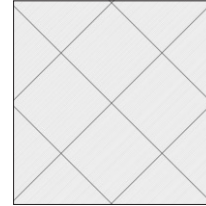
- Pattern: Concrete frame with concrete fill with trowel joint grid pattern shown below
- Note: Equal spacing of banding takes priority over architectural coordination



4

### PAVING FIELD

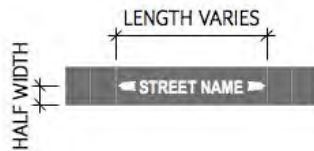
- Pattern: Diamond sawcut
- Installation: Cast-in-place concrete



2

### STREET NAME INSERT

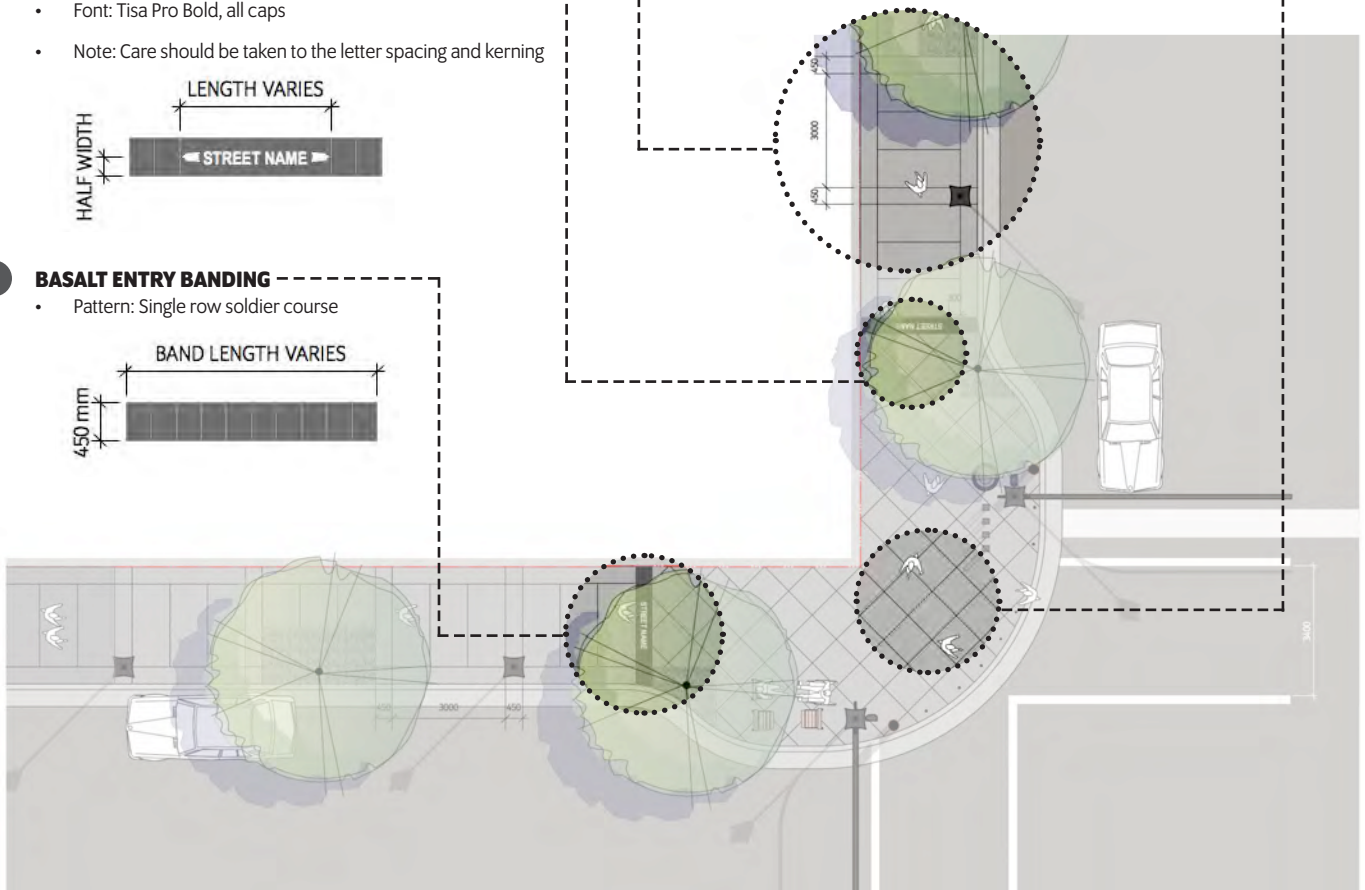
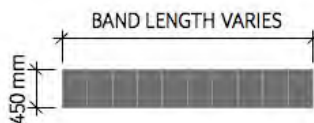
- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning



3

### BASALT ENTRY BANDING

- Pattern: Single row soldier course

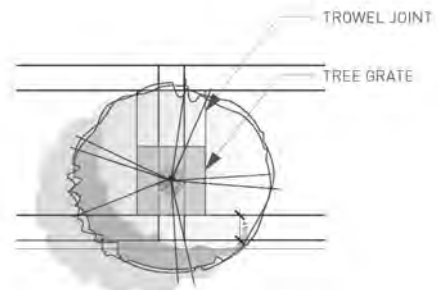
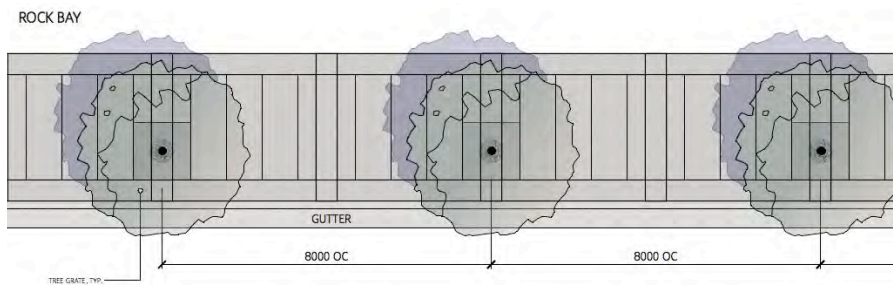
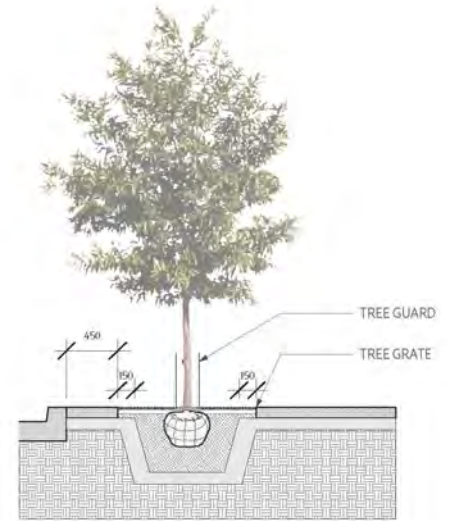


## ROCK BAY PLANTING DETAILS

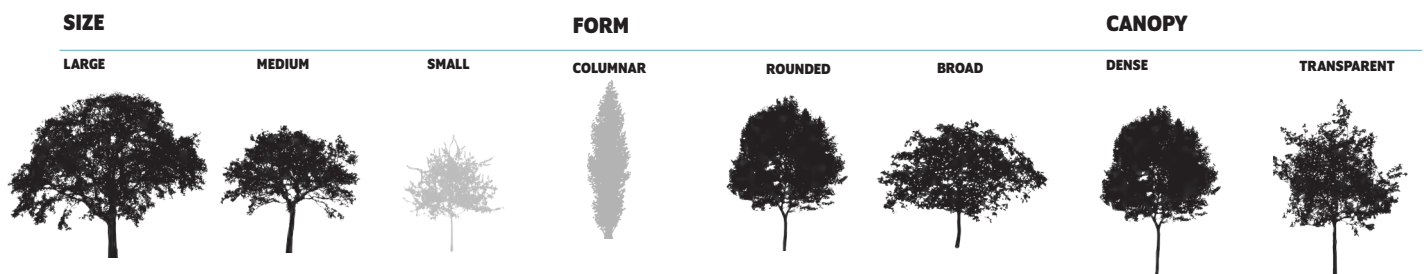
### APPLICATION

For all sidewalks in Rock Bay area there are be two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
  - Small modifications of proposed trowel joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on case-by-case basis for each improvement area.
  - Use of proposed poured-in-place resin bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
  - Trees to be planted closer to the curb to increase sidewalk area - please see section "tree placement" for details and dimensions for new tree placement dimensions.
  - Tree grates must be located in the centre of banding pattern proposed as illustrated on the diagram below.
  - Trowel joint patterning should align with tree grates when possible.
  - Tree placement and spacing should respond to sidewalk pattern whenever possible.



## ROCK BAY RECOMMENDED TREE TYPOLOGIES



## ROCK BAY FURNISHING AND LIGHTING

Rock Bay area has a distinctive industrial character. With its proximity to the water and working harbour, the style is proposed to be kept modern and simple. The furnishing and lighting suite is kept to a minimum and takes on a more modern feel. However, more ornamental and heritage style elements are used at key locations to provide coherency with the rest of Downtown. The black metal materials highlight the industrial character.

Lighting is simplified to only one pedestrian standard that demonstrates a modern heritage character, connecting the modern and heritage characteristics of the district.

### PEDESTRIAN LIGHT



Modern Heritage Style Light

- Application: All areas of Rock Bay

### BOLLARDS

#### TYPE B



Type B Bollard: Modern style

- Application: Corner bump outs and all other locations where vertical separation is needed

### TRASH BINS

#### TYPE A



Type A: Modern Metal Bin

- Application: All streets except corners and Government Street
- Multi-stream recycling receptacles are to be used when appropriate on a case by case basis

### BIKE RACK



Downtown Bike Rack

- Application: All areas Downtown, except Chinatown

**FEATURE BENCHES****TYPE D**

Type D: Industrial heritage style with back

- Application: Plazas and feature locations
- Corner bump outs

**TYPE E**

Type E: Industrial heritage style without back

- Application: Plazas and feature locations
- Corner bump outs

**CHAIR**

Chair Seat: Industrial heritage style with back

- Application: Corner bump outs at outdoor room zones
- Note: Minimum of 2 chairs shall be placed at each location

**TYPICAL BENCHES****TYPE C**

Type C: Metal modern bench

- Application: Sidewalks
- Note: This bench should not be used at corners

**TYPE F**

Type F: Metal modern bench with back

- Application: Sidewalks
- Note: this bench should not be used at corners

**TYPE G**

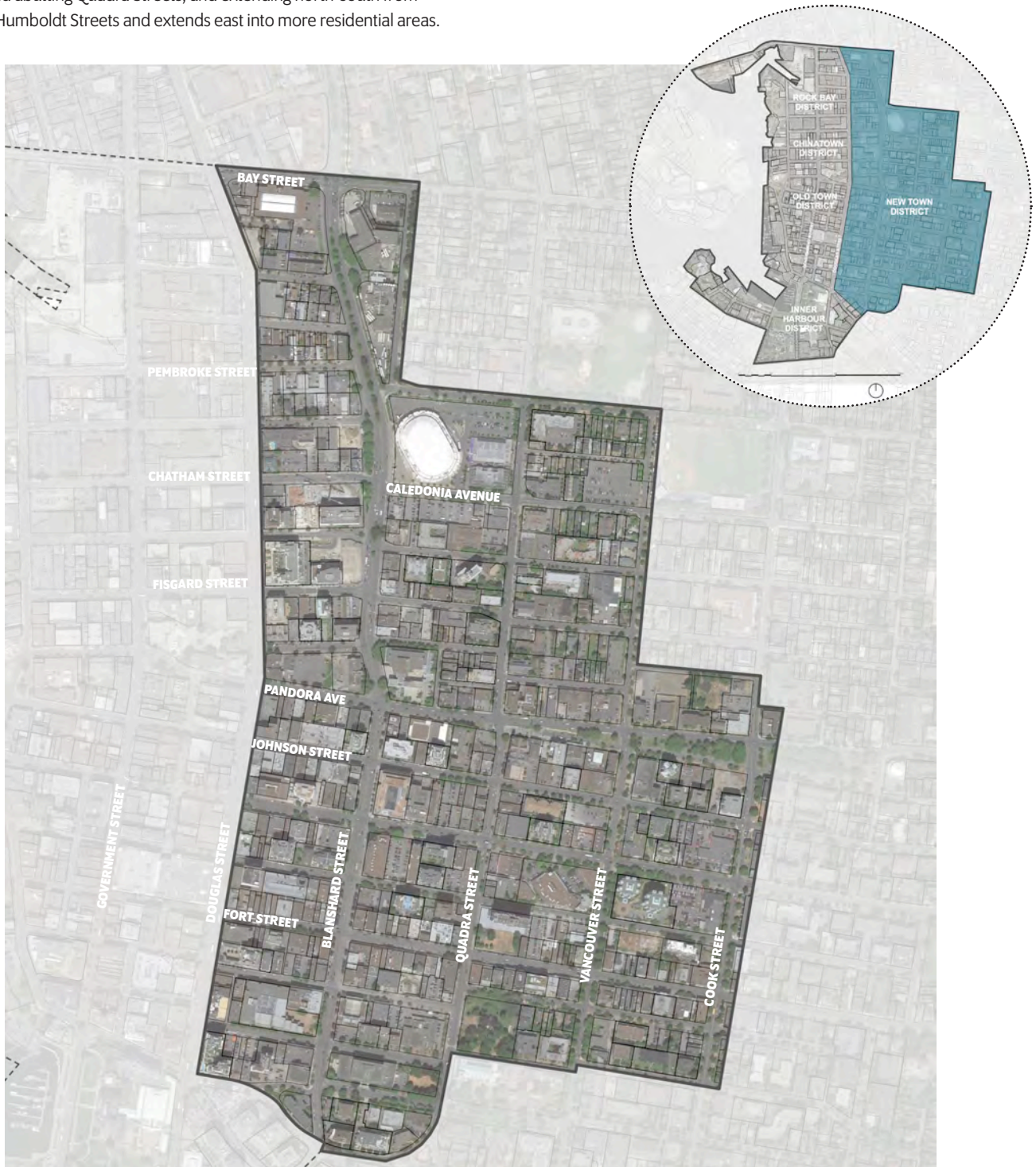
Type G: Metal modern bench without back

- Application: Sidewalks
- Note: this bench should not be used at corners



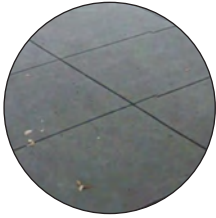
### 5.1.6 NEW TOWN

The New Town District is Downtown Victoria's evolving nucleus for commerce and urban interaction as well as key transit access zone. Focused on one side at the intersection of Victoria's two traditional main streets at Douglas and Yates, the district reaches east to developing areas surrounding Blanshard and abutting Quadra Streets, and extending north-south from Chatham to Humboldt Streets and extends east into more residential areas.



## NEW TOWN PAVING MATERIALS

### 1 TROWEL JOINT CONCRETE



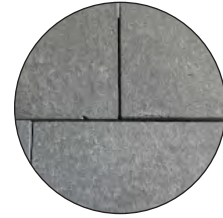
- Installation Method: Cast-in-place
- Application: Sidewalk fill and frame
- Colour: Natural
- Finish: Fine broom finish

### 2 CONCRETE UNIT PAVERS



- Dimensions: 225mm x 75mm x 60
- Installation Method: Sand bed
- Application: Paving field
- Colours: Natural grey
- Finish: Unsealed

### 3 BASALT PAVERS



- Dimensions: 300mm x 450mm x 80mm
- Installation Method: Mortar set
- Application: Entry banding
- Colour: Charcoal grey
- Finish: Flamed

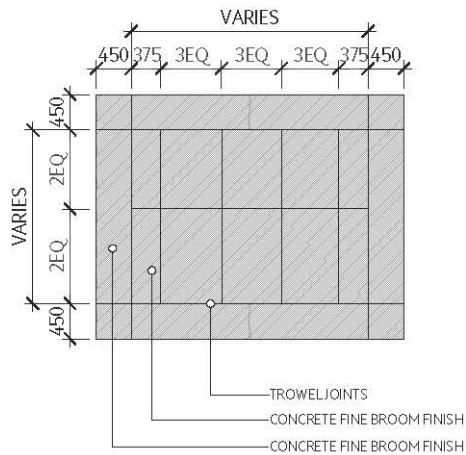




## NEW TOWN PAVING APPLICATIONS

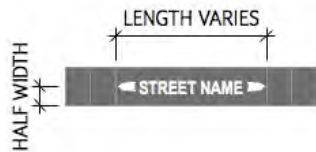
### 1 SIDEWALK

- Pattern: Concrete frame with concrete fill with trowel joint grid pattern shown below
- Note: Equal spacing of banding takes priority over architectural coordination



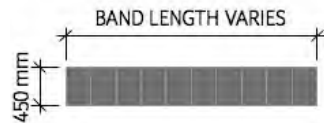
### 2 STREET NAME INSERT

- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning



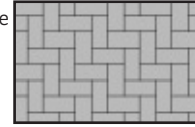
### 3 BASALT ENTRY BANDING

- Pattern: Single row soldier course

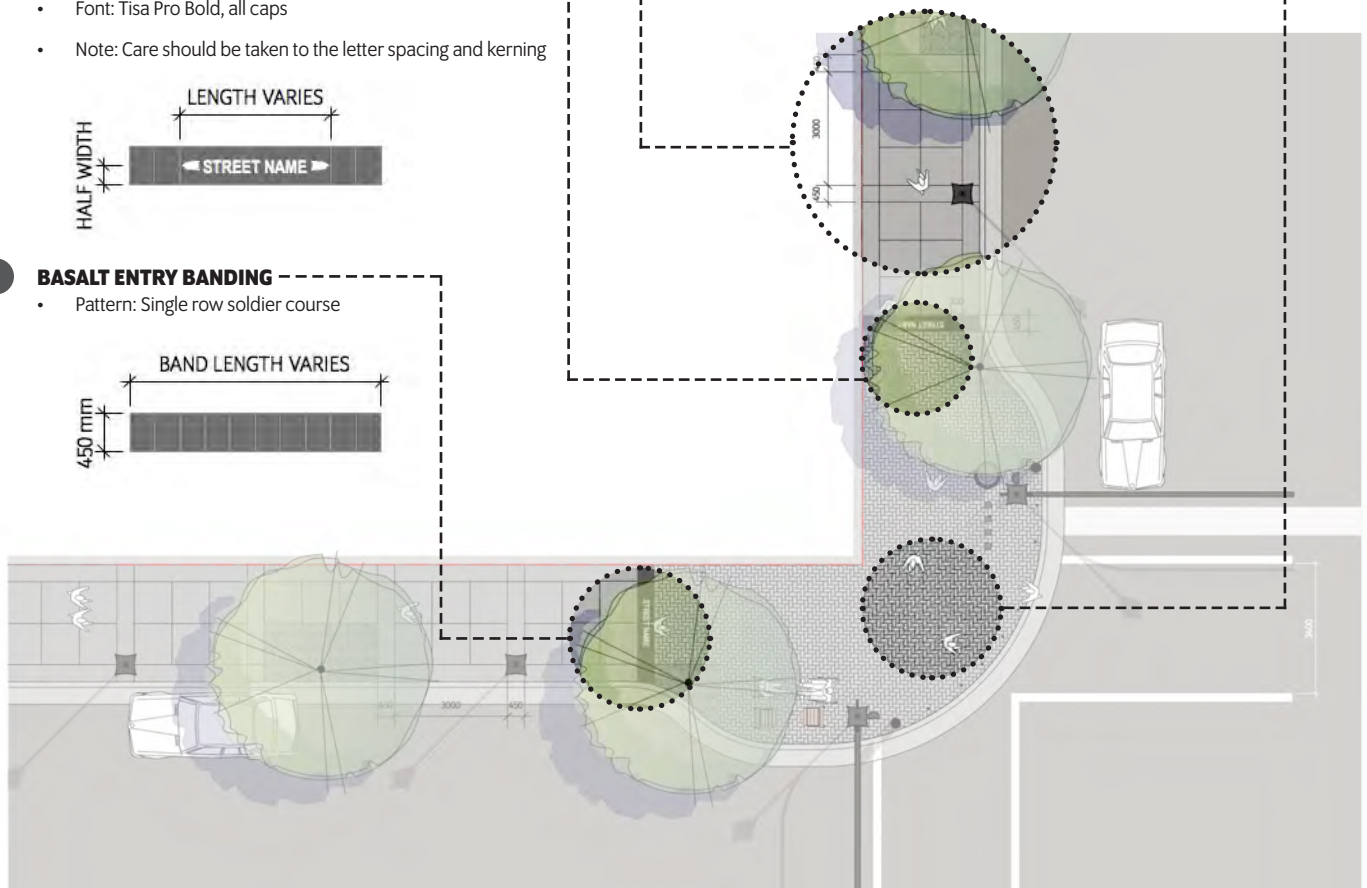


### 4 PAVING FIELD

- Pattern: 90° Herringbone
- Installation: Mortar set



- Note: provide single row soldier course border banding surrounding the field of herring bone pattern

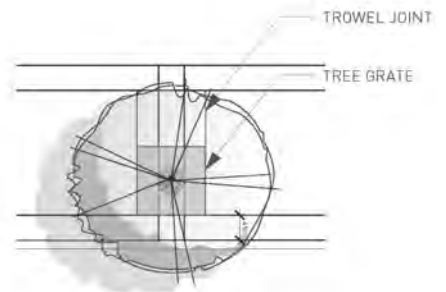
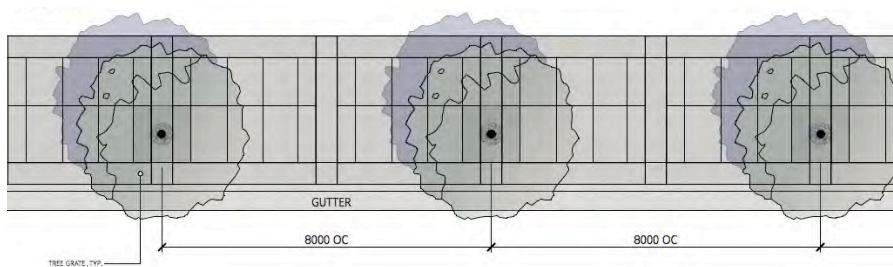
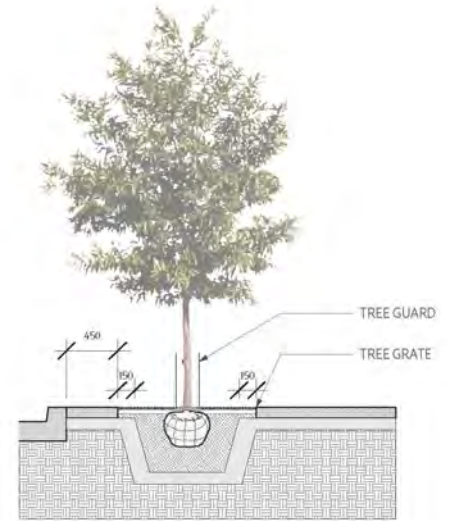


## NEW TOWN PLANTING DETAILS









### APPLICATION

For all sidewalks in New Town area there are be two types of trees-in-sidewalk condition:

1. Adaptation of existing tree locations to sidewalk improvements:
  - Small modifications of proposed trowel joint pattern are recommended to best accommodate for existing tree locations. Detailed design and recommendations to be provided on case-by-case basis for each improvement area.
  - Use of proposed poured-in-place resin bound material instead of tree grates is highly recommended to best accommodate heaving and overgrown tree routes and large tree trunks.
2. New development condition:
  - Trees to be planted closer to the curb to increase sidewalk area - please see section "tree placement" for details and dimensions for new tree placement dimensions.
  - Tree grates must be located in the centre of banding pattern proposed as illustrated on the diagram below.
  - Trowel joint patterning should align with tree grates when possible.
  - Tree placement and spacing should respond to sidewalk pattern whenever possible.



## NEW TOWN RECOMMENDED TREE TYPOLOGIES

SIZE			FORM			CANOPY	
LARGE	MEDIUM	SMALL	COLUMNAR	ROUNDED	BROAD	DENSE	TRANSPARENT
							



## NEW TOWN FURNISHING AND LIGHTING

New Town furnishing suite is a modern heritage style. It has the most diversity in streets characters from busy Douglas Street and Blanshard Street to quiet residential marrow streets with planted boulevards. Proposed elements can accommodate for both conditions giving flexibility to how and where to use them.

### PEDESTRIAN LIGHT



Modern Heritage Style Light

- Application: All Locations

### BOLLARDS

#### TYPE B



Type B Bollard: Modern style

- Application: Corner bump outs and all other locations where vertical separation is needed

### TRASH BINS

#### TYPE A



Type A: Modern Metal Bin

- Application: All locations
- Multi-stream recycling receptacles are to be used when appropriate on a case by case basis

### BIKE RACK



Downtown Bike Rack

- Application: All locations

**FEATURE BENCHES****TYPE H**

Type H: Wooden modern bench with back

- Application: Plazas and feature locations
- Corner bump outs

**TYPE I**

Type I: Wooden modern bench without back

- Application: Plazas and feature locations
- Corner bump outs

**CHAIR**

Chair seat: Modern style with back

- Application: Corner bump outs at outdoor room zones
- Note: Minimum of 2 chairs shall be placed at each location

**TYPICAL BENCHES****TYPE C**

Type C: Metal modern bench

- Application: Sidewalks
- Note: this bench should not be used at corners

**TYPE F**

Type F: Metal modern bench with back

- Application: Sidewalks
- Note: this bench should not be used at corners

**TYPE G**

Type G: Metal modern bench without back

- Application: Sidewalks
- Note: this bench should not be used at corners

## 5.1.7 DOUGLAS STREET

Douglas Street is Downtown Victoria's traditional primary main street. As the planned regional transit trunk spine, with growth over time, all the 600-2400 frontages will function as anchoring urban blocks for the Downtown Core Area.

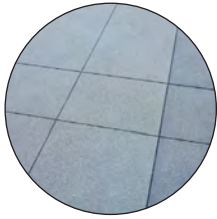
Douglas Street has a strong established sidewalk treatment that should be continued.

Character: objective of an energetic, lively commercial main street, with a focus for regional traffic, transit and pedestrian activity, framed by imposing architectural street walls. Main Street and regional transit character to be emphasized, with upgrades of public realm materials, finishes, and furnishing.

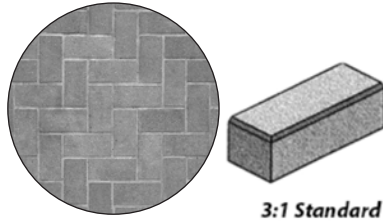




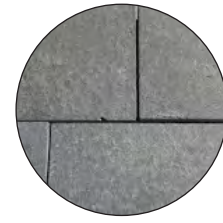
## DOUGLAS STREET PAVING MATERIALS

**1 CONCRETE BANDING**

- Dimensions: 450mm wide
- Installation Method: Cast-in-place
- Application: sidewalk patterning
- Spacing: 3m min. or to match architectural elements when possible

**2 CONCRETE UNIT PAVERS**

- Dimensions: 225mm x 75mm x 60mm
- Installation Method: Mortar set
- Application: Main sidewalk paving between concrete banding + corner bump outs
- Colour: Charcoal grey

**3 BASALT BAND**

- Dimensions: 300mm wide stack bond soldier course basalt paver band
- Installation Method: Mortar set
- Application: Entry Banding, Boulevard Bending

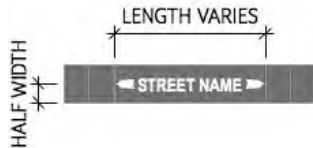




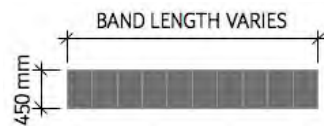
## DOUGLAS STREET PAVING APPLICATIONS

**1 STREET NAME INSERT**

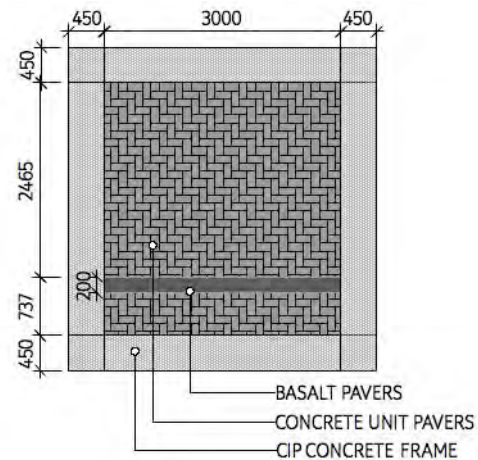
- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning

**2 BASALT ENTRY BANDING AND BOULEVARD BANDING**

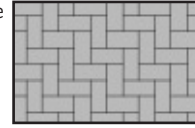
- Pattern: Single row soldier course

**3 SIDEWALK**

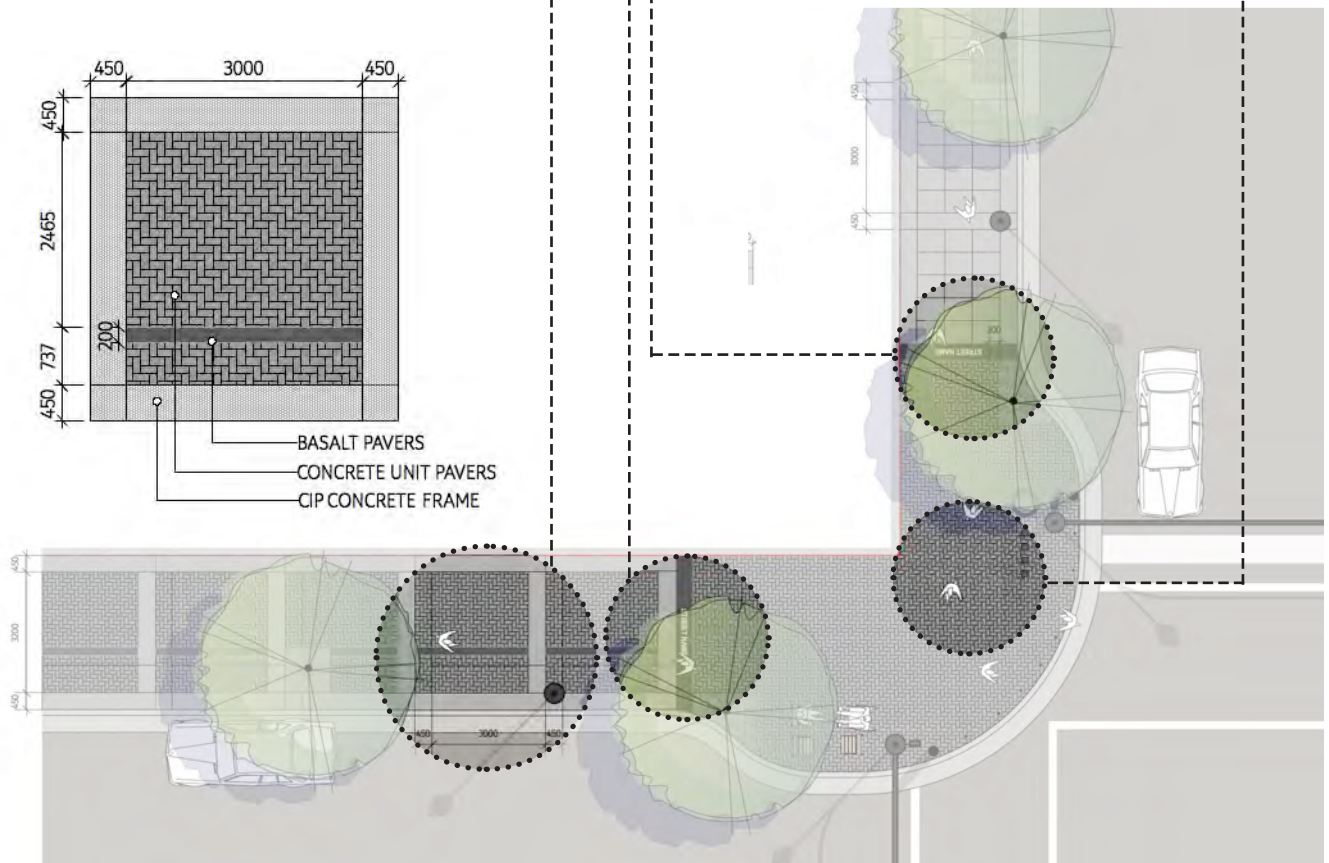
- Pattern: Concrete frame with concrete unit pavers fill and basalt band at boulevard edge
- Note: Architectural coordination takes priority over equal spacing of banding

**4 PAVING FIELD**

- Pattern: 90° Herringbone
- Installation: Mortar set



- Note: provide single row soldier course border banding surrounding the field of herring bone pattern



## DOUGLAS STREET FURNISHING

Douglas Street is a divider between old heritage style and new Town more modern style furniture. By it's nature of transit oriented corridor it taken on more modern look with larger number of metal benches and bins and offers those more ornamental elements at feature locations and corners. There is also few feature elements proposed for Douglas Street to infill larger sidewalk areas as well as create safer and more secluded pedestrian environment competing with busy traffic.

### BOLLARDS

#### TYPE B



Type B Bollard: Modern style

- Application: All locations

### TRASH BINS

#### TYPE A



Type A: Modern Metal Bin

- Application: All locations
- Multi-stream recycling receptacles are to be used when appropriate on a case by case basis

### BIKE RACK



Downtown Bike Rack

- Application: All locations

### PEDESTRIAN LIGHT



Modern Heritage Style Light

- Application: All Locations
- Note: See lighting strategy for more details

### BENCHES

#### TYPE C



Type C: Metal modern bench

- Application: Sidewalks
- Note: This bench should not be used at corners

#### TYPE D



Type D: Industrial heritage style with back

- Application: Feature locations
- Corner bump outs

#### TYPE E



Type E: Industrial heritage style without back

- Application: Feature locations
- Corner bump outs

### CHAIR



Chair Seat: Industrial heritage style with back

- Application: Corner bump outs at outdoor room zones
- Note: Minimum of 2 chairs shall be placed at each location

## DOUGLAS STREET FEATURE ELEMENTS

Government Street Mall is a key Street in Old Town District and takes on the same furnishing suite with few feature elements added shown below.

### PLANTER RECOMMENDATIONS

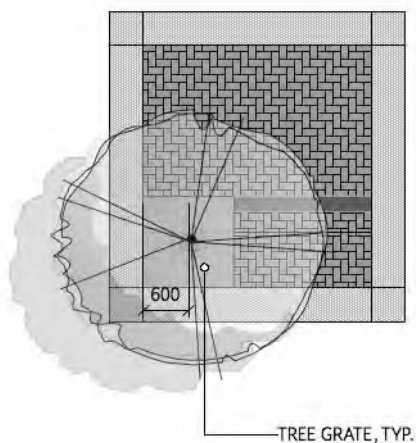


Existing planters on Douglas Street should be considered for replacement and new planters should be added whenever possible to provide softer edge and separation from traffic along busy street.

The character of the new planters should adhere to the following set of recommendations:

- Modern rectangular metal planters with or without wood seating options.
- Recommended application: Boulevard zone of the street.

### TREE PLANTING RECOMMENDATIONS



Recommendations:

- Grand character.
- Large scale trees to establish and/or strengthen a street wall.
- High and large canopy to allow for truck, bus and car circulation.
- Low maintenance.
- All new tree planted in tree grates with tree guards.
- Use of soil cell is highly recommended where possible.

#### SIZE

LARGE

MEDIUM

SMALL

#### FORM

COLUMNAR

ROUNDED

BROAD

#### CANOPY

DENSE

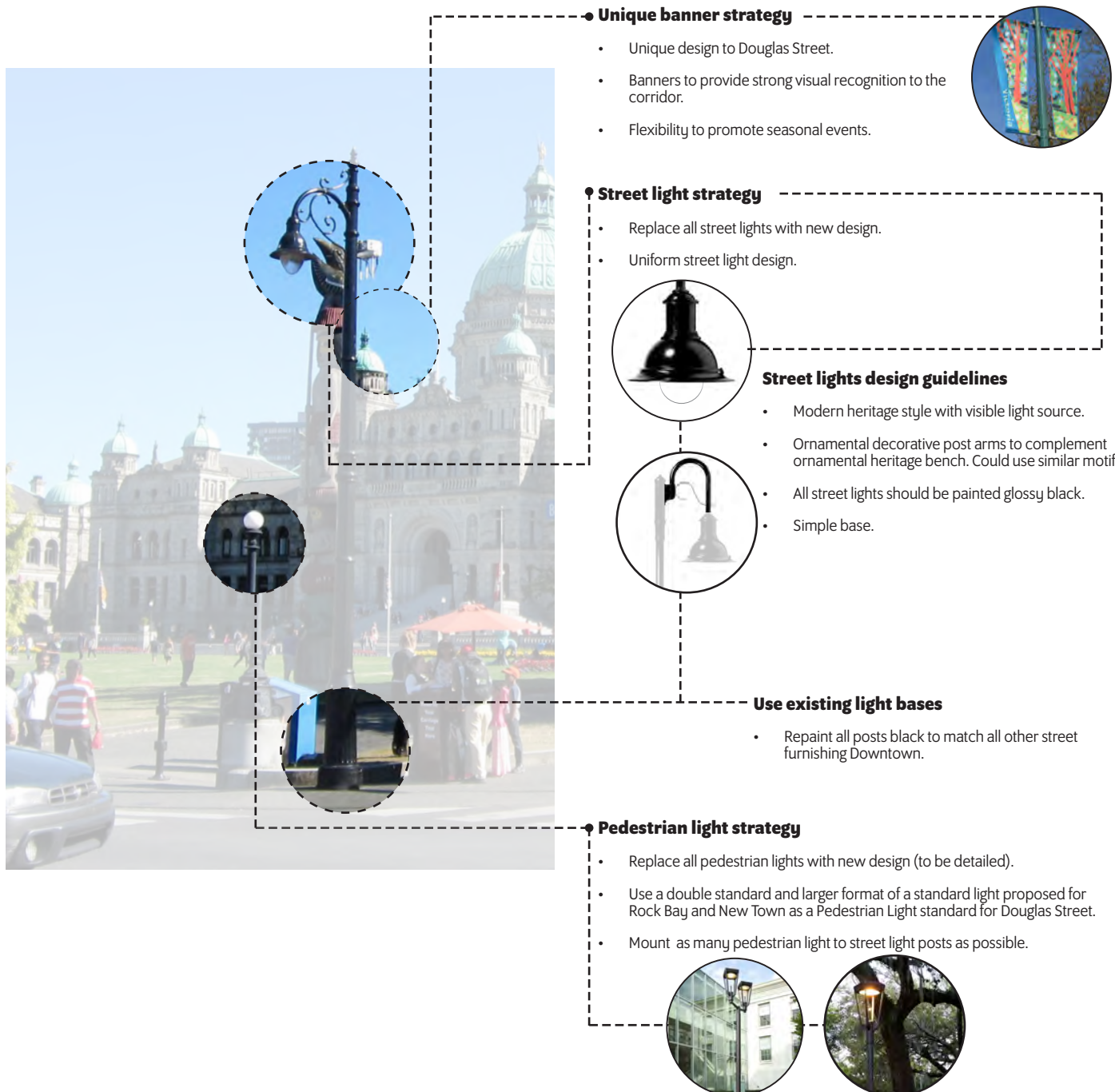
TRANSPARENT



## DOUGLAS STREET LIGHTING STRATEGY

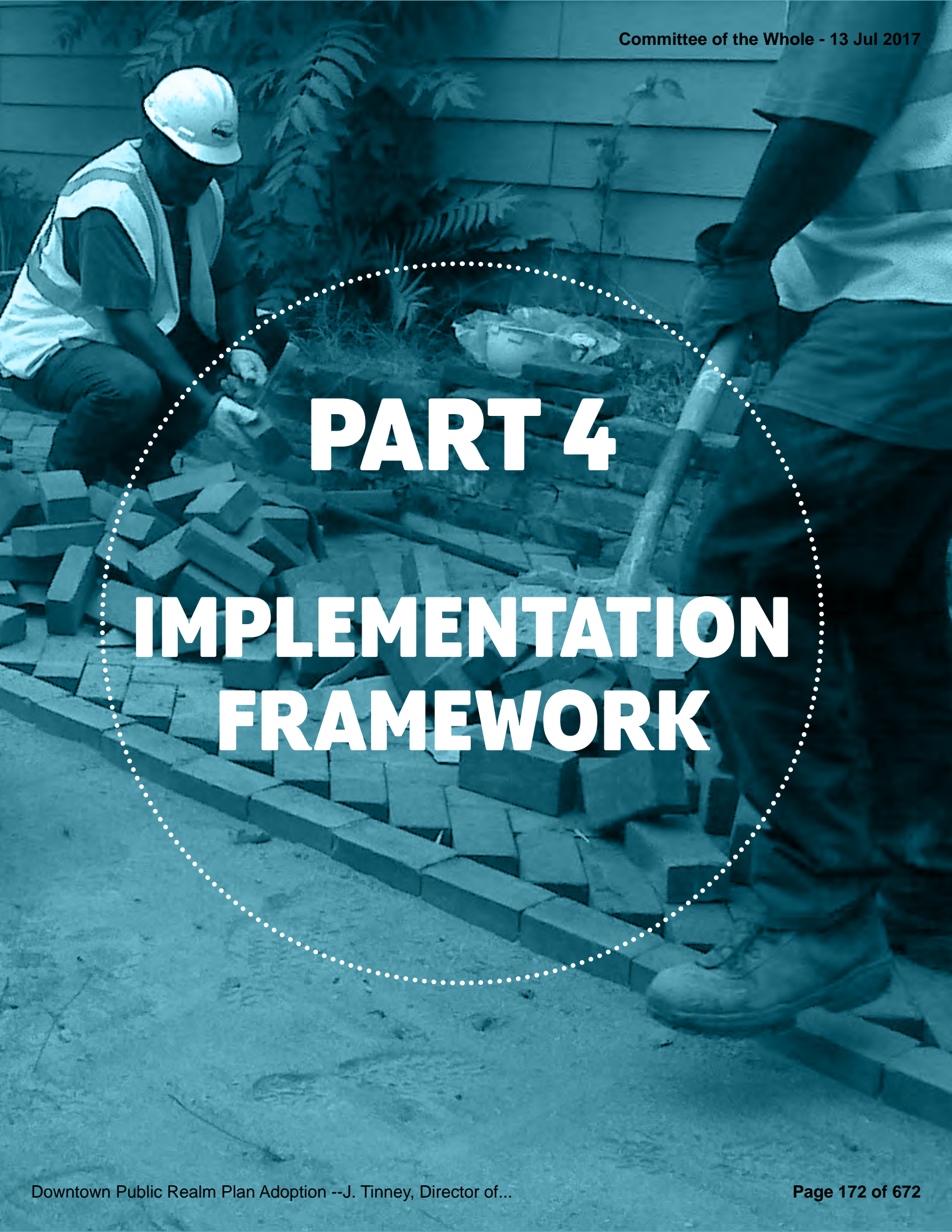
As discussed in Section 2.4 of this document, Douglas Street has the potential to become a Downtown Promenade and key transit corridor with slower traffic and priority given to transit and pedestrians. Over the long term, a substantial reconfiguration of Douglas Street should be undertaken to enable it to be the major rapid transit corridor and pedestrian promenade that it is envisioned to be. Over the short term, implementation of a new pedestrian

and street light program for Douglas will improve the pedestrian environment while establishing a unique character and identity for this key downtown corridor.





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A photograph of two construction workers laying bricks on a sidewalk. One worker is kneeling on the left, wearing a white hard hat and a high-visibility vest, placing a brick. The other worker is standing on the right, using a shovel. The ground is covered with many bricks, some already laid in a pattern. The background shows a wooden fence and some foliage. The entire image has a blue tint and a dotted white circle is drawn around the central text.

# **PART 4**

# **IMPLEMENTATION FRAMEWORK**

## 6 IMPLEMENTATION FRAMEWORK

The DPRP includes an updated catalogue of streetscape standards and identifies priority public realm improvements. The following is an implementation framework including identification of short medium and long term actions.

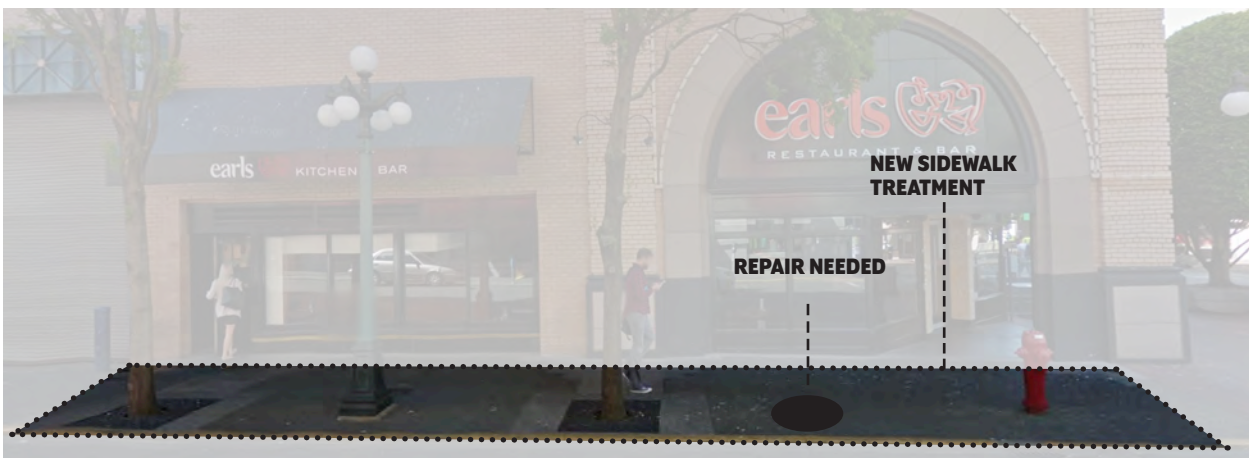
### 6.1 UPDATED STREETScape STANDARDS

Implementation of the updated streetscape furnishing, materials and repainting will occur gradually overtime through a combination of the following three mechanisms:

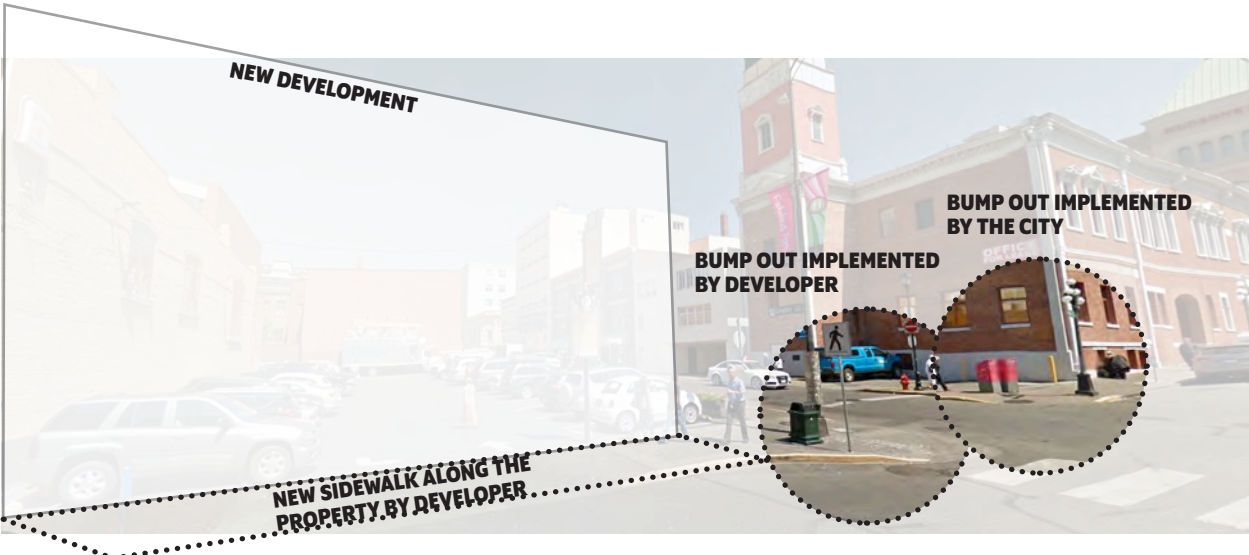
#### 6.1.1 DEVELOPER INITIATED IMPROVEMENTS

New streetscape standards will be implemented as part of improvements undertaken as part of new development in the downtown either through required frontage improvements or through negotiated public realm investments.

##### SIDEWALK REPAIR APPROACH:



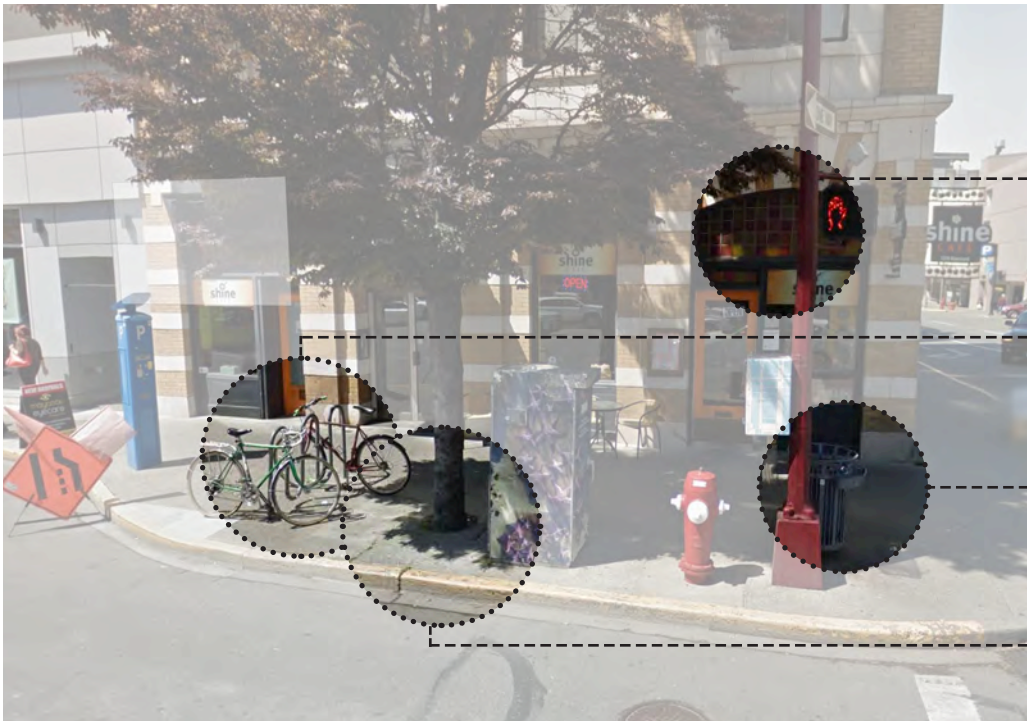
##### NEW DEVELOPMENT APPROACH:





## 6.1.2 OPERATIONS AND MAINTENANCE PROGRAM

New Streetscape furnishing and materials specified in this plan will be implemented over time as part of the City's regular program of maintenance and replacement. This will include identification of priority streetscape improvement areas.



### REPAINT

- Paint glossy black
- Add chairs

### REMOVE

- Remove and replace old bike racks
- Add chairs

### RELOCATE

- Move bin to furnishing zone
- Repaint black
- Add chairs

### UPDATE

- Apply resin bound tree grate

## 6.1.3 CAPITAL PLAN AND PROJECTS

Priority public realm improvements identified in the Plan such as streetscape improvements to Government Streets and Douglas Street, updates to Centennial Square, and phased re-development of Ship Point, will be planned and implemented on a case-by-case basis through the financial planning process with funding sources and timing balanced with consideration of available resources and other City priorities based on Council Direction.

Listed below and cross referenced on the map to the right are some of the capital project areas.

- |                            |                            |
|----------------------------|----------------------------|
| <b>1 Centennial Square</b> | <b>5 Belleville Plaza</b>  |
| <b>2 Bastion Square</b>    | <b>6 Ship Point</b>        |
| <b>3 Reeson Park</b>       | <b>7 Government Street</b> |
| <b>4 Laurel Point</b>      | <b>8 Douglas Street</b>    |





## 6.2 PRIORITY IMPROVEMENT PROJECTS

Major capital projects such as implementation of separated bike lanes and the Harbour Pathway will include implementation of the new streetscape standards where appropriate. Additionally, priority capital improvements may also be undertaken either on a stand alone basis or concurrently with

other works (either public or private) to meet key strategic plan goals of the City. Once approved, these projects need to be incorporated into the work plans of effected departments if not already incorporated, and additional resources and budgets allocated.

### 6.2.1 SHORT TERM (0-5 YEARS)

	ACTION	DESCRIPTION	RESPONSIBILITY	PARTNERSHIPS	IN CURRENT WORKPLAN	PRIORITY LEVEL
1	Centennial Square Master Plan	» Undertake a Master Plan process for Centennial Square and adjacent buildings addressing short medium and long term objectives and site program directions established by this plan.	Planning	DVBA	Yes	High
2	Government Street Streetscape Update (Wharf to Yates)	» Confirm design and location of new furnishing, planters, and street trees, as directed by this plan.	Planning	DVBA	No	High
3	Government Street Streetscape Implementation	» The streetscape of Government Street will be implemented according to the outcomes of Action 2.	Engineering and PW	DVBA	No	Medium
4	Downtown Pedestrian Light Strategy	» Identify and specify new pedestrian light and implementation program as directed by this plan.	Engineering and PW	-	No	Medium
5	Douglas Corridor Street Light and Furnishing Strategy	» Identify new street and pedestrian light program and furnishing program and an implementation strategy for Douglas Street within the Downtown Study Area.	Engineering and PW	DVBA, BC Transit	No	Medium
6	Ship Point Master Plan Phase I Implementation	» Undertake a Master Plan based on the site and program objectives established by the harbour Vitality Principles and implement Phase 1.	Planning	GVHA	Yes	High
7	Conceptual and Detailed Design for Government Street (Yates to Herald Street)	» Undertake Conceptual and Detailed Design for Government Street from Yates to Herald Street based on objectives and design directions established by this plan, and in the context of the larger Government Street Corridor including consideration of re-instating 2-way traffic, incorporation of bike facilities, and reconfiguring the intersection of Wharf and Government Street as a major Downtown Gateway.	Planning	DVBA	No	Medium
8	Undertake a Waterfront Public Art Strategy	» The Arts Culture and Events department to spearhead a Waterfront Public Strategy.	Arts and Culture	DVBA	No	Low

### 6.2.2 MEDIUM TERM (5-10 YEARS)

	ACTION	DESCRIPTION	RESPONSIBILITY	PARTNERSHIPS	IN CURRENT WORKPLAN	PRIORITY LEVEL
9	Government Street Improvements (Yates Street to Herald Street)	» Based on detailed design and results of Action 8, Government Street will undergo a series of improvements from Yates Street to Herald Street.	Engineering and PW	DVBA	No	High
10	Douglas Street Conceptual Design	» Undertake conceptual design to reconfigure Douglas Street within the downtown study area as a Transit Oriented Corridor and major pedestrian promenade as directed by this plan.	Planning	DVBA, BC Transit	No	Medium

### 6.2.3 LONG TERM (10+ YEARS)

	ACTION	DESCRIPTION	RESPONSIBILITY	PARTNERSHIPS	IN CURRENT WORKPLAN	PRIORITY LEVEL
11	Douglas Street Detailed Design	» Based on the conceptual design and results of Action 11, a detailed design to be developed for Douglas Street.	Engineering and PW	DVBA, BC Transit	No	High
12	Douglas Street Construction	» Construction of Douglas Street improvements based on detailed design and results of Action 12.	Engineering and PW	DVBA, BC Transit	No	Medium

### 6.2.4 DOWNTOWN PUBLIC REALM COMMITTEE

An interdepartmental Staff Working Group will be formed to monitor and identify implementation opportunities and provide guidance to capital projects related to public spaces in the downtown. The committee will be coordinated by the Planning Department and meet quarterly and more frequently as needed, and be made up of representation from the Arts and Culture, Engineering/Street Operations, Public Works, Parks, Planning and Engagement.

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# **PART 5**

# **STREETSCAPE ELEMENTS CATALOG**



# 7 STREETSCAPE ELEMENTS CATALOG

This Streetscape Elements Catalog Section replaces the Downtown Beautification “Kit of Parts” Manual first published in 1992.

This Streetscape Elements represent a catalog of all standard elements and paving materials for Downtown Victoria. Products and suppliers should match those specified within this document, or be equivalent (as approved by the City of Victoria).

## BOLLARD

## TRASH BIN

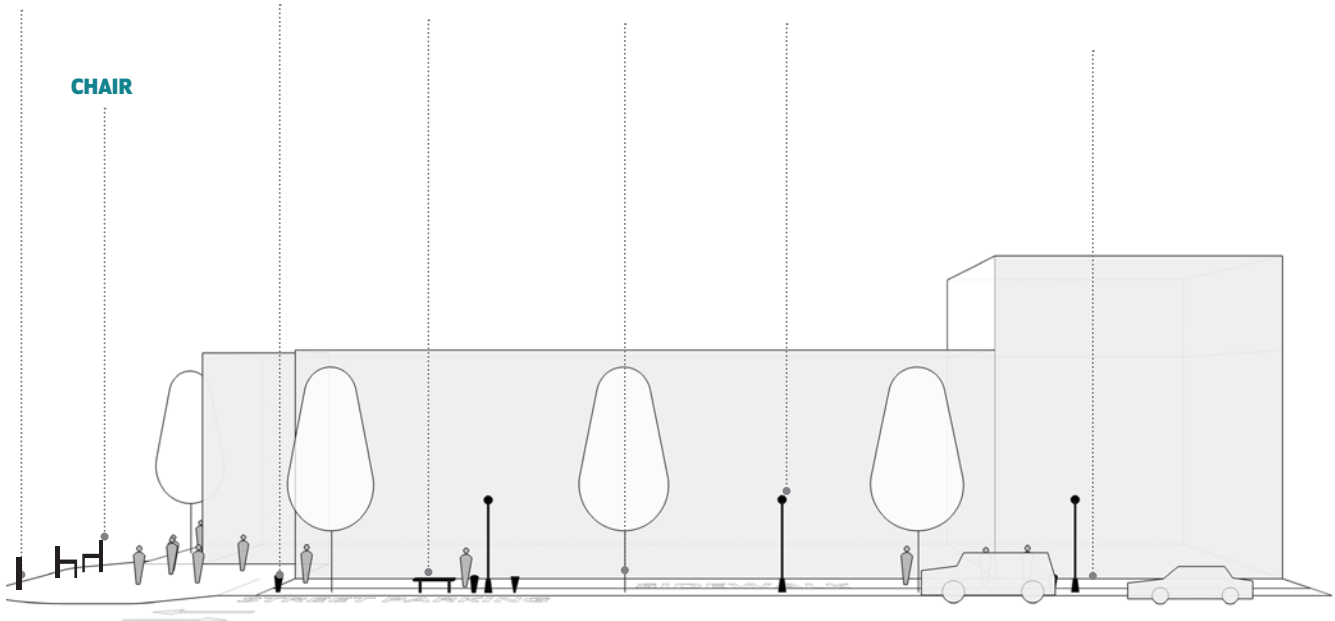
## BENCH

## TREE SURROUNDS

## PEDESTRIAN LIGHT

## GROUND PLANE MATERIALS

## CHAIR



**SINGLE GLOBE LIGHT**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Single Globe Light
<b>DESIGN STYLE:</b>	Heritage Pre 1913
<b>MATERIALS:</b>	Cast Iron with Opal Glass Globe
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Enamel
<b>DIMENSIONS:</b>	17.5" Base, 14.3" Height
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**CLUSTER GLOBE LIGHT TYPE A**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Cluster Globe Light Type A
<b>DESIGN STYLE:</b>	Circular Heritage Cluster Pre1913
<b>MATERIALS:</b>	Cast Iron with Opal Glass Globes
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Enamel
<b>DIMENSIONS:</b>	17.5" Base, 14.3" Height
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**CLUSTER GLOBE LIGHT TYPE B**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Cluster Globe Light Type B
<b>DESIGN STYLE:</b>	Aligned Heritage Cluster Pre1913
<b>MATERIALS:</b>	Cast Iron with Opal Glass Globes
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Enamel
<b>DIMENSIONS:</b>	17.5" Base, 14.3" Height
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**SINGLE GLOBE WALL LIGHT**

<b>PRODUCT TYPE:</b>	Wall Light
<b>PRODUCT NAME:</b>	Single Globe Wall Light
<b>DESIGN STYLE:</b>	Heritage Pre 1913
<b>MATERIALS:</b>	Cast Iron with Opal Glass Globe
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Enamel
<b>DIMENSIONS:</b>	Wall mounted
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**BASTION SQUARE STREET LANTERN (DP1)**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Bastion Square Street Lantern (DP1)
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	N/A
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Enamel
<b>DIMENSIONS:</b>	N/A
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Bastion Square
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	All existing lights should be maintained and be repainted black; All new lights shall be installed to match existing distribution.

**CHINATOWN PAGODA LANTERN**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Chinatown Pagoda Lantern
<b>DESIGN STYLE:</b>	Chinatown Heritage
<b>MATERIALS:</b>	Spun Aluminum Post with Molded Aluminum Lantern
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) and Yellow Accent Baked on Enamel
<b>DIMENSIONS:</b>	N/A
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	Modelcast Inc.
<b>SPECIAL NOTES:</b>	All existing lights should be maintained; All new lights shall be installed to match existing distribution.





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**MODERN HERITAGE SINGLE LIGHT**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Modern Heritage Single Light
<b>DESIGN STYLE:</b>	Modern Heritage
<b>MATERIALS:</b>	Glossy Black (RAL 9017) Enamel
<b>COLOUR/ FINISH:</b>	12', 14', 16' Height
<b>DIMENSIONS:</b>	Rock Bay, New Town
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	City of Victoria / Landscape Forms as alternative
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria. Image to the left shows the Ashbery Light from Landscape Forms as alternative option.

**MODERN HERITAGE SINGLE LIGHT**

<b>PRODUCT TYPE:</b>	Wall Light
<b>PRODUCT NAME:</b>	Modern Heritage Single Light
<b>DESIGN STYLE:</b>	Modern Heritage
<b>MATERIALS:</b>	Glossy Black (RAL 9017) Enamel
<b>COLOUR/ FINISH:</b>	Wall Mounted
<b>DIMENSIONS:</b>	Rock Bay, New Town, Douglas Street
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	City of Victoria / Landscape Forms as alternative
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria. Image to the left shows the Ashbery Light from Landscape Forms as alternative option.



**MODERN HERITAGE DOUBLE LIGHT**

<b>PRODUCT TYPE:</b>	Pedestrian Light
<b>PRODUCT NAME:</b>	Modern Heritage Double Light
<b>DESIGN STYLE:</b>	Modern Heritage
<b>MATERIALS:</b>	Glossy Black (RAL 9017) Enamel
<b>COLOUR/ FINISH:</b>	16' Height
<b>DIMENSIONS:</b>	Rock Bay, New Town, Douglas Street
<b>LIGHT SOURCE:</b>	LED
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	City of Victoria / Landscape Forms as alternative
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria. Image to the left shows the Ashbery Light from Landscape Forms as alternative option.



## HERITAGE BENCH

<b>PRODUCT TYPE:</b>	Type A Wood Bench with Backrest
<b>PRODUCT NAME:</b>	Heritage Bench
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	Cast Aluminum Frame with Oak Slats Glossy Black (RAL 9017) Baked-on
<b>COLOUR/ FINISH:</b>	Powder Coat Frame, Varnished Slats
<b>DIMENSIONS:</b>	6' Length, 18" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Douglas Street, New Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



## HERITAGE BENCH

<b>PRODUCT TYPE:</b>	Type B Wood Bench Backless
<b>PRODUCT NAME:</b>	Heritage Bench
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	Cast Aluminum Frame with Oak Slats Glossy Black (RAL 9017) Baked-on
<b>COLOUR/ FINISH:</b>	Powder Coat Frame, Varnished Slats
<b>DIMENSIONS:</b>	6' Length, 18" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Douglas Street, New Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.





**HERITAGE CHAIR**

<b>PRODUCT TYPE:</b>	Wood Chair with Backrest
<b>PRODUCT NAME:</b>	Heritage Chair
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	Cast Aluminum Frame with Oak Slats
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat Frame, Varnished Slats
<b>DIMENSIONS:</b>	2' Length, 18" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Douglas Street, New Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



**INDUSTRIAL HERITAGE BENCH**

<b>PRODUCT TYPE:</b>	Type D Metal Bench with Back
<b>PRODUCT NAME:</b>	Industrial Heritage Bench
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	14' Width
<b>DISTRIBUTION:</b>	Rock Bay, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.

**INDUSTRIAL HERITAGE CHAIR**

<b>PRODUCT TYPE:</b>	Metal Chair
<b>PRODUCT NAME:</b>	Industrial Heritage Chair
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	2' Width
<b>DISTRIBUTION:</b>	Rock Bay, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



**METAL MODERN BENCH**

<b>PRODUCT TYPE:</b>	Type C Metal Backless Bench Arms Removed
<b>PRODUCT NAME:</b>	Metal Modern Bench
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Steel Bar and Round Rod
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	6' Length, 17" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, New Town, Rock Bay, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**STANDARD BENCH**

<b>PRODUCT TYPE:</b>	Type E Metal Bench Backless
<b>PRODUCT NAME:</b>	Standard Bench
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	14' Width
<b>DISTRIBUTION:</b>	Rock Bay, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



## CHINATOWN HERITAGE BENCH

<b>PRODUCT TYPE:</b>	Type D Metal Bench with Back
<b>PRODUCT NAME:</b>	Industrial Heritage Bench
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	14' Width
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



## CHINATOWN HERITAGE BENCH

<b>PRODUCT TYPE:</b>	Type E Metal Bench Backless
<b>PRODUCT NAME:</b>	Standard Bench
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	14' Width
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.





**CHINATOWN HERITAGE CHAIR**

<b>PRODUCT TYPE:</b>	Metal Chair
<b>PRODUCT NAME:</b>	Industrial Heritage Chair
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame + Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	2' Width
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.

**STANDARD BENCH**

<b>PRODUCT TYPE:</b>	Type C Metal Bench Backless
<b>PRODUCT NAME:</b>	Standard Bench
<b>DESIGN STYLE:</b>	Industrial Heritage
<b>MATERIALS:</b>	Steel Frame and Steel Rod Seat
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat Frame and Slats
<b>DIMENSIONS:</b>	6' Length, 18" Height
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	Detailed design to be provided by the City of Victoria; see Character area section of Streetscape Standards for specific location guidelines.



**MODERN METAL BENCH**

<b>PRODUCT TYPE:</b>	Type F Metal Bench with Backrest
<b>PRODUCT NAME:</b>	Modern Metal Bench
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Steel Frame and Slats
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat Frame
<b>DIMENSIONS:</b>	5'11.25' Length, 2'7.19" Height
<b>DISTRIBUTION:</b>	Rock Bay, New Town
<b>MANUFACTURER:</b>	Maglin Site Furniture
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**MODERN METAL BENCH**

<b>PRODUCT TYPE:</b>	Type G Metal Bench Backless
<b>PRODUCT NAME:</b>	Modern Metal Bench
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Steel Frame and Slats
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	5'10' Length, 1'11.24" Height
<b>DISTRIBUTION:</b>	Rock Bay, New Town
<b>MANUFACTURER:</b>	Maglin Site Furniture
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**MODERN WOOD BENCH**

<b>PRODUCT TYPE:</b>	Type H Wood Bench with Backrest
<b>PRODUCT NAME:</b>	Modern Wood Bench
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Steel Frame and Ipe Wood Slats
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat Frame, Varnished Slats
<b>DIMENSIONS:</b>	5'11.25' Length, 2'7.19" Height
<b>DISTRIBUTION:</b>	Rock Bay, New Town
<b>MANUFACTURER:</b>	Maglin Site Furniture
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**MODERN WOOD BENCH**

<b>PRODUCT TYPE:</b>	Type I Wood Bench Backless
<b>PRODUCT NAME:</b>	Modern Wood Bench
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Steel Frame and Ipe Wood Slats
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat Frame, Varnished Slats
<b>DIMENSIONS:</b>	5'10' Length, 1'11.24" Height
<b>DISTRIBUTION:</b>	Rock Bay, New Town
<b>MANUFACTURER:</b>	Maglin Site Furniture
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



#### CAUSEWAY HERITAGE BOLLARD

<b>PRODUCT TYPE:</b>	Type A Bollard
<b>PRODUCT NAME:</b>	Causeway Heritage Bollard
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	Cast Aluminum
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	11" Square Base, 38" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MOUNTING:</b>	Surface Mount, Bolted to Concrete
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



#### RELIANCE FOUNDRY BOLLARD

<b>PRODUCT TYPE:</b>	Type B Bollard
<b>PRODUCT NAME:</b>	Reliance Foundry Bollard
<b>DESIGN STYLE:</b>	Standard
<b>MATERIALS:</b>	Ductile Iron
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	35" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street
<b>MOUNTING:</b>	Surface Mount, Bolted to Concrete
<b>MANUFACTURER:</b>	Reliance Foundry
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.





**RELIANCE FOUNDRY BOLLARD**

<b>PRODUCT TYPE:</b>	Type B Bollard
<b>PRODUCT NAME:</b>	Reliance Foundry Bollard
<b>DESIGN STYLE:</b>	Standard
<b>MATERIALS:</b>	Ductile Iron
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	35" Height
<b>DISTRIBUTION:</b>	Chinatown
<b>MOUNTING:</b>	Surface Mount, Bolted to Concrete
<b>MANUFACTURER:</b>	Reliance Foundry
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



## STANDARD BIKE RACK

<b>PRODUCT TYPE:</b>	2 Capacity Bike Rack
<b>PRODUCT NAME:</b>	Standard Bike Rack
<b>DESIGN STYLE:</b>	Standard
<b>MATERIALS:</b>	1.5" Galvanized Steel Pipe
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	12" Length, 3' Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street
<b>MOUNTING:</b>	Sleeve Mount
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



## CHINATOWN BIKE RACK

<b>PRODUCT TYPE:</b>	2 Capacity Bike Rack
<b>PRODUCT NAME:</b>	Chinatown Bike Rack
<b>DESIGN STYLE:</b>	Chinatown Heritage
<b>MATERIALS:</b>	1.5" Galvanized Steel Pipe and Steel Bar
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	12" Length, 3' Height
<b>DISTRIBUTION:</b>	Chinatown
<b>MOUNTING:</b>	Sleeve Mount
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**MODERN METAL BIN**

<b>PRODUCT TYPE:</b>	Type A Litter Bin with Recycling Component
<b>PRODUCT NAME:</b>	Modern Metal Bin
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Metal Frame
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	42" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**HERITAGE BIN**

<b>PRODUCT TYPE:</b>	Type B Litter Bin
<b>PRODUCT NAME:</b>	Heritage Bin
<b>DESIGN STYLE:</b>	Heritage
<b>MATERIALS:</b>	Cast Aluminum with Polyethylene Liner
<b>COLOUR/ FINISH:</b>	Two toned - Glossy Black (RAL 9017) and Light Grey Enamel
<b>DIMENSIONS:</b>	36" Height, 22" Square
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**MULTI-STREAM RECEPTACLE**

<b>PRODUCT TYPE:</b>	Multi-stream Receptacle
<b>PRODUCT NAME:</b>	Modern Multi-stream Receptacle
<b>DESIGN STYLE:</b>	Modern
<b>MATERIALS:</b>	Metal Frame
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	32.5" Height
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	These receptacles are available for use as appropriate when approved by the City of Victoria.

**CHINATOWN CLASSIC LITTER BIN**

<b>PRODUCT TYPE:</b>	Litter Bin with Recycling Component
<b>PRODUCT NAME:</b>	Chinatown Classic Litter Bin
<b>DESIGN STYLE:</b>	Chinatown Standard
<b>MATERIALS:</b>	Metal Frame
<b>COLOUR/ FINISH:</b>	Glossy Red (RAL 3002) Baked-on Powder Coat
<b>DIMENSIONS:</b>	42" Height
<b>DISTRIBUTION:</b>	Chinatown
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.





**GREEN CIRCULAR PLANTER AND BENCH**

<b>PRODUCT TYPE:</b>	Planter and Bench
<b>PRODUCT NAME:</b>	Green Circular Planter and Bench
<b>DESIGN STYLE:</b>	Contemporary
<b>MATERIALS:</b>	Aluminum and Cumaru Hardwood
<b>COLOUR/ FINISH:</b>	Powder Coated Aluminum and Untreated FSC Hardwood
<b>DIMENSIONS:</b>	48" D
<b>DISTRIBUTION:</b>	Government Street,
<b>MANUFACTURER:</b>	Street Life
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**METAL TREE GUARD**

<b>PRODUCT TYPE:</b>	Tree Guard
<b>PRODUCT NAME:</b>	Metal Tree Guard
<b>DESIGN STYLE:</b>	Contemporary
<b>MATERIALS:</b>	Metal
<b>COLOUR/ FINISH:</b>	Glossy Black (RAL 9017) Baked-on Powder Coat
<b>DIMENSIONS:</b>	
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Rock Bay, New Town, Government Street, Douglas Street
<b>MANUFACTURER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**ROUND TREE GRATE**

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<b>PRODUCT TYPE:</b>	Tree Grate
<b>PRODUCT NAME:</b>	Round Tree Grate
<b>DESIGN STYLE:</b>	Contemporary
<b>MATERIALS:</b>	Metal
<b>COLOUR/ FINISH:</b>	
<b>DIMENSIONS:</b>	min. 48" D
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	Dobney Foundry Ltd.
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**SQUARE TREE GRATE**

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<b>PRODUCT TYPE:</b>	Tree Grate
<b>PRODUCT NAME:</b>	Square Tree Grate
<b>DESIGN STYLE:</b>	Contemporary
<b>MATERIALS:</b>	Metal
<b>COLOUR/ FINISH:</b>	
<b>DIMENSIONS:</b>	48" W
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	Dobney Foundry Ltd.
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



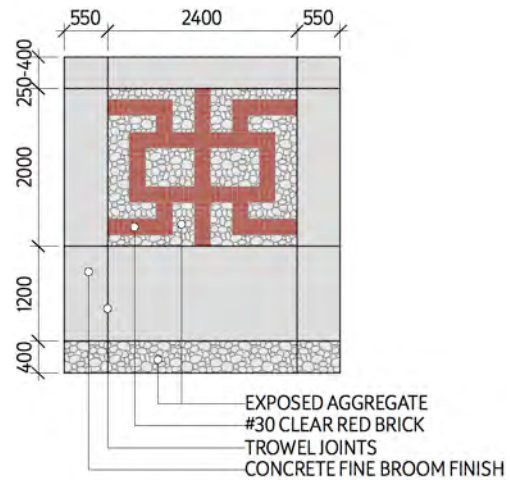
**TACTILE DOMER**

<b>PRODUCT TYPE:</b>	Tactile Buttons
<b>PRODUCT NAME:</b>	Tactile Dome
<b>DESIGN STYLE:</b>	Carborundum - Non-slip
<b>MATERIALS:</b>	Stainless Steel 316, Marine Grade
<b>COLOUR/ FINISH:</b>	Stainless Steel
<b>DIMENSIONS:</b>	0.9" Diameter
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Chinatown, Rock Bay, New Town, Government Street, Douglas Street
<b>MANUFACTURER:</b>	Advantage Tactile Systems
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



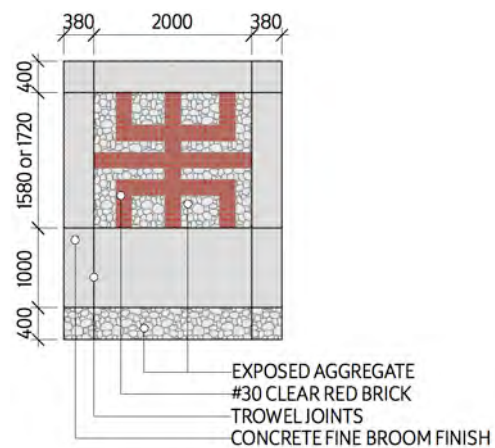
## CHINATOWN CHARACTER PAVING - LINKED

<b>PATTERN TYPE:</b>	Chinatown Character Paving Pattern
<b>PATTERN NAME:</b>	Character Paving Pattern - Linked
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	See drawing
<b>DIMENSIONS:</b>	See drawing
<b>APPLICATION:</b>	Sidewalk Patterning
<b>SPACING:</b>	See drawing
<b>DISTRIBUTION:</b>	Chinatown
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



## CHINATOWN CHARACTER PAVING - LONGEVITY

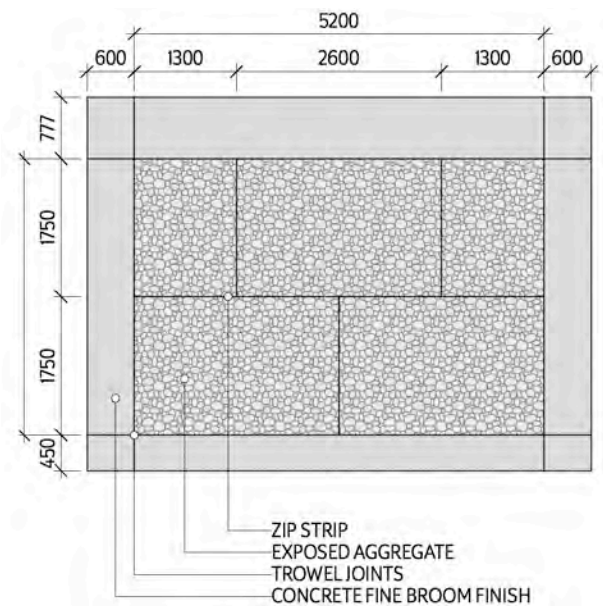
<b>PATTERN TYPE:</b>	Chinatown Character Paving
<b>PATTERN NAME:</b>	Character Paving Pattern - Longevity
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	See drawing
<b>DIMENSIONS:</b>	See drawing
<b>APPLICATION:</b>	Sidewalk Patterning
<b>SPACING:</b>	See drawing
<b>DISTRIBUTION:</b>	Chinatown
<b>SPECIAL NOTES:</b>	2 different pattern sizes (1580 or 1720); See Character area section of Streetscape Standards for specific location guidelines.



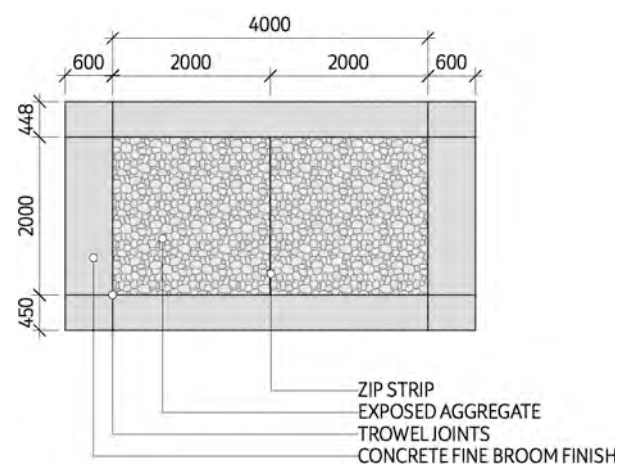


**CHINATOWN PAVING PATTERN TYPE A**

<b>PATTERN TYPE:</b>	Chinatown Paving Pattern
<b>PATTERN NAME:</b>	Paving Pattern Type A
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	See drawing
<b>DIMENSIONS:</b>	See drawing
<b>APPLICATION:</b>	Sidewalk Patterning
<b>SPACING:</b>	See drawing
<b>DISTRIBUTION:</b>	Chinatown
<b>SPECIAL NOTES:</b>	For sidewalk areas where character pavings cannot be accommodated only.

**CHINATOWN PAVING PATTERN TYPE B**

<b>PATTERN TYPE:</b>	Chinatown Paving Pattern
<b>PATTERN NAME:</b>	Paving Pattern Type B
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	See drawing
<b>DIMENSIONS:</b>	See drawing
<b>APPLICATION:</b>	Sidewalk Patterning
<b>SPACING:</b>	See drawing
<b>DISTRIBUTION:</b>	Chinatown
<b>SPECIAL NOTES:</b>	For sidewalk areas where character pavings cannot be accommodated only.



## CONCRETE BAND

<b>PRODUCT TYPE:</b>	Concrete Banding
<b>PRODUCT NAME:</b>	Concrete Band
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	Natural
<b>DIMENSIONS:</b>	450mm Wide
<b>APPLICATION:</b>	Sidewalk Patterning
<b>SPACING:</b>	3m Min. or to Match Architectural Elements When Possible
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



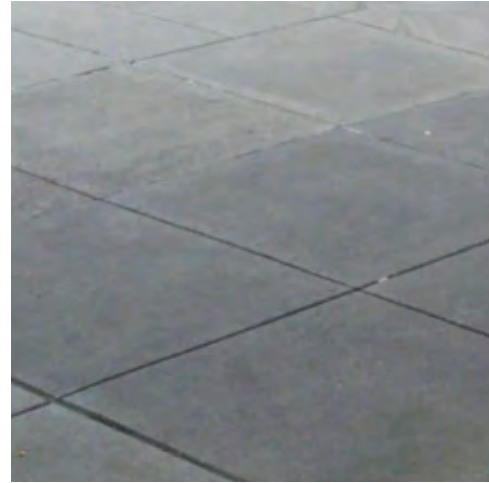
## CONCRETE BROOM FINISH

<b>PRODUCT TYPE:</b>	Concrete Paving
<b>PRODUCT NAME:</b>	Concrete Broom Finish
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	Natural Broom Finish
<b>DIMENSIONS:</b>	450mm Wide
<b>APPLICATION:</b>	Sidewalk Frame
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	
<b>SPECIAL NOTES:</b>	See sidewalk finishing tools section in of the catalog for details on finish and tools; see Character area section of Streetscape Standards for specific location guidelines.

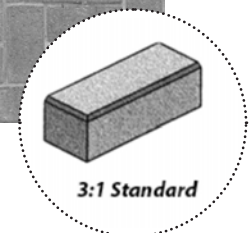
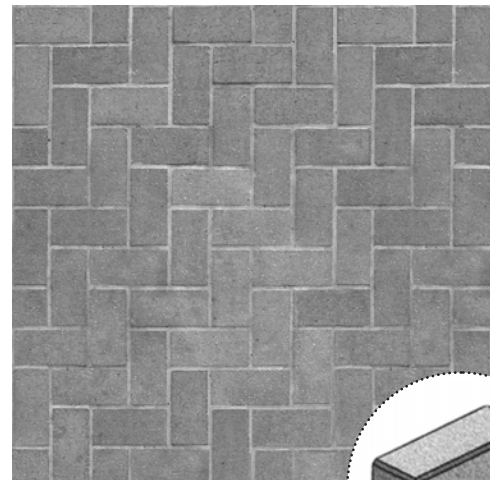


**TROWEL JOINT CONCRETE**

<b>PRODUCT TYPE:</b>	Concrete Paving
<b>PRODUCT NAME:</b>	Trowel Joint Concrete
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>INSTALLATION NOTE:</b>	Prior to broom finish application, trowel out shoulder to leave only a score line.
<b>COLOUR/ FINISH:</b>	Fine Broom Brush
<b>DIMENSIONS:</b>	Plan Specific
<b>APPLICATION:</b>	Sidewalk Fill
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**CONCRETE UNIT PAVER**

<b>PRODUCT TYPE:</b>	Concrete Paving
<b>PRODUCT NAME:</b>	Concrete Unit Paver
<b>INSTALLATION METHOD:</b>	Sand Bed
<b>COLOUR/ FINISH:</b>	Natural Grey Unsealed
<b>DIMENSIONS:</b>	225mm Width x 75mm Depth x 60mm Thick
<b>APPLICATION:</b>	Paving Field
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Abbotsford Concrete Products Ltd.
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**CONCRETE UNIT PAVER**

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<b>PRODUCT TYPE:</b>	Concrete Unit Paving
<b>PRODUCT NAME:</b>	Concrete Unit Paver
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Charcoal Grey
<b>DIMENSIONS:</b>	225mm Width x 75mm Depth x 60mm Thick
<b>APPLICATION:</b>	Main Sidewalk Paving Between Concrete Banding and Corner Bump Outs
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Abbotsford Concrete Products Ltd.
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**BASALT BAND**

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<b>PRODUCT TYPE:</b>	Basalt Banding
<b>PRODUCT NAME:</b>	Basalt Band
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Natural Broom Finish
<b>DIMENSIONS:</b>	300mm Wide Stack Bond Soldier Course
<b>APPLICATION:</b>	Entry Banding, Boulevard Band
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Bedrock Natural Stone
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.





**BASALT PAVER**

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<b>PRODUCT TYPE:</b>	Type A Basalt Paving
<b>PRODUCT NAME:</b>	Basalt Paver
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Charcoal Grey, Flame Finish
<b>DIMENSIONS:</b>	300mm Width x 150mm Depth x 80mm Thick
<b>APPLICATION:</b>	Feature Banding
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Bedrock Natural Stone
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**BASALT PAVER**

---

<b>PRODUCT TYPE:</b>	Type A Basalt Paving
<b>PRODUCT NAME:</b>	Basalt Paver
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Charcoal Grey, Flame Finish
<b>DIMENSIONS:</b>	300mm Width x 450mm Depth x 80mm Thick
<b>APPLICATION:</b>	Entry Banding
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Bedrock Natural Stone
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**GRANITE PAVERS**

---

<b>PRODUCT TYPE:</b>	Granite Paving
<b>PRODUCT NAME:</b>	Granite Pavers
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Grey, Flame Finish
<b>DIMENSIONS:</b>	300mm Width x 100mm Depth x 80mm Thick
<b>APPLICATION:</b>	Paving Field
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Abbotsford Concrete Products Ltd.
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**EXPOSED AGGREGATE**

---

<b>PRODUCT TYPE:</b>	Exposed Aggregate Paving
<b>PRODUCT NAME:</b>	Exposed Aggregate
<b>INSTALLATION METHOD:</b>	Cast-in-place
<b>COLOUR/ FINISH:</b>	Dark Grey
<b>DIMENSIONS:</b>	Fit to Size
<b>APPLICATION:</b>	Main Paving Field at Corners
<b>DISTRIBUTION:</b>	Chinatown
<b>SUPPLIER:</b>	Bedrock Natural Stone
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**RESIN BOUND POROUS SURFACING**

---

<b>PRODUCT TYPE:</b>	Resin Bound Surfacing
<b>PRODUCT NAME:</b>	Resin Bound Porous Surfacing
<b>INSTALLATION METHOD:</b>	Pour-in-place
<b>COLOUR/ FINISH:</b>	Natural Grey, Smooth Finish
<b>DIMENSIONS:</b>	Varies to Fit the Paving Grid
<b>APPLICATION:</b>	Tree Grates
<b>DISTRIBUTION:</b>	Inner Harbour, Old Town, Chinatown, Rock Bay, New Town, Government Street, Douglas Street
<b>SUPPLIER:</b>	Romex Canada West
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**HERITAGE WOOD PAVER**

---

<b>PRODUCT TYPE:</b>	Wood Paving
<b>PRODUCT NAME:</b>	Heritage Wood Paver
<b>INSTALLATION METHOD:</b>	
<b>COLOUR/ FINISH:</b>	Wood
<b>DIMENSIONS:</b>	7.75inch Lenth x 2.75" Width
<b>APPLICATION:</b>	Main Alley Paving
<b>DISTRIBUTION:</b>	Waddington Alley
<b>SUPPLIER:</b>	City of Victoria
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.



**BRICK PAVER**

**PRODUCT TYPE:** Brick Paving Type A

**PRODUCT NAME:** Brick Paver

**INSTALLATION METHOD:** Mortar Set

**COLOUR/ FINISH:**

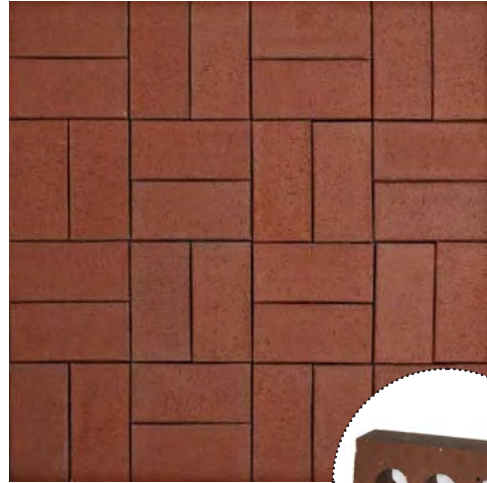
**DIMENSIONS:** 94mm Width x 194mm Depth x 25mm Thick

**APPLICATION:** Main Paving Field, Boulevard Band

**DISTRIBUTION:**

**SUPPLIER:** Interstate Brick

**SPECIAL NOTES:** See Character area section of Streetscape Standards for specific location guidelines.

**BRICK PAVER**

**PRODUCT TYPE:** Brick Paving Type B

**PRODUCT NAME:** Brick Paver

**INSTALLATION METHOD:** Mortar Set

**COLOUR/ FINISH:** Orange Red, Smooth Finish

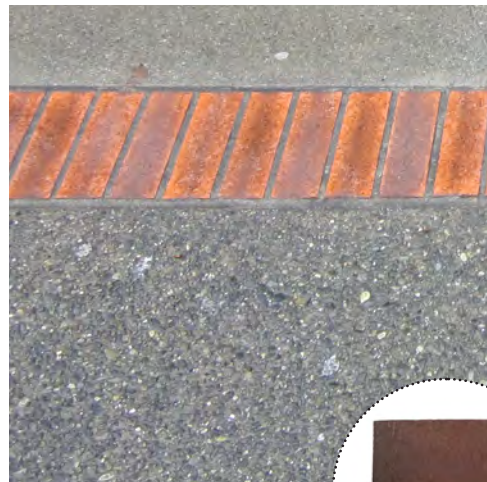
**DIMENSIONS:** 94mm Width x 194mm Depth x 57mm Thick

**APPLICATION:** Feature Banding

**DISTRIBUTION:**

**SUPPLIER:** Interstate Brick

**SPECIAL NOTES:** See Character area section of Streetscape Standards for specific location guidelines.



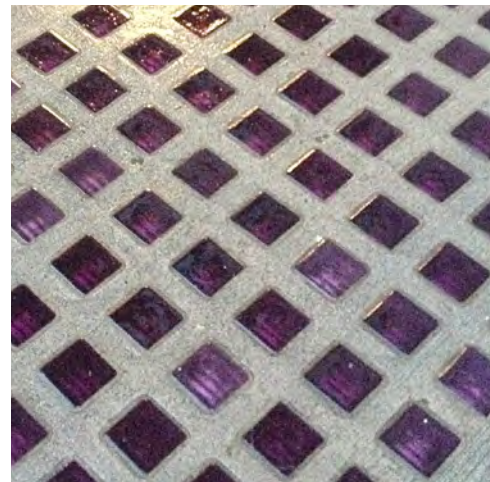


**BRICK PAVER**

<b>PRODUCT TYPE:</b>	Brick Paving Type C
<b>PRODUCT NAME:</b>	Brick Paver
<b>INSTALLATION METHOD:</b>	Mortar Set
<b>COLOUR/ FINISH:</b>	Clear Red, Honed Finish
<b>DIMENSIONS:</b>	94mm Width x 194mm Depth x 25mm Thick
<b>APPLICATION:</b>	Paving Field
<b>DISTRIBUTION:</b>	
<b>SUPPLIER:</b>	Interstate Brick
<b>SPECIAL NOTES:</b>	See Character area section of Streetscape Standards for specific location guidelines.

**HERITAGE PAVING PRISM**

<b>PRODUCT TYPE:</b>	Paving Prism
<b>PRODUCT NAME:</b>	Heritage Paving Prism
<b>DESIGN STYLE:</b>	
<b>MATERIALS:</b>	Glass
<b>COLOUR/ FINISH:</b>	
<b>DIMENSIONS:</b>	
<b>DISTRIBUTION:</b>	
<b>MANUFACTURER:</b>	
<b>SPECIAL NOTES:</b>	All existing prisms to be maintained and paved around.



**TROWEL TOOL****16" x 4" Carbon Steel Cement Trowel with ProForm® Soft Grip Handle****- OR EQUIVALENT****Kraft Tool Co.® Carbon Steel Finishing Trowel**

Professional Quality, Precision Balanced, and Ready to Use. High quality carbon steel finishing trowel is precision balanced and ready-to-use. Each blade is cross ground to just the right dimension for that perfect feel. A high-strength, lightweight aluminum mounting stands up to the rigors of concrete work. Compression fit stainless steel rivets attach the mounting to the 16" x 4" blade. An oversized toe rivet provides extra strength when applying pressure during finish work. Guaranteed No-Turn handle design locks the handle to mounting. Kraft Tool's signature flat trowel with patented ProForm® soft grip handle (US Patent #6,247,204 B1) provides a comfortable grip. The bright orange handle is easy to spot on a jobsite even after use. The contoured shape and enhanced texture ribbing of the handle reduces fatigue and provides a great grip even when wet. Proudly made in the USA.

- Cross ground carbon steel blade for perfect feel
- Guaranteed "NO TURN" handle design locks handle to high-strength mounting
- Compression fit stainless steel rivets
- Texture ribbing on handle provides a great grip and reduces fatigue

Item ID	CF222PF
Weight	1.00 LB (0.45 kg)
Length	16 in. (40.64 cm)
Width	4 in. (10.16 cm)
Height	3.625 in. (9.20750 cm)
Thickness	0.026 in. (0.06604 cm)
Shank	Aluminum
Material	Carbon Steel Blade; Aluminum Mounting; ProForm® Handle
Finish	Cross Ground
Package Contents	Trowel
Blade Material	Carbon Steel
Blade Length	16 in. (40.64 cm)
Blade Type	Carbon Steel
Handle	<a href="#">ProForm® (U.S. Patent #6,247,204 B1)</a>
Handle Material	ProForm® Soft Grip
Handle Length	5 in. (12.70 cm)
Accessories	<a href="#">Trowel Sharpener (CF200)</a>

**CONCRETE FINISHING BROOM****24" Green Nylex® Soft Finish Broom with Handle****- OR EQUIVALENT****Green Nylex Soft Finish Broom**

- Soft concrete finish broom with 5' wood handle
- Memory resistant soft green Nylex bristles

Item ID	CC454
Weight	1.50 LB (0.68 kg)
Material	Nylex™
Handle	Threaded (CC163)
Handle Material	Wood
Handle Length	60 in. (152.40 cm)
Trim Material	Soft Green Nylex®

# PRODUCT CUT SHEETS

# ASHBERY PEDESTRIAN

## Product Data Sheet



Ashbery is a trio of lights that brings together advanced LED technology and optics with an homage to traditional-style lights that have a special place in the American lexicon. The pedestrian light is offered in 12', 14' and 16' heights and is ideal for campuses, parks and plazas, helping to create public spaces that are usable 24 hours a day. Options include single luminaires or a double-mount option for dual luminaires, one on either side of the pole. Patent-pending glare control requires less eye adaptation, enabling lower light levels and lower energy use with excellent visual acuity, while tenon-mounted luminaires can be retrofitted in the field. Cast aluminum parts in a full color palette are finished with Landscape Forms proprietary Pangard II® HAPS, VOC, lead-free polyester powdercoat.

### Lighting Facts®

Landscape Forms is committed to the development of energy efficient lighting. We participate in the Department of Energy Lighting Facts® label program. This activity is voluntary but helps consumers evaluate the multitude of products on the market today. The Lighting Facts® label provides a quick but comprehensive summary of luminaire performance as measured by the IESNA LM-79 photometric test standard for solid state lighting.

### Electrical

Surge protected 100V-277V 50/60 Hz, Class 2 LED dimmable driver. LED cartridge with weatherproof quick disconnect provides ease of installation and serviceability. Ashbery Pedestrian ships prewired.

### Pedestrian Type 3

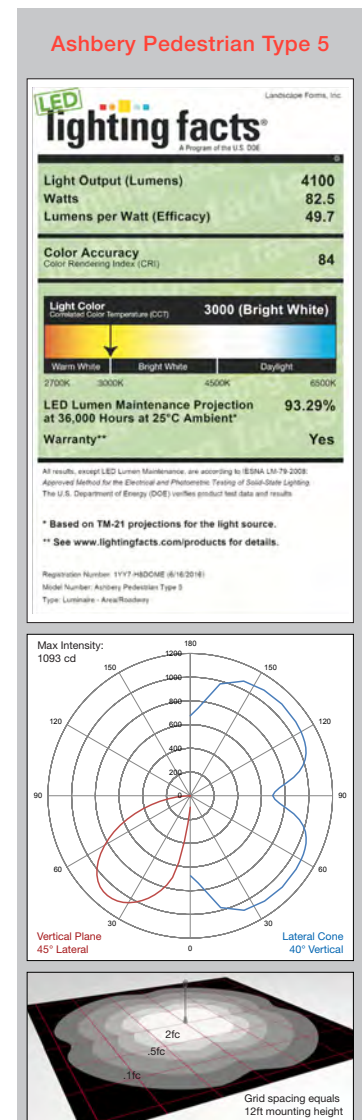
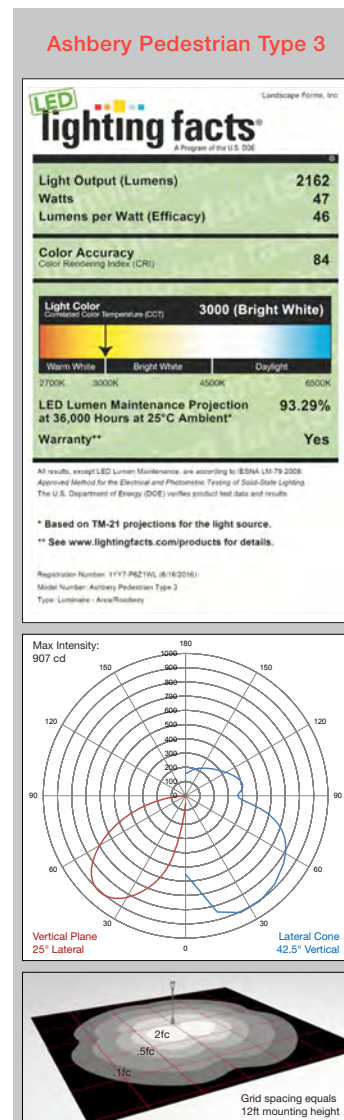
#### Type 3 Distribution

Lamp: 6 Cree XHP50 LEDs  
CCT: 3000K, 3500K, 4000K  
L70: >100,000 hrs  
Drive Current: 1000mA  
Optic: Carclo Optics  
Lens: Diffused Acrylite®  
Power Supply: 100V-277V  
LED Driver: TRP PLED-50W  
Dimmable: 0-10V  
BUG Rating: B1 U1 G1  
IP Rating: IP66 for LED Cartridge

### Pedestrian Type 5

#### Type 5 Distribution

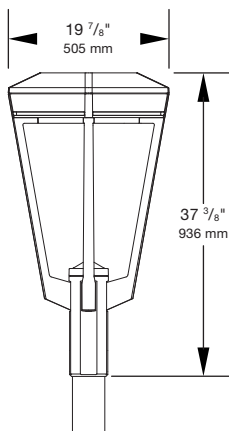
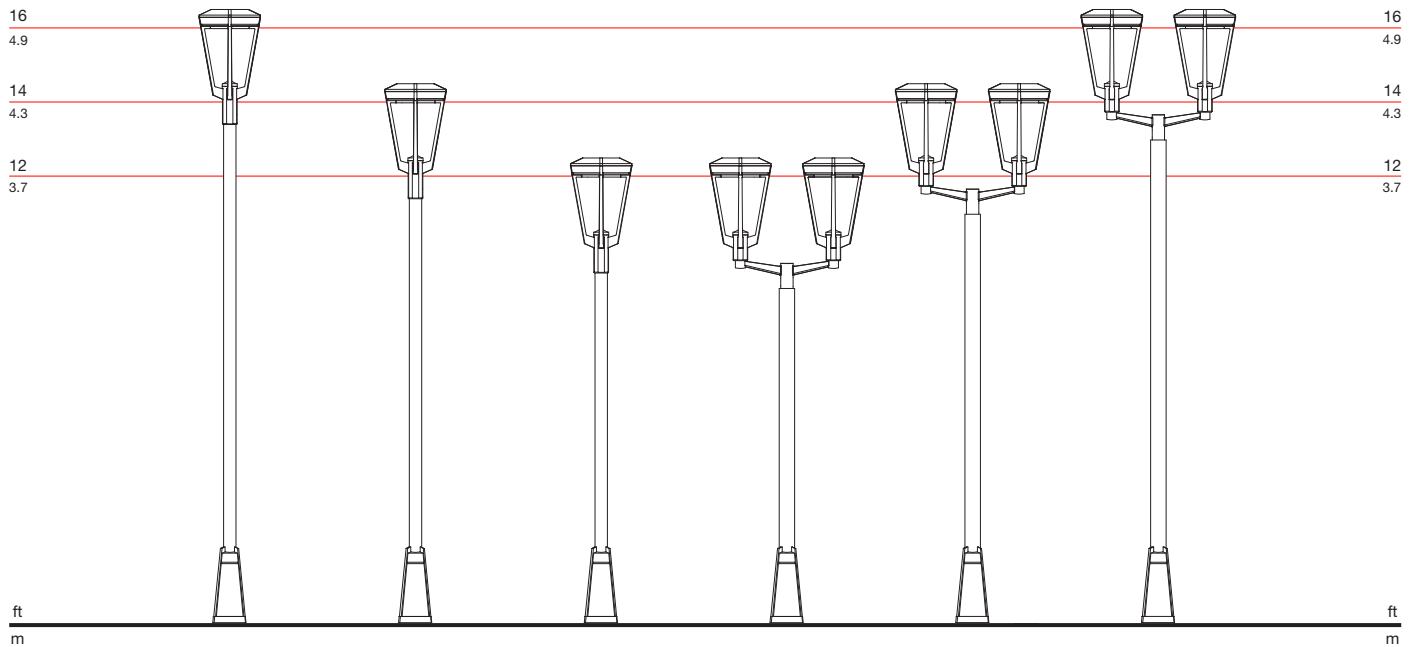
Lamp: 12 Cree XHP50 LEDs  
CCT: 3000K, 3500K, 4000K  
L70: >100,000 hrs  
Drive Current: 1000mA  
Optic: Carclo Optics  
Lens: Diffused Acrylite®  
Power Supply: 100V-277V  
LED Driver: TRP PLED-96W  
Dimmable: 0-10V  
BUG Rating: B2 U1 G1  
IP Rating: IP66 for LED Cartridge



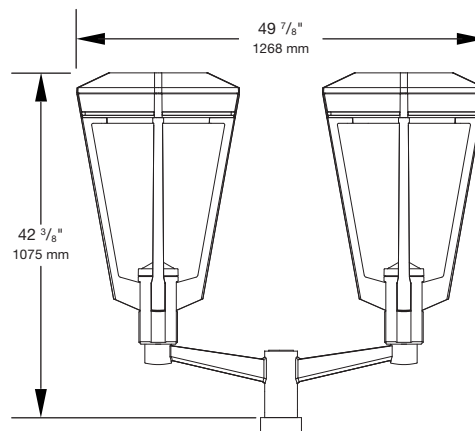


## ASHBERY PEDESTRIAN LIGHT

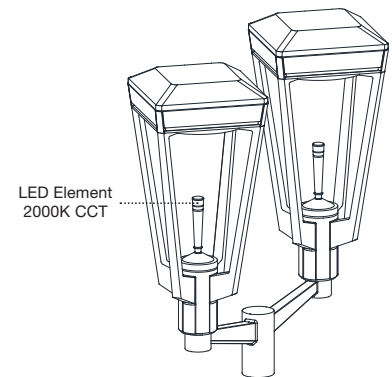
## Product Data Sheet



Weight: 55 lbs  
EPA: 2.57 ft<sup>2</sup>



Weight: 115 lbs  
EPA: 5.45 ft<sup>2</sup>



## ASHBERY PEDESTRIAN LIGHT

## Product Data Sheet



## To Order Ashbery Pedestrian Luminaire

Specify in order: Product, Lamp, Drive Current, Color Temperature, Input Voltage, Center Element, Connection, Optional Twist Lock Receptacle and Powdercoat Color.

Product	Lamp	Drive Current	Color Temp.	Input Voltage	Center Element	Connection	Twist Lock*
AP ASHBERY	206L3 (6 LED Type 3) 212L5 (12 LED Type 5)	100F (1000 mA)	40K (4000K) 35K (3500K) 30K (3000K)	UV1 (100-277VAC)	20K (2000K)	P2 (Single Tenon) CC1 (Arm Mount)	NTW (No Twist Lock) TW1 (Twist Lock)

EXAMPLE: AP – 206L3 – 100F – 35K / UV1 – 20K – P2 – TW1 – Powdercoat Color

\*If luminaire is specified with CC1 (Arm Mount), specify optional Twist Lock Receptacle with pole.

## To Order Ashbery Pedestrian Aluminum Pole

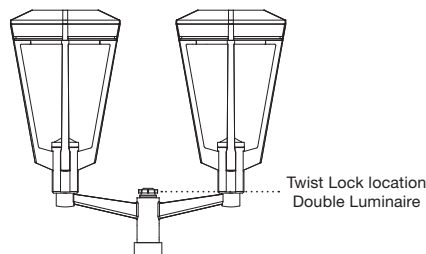
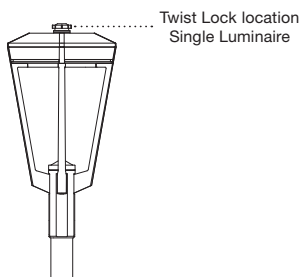
Specify in order: Product, Height, Connection, Pole Diameter, Base Cover, optional Twist Lock Receptacle and Powdercoat Color.

Single Luminaire	Product	Height	Connection	Pole Diameter	Base	Twist Lock
	AP ASHBERY	12 (144in) 14 (168in) 16 (192in)	P2 (Single Tenon)	4 (4 inches)	NUT (Nut Covers) CVR (Cover Plate)	To be specified with luminaire.

Double Luminaire	Product	Height	Connection	Pole Diameter	Base	Twist Lock
	AP ASHBERY	12 (144in) 14 (168in) 16 (192in)	2CC1 (Dual Arm)	5 (5 inches)	NUT (Nut Covers) CVR (Cover Plate)	NTW (No Twist Lock) TW1 (Twist Lock)

EXAMPLE: AP – 14 – P2 – 4 – CVR – Powdercoat Color



# ASHBERY PEDESTRIAN LIGHT

## Product Data Sheet



### Finish

Pangard® II, offered exclusively by Landscape Forms, is a 19 step program of cleaning, priming, and powdercoating that produces the finest metal finish available for site furniture. In addition, Pangard® II contains no heavy metals and is free of Hazardous Air Pollutants.

### Warranty

LED lighting products are warranted for six years.

### Other

UL Listed, RoHS Compliant  
U.S. Patent Pending



Ashbery is designed by Robert A.M. Stern Architects

Visit our [landscapeforms.com](http://landscapeforms.com) for more information. Specifications are subject to change without notice.

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landscapeforms®

# ASHBERY WALL MOUNT

## Product Data Sheet



Ashbery is a trio of lights that brings together advanced LED technology and optics with an homage to traditional-style lights that have a special place in the American lexicon. The wall mounted light is designed to provide soft lighting adjacent to buildings to extend the safe use of outdoor areas. Cast aluminum parts in a full color palette are finished with Landscape Forms proprietary Pangard II® HAPS, VOC, lead-free polyester powdercoat.

### Lighting Facts®

Landscape Forms is committed to the development of energy efficient lighting. We participate in the Department of Energy Lighting Facts® label program. This activity is voluntary but helps consumers evaluate the multitude of products on the market today. The Lighting Facts® label provides a quick but comprehensive summary of luminaire performance as measured by the IESNA LM-79 photometric test standard for solid state lighting.

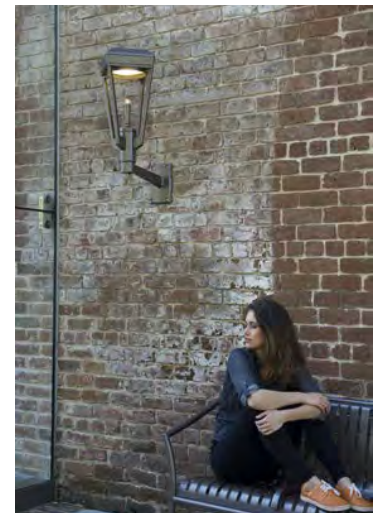
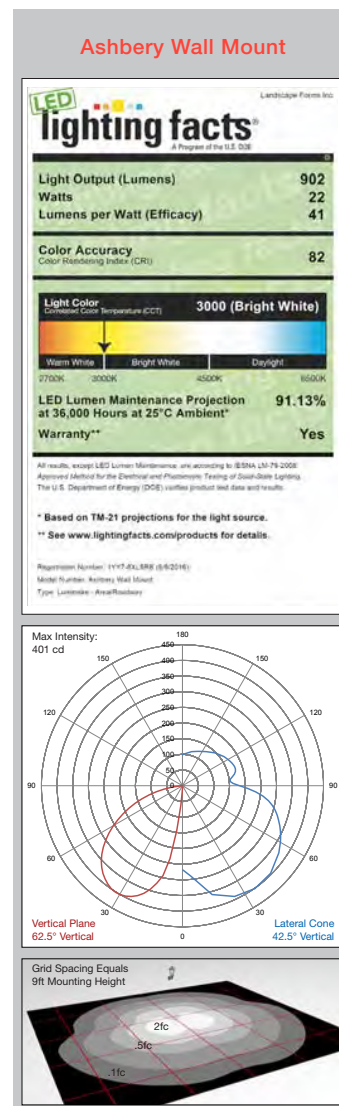
### Electrical

Surge protected 100V-277V 50/60 Hz, Class 2 LED dimmable driver. Ashbery Wall Mount ships prewired. LED cartridge with weatherproof quick disconnect provides ease of installation and serviceability.

### Ashbery Wall Mount

#### Type 3 Distribution

Lamp: 8 Cree XP-G2 LEDs  
CCT: 3000K, 3500K, 4000K  
L70: >100,000 hrs  
Drive Current: 700mA  
Optic: Khatod Collimators  
Lens: Diffused Acrylite®  
Power Supply: 100V-277V  
LED Driver: TRP LED-20W  
Dimmable: 0-10V  
BUG Rating: B0 U1 G1  
IP Rating: IP66 for LED Cartridge  
Weight: 28 lbs





## ASHBERY WALL MOUNT

## Product Data Sheet



## Finish

Pangard II® polyester powdercoat finish, offered exclusively by Landscape Forms, is a 19 step program of cleaning, priming, and powdercoating that resists rusting, chipping, peeling and fading. Pangard II® contains no heavy metals, is HAPs-free and has extremely low VOCs.

## To Order

Specify in order: Product, Lamp, Drive Current, Color Temperature, Input Voltage, Center Element, Mounting, optional Twist Lock receptacle and Powdercoat Color.

Product	Lamp	Drive Current	Color Temp.	Input Voltage	Center Element	Mounting	Twist Lock
AP ASHBERY	108L3 ( 8 LED Type 3 )	070F ( 700 mA )	40K ( 4000K ) 35K ( 3500K ) 30K ( 3000K )	UV1 ( 100-277VAC )	20K ( 2000K )	MW1 ( Wall Mount )	NTW ( No Twist Lock ) TW1 ( Twist Lock )

EXAMPLE: AP – 108L3 – 070F – 35K / UV1 – 20K – CC1W – NTW – Powdercoat Color

## Warranty

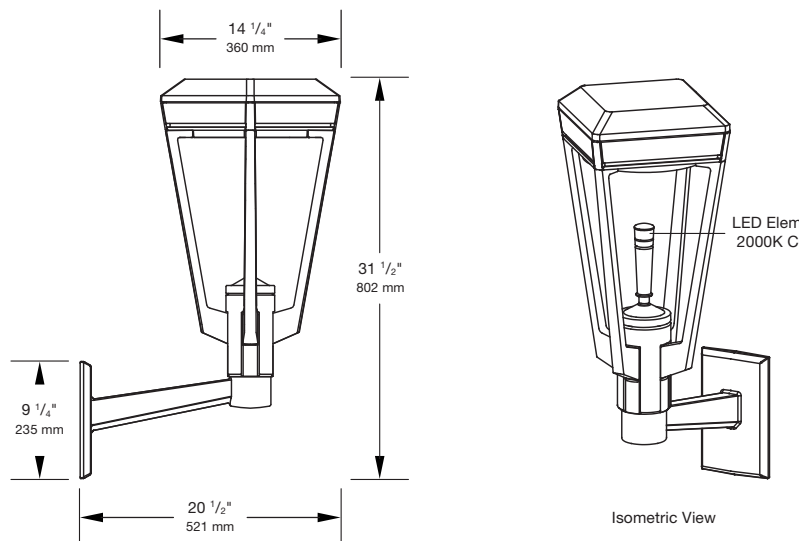
LED lighting products are warranted for six years.

## Other

UL Listed, RoHS Compliant  
U.S. Patent Pending



Ashbery is designed by Robert A.M. Stern Architects



Visit our [landscapeforms.com](http://landscapeforms.com) for more information. Specifications are subject to change without notice.

Landscape Forms supports the Landscape Architecture Foundation at the Second Century level.

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**300 SERIES****MLB300-M**

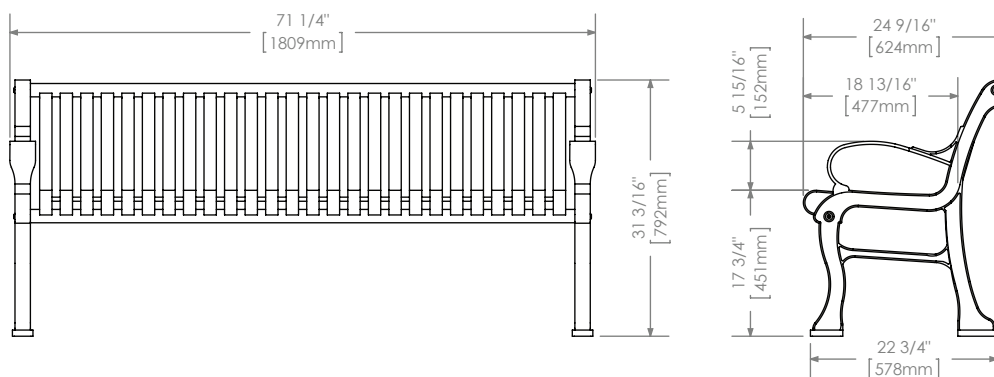
**MATERIALS:** Bench ends are made from solid cast aluminum. The seat employs flat bar straps and H.S. steel tube.

**FINISH:** All steel components are protected with E-Coat rust proofing.  
The Maglin Powdercoat System provides a durable finish on all metal surfaces.

**INSTALLATION:** The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.

**TO SPECIFY:** Select MLB300-M  
Choose:  
- Powdercoat Color

**OPTIONS:**  
- Center Arm  
- Plaque  
- Skate Deterrent  
- Personalization

**DIMENSIONS:**

Height: 31.19" (79.2cm)  
Length: 71.25" (180.9cm)  
Depth: 24.56" (62.4cm)  
Weight: 130.3lbs (59.1kg)

**MAGLIN**

T 800-716-5506  
F 877-260-9393  
WWW.MAGLIN.COM  
SALES@MAGLIN.COM

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- Details and specifications may vary due to continuing improvements of our products.



# MAGLIN<sup>TM\*</sup>

T 800-716-5506  
F 877-260-9393  
WWW.MAGLIN.COM  
SALES@MAGLIN.COM

## MLB300-W

**MATERIALS:** Bench ends are made from solid cast aluminum. The seat employs 1.00" x 2.75" (2.5 cm x 7.0 cm) Ipe wood slats.

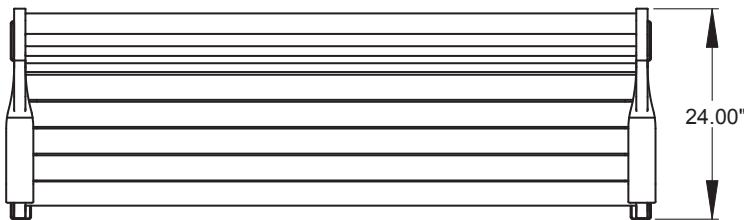
**FINISH:** All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces. Wood slats are finished with penetrating sealers.

**INSTALLATION:** The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.

**TO SPECIFY:** Select MLB300-W  
Choose:  
- Powdercoat Color

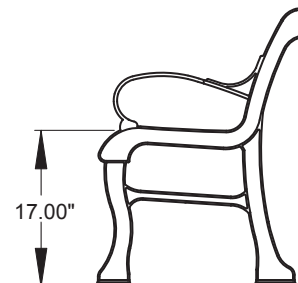
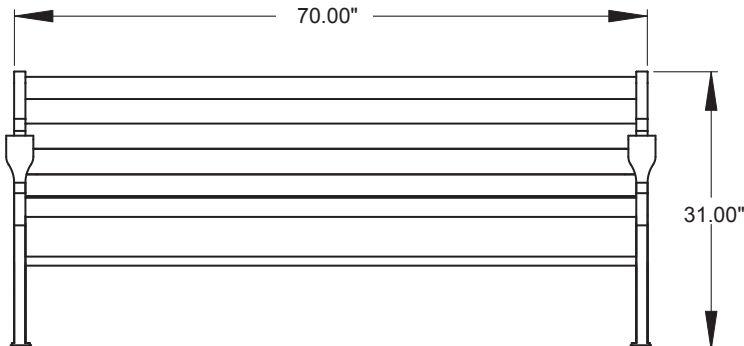
**OPTIONS:**  
- Center Arm  
- Plaque  
- Skate Deterrent  
- Personalization

**COMPLEMENTARY PRODUCTS:**  
- MLWR550-32  
- MTB200 Series



### DIMENSIONS:

Height: 31.00" (78.7 cm)  
Length: 70.00" (177.8 cm)  
Depth: 24.00" (60.9 cm)  
Seat: 17.00" (43.2 cm)  
Weight: 95lbs (43kg)



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-Details and specifications may vary due to continuing improvements of our products.



# MAGLIN™

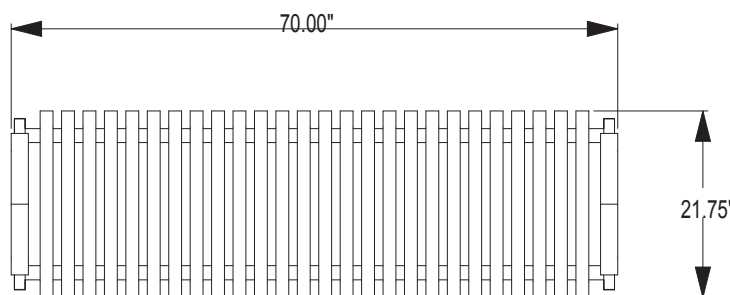
T 800-716-5506  
F 877-260-9393  
WWW.MAGLIN.COM  
SALES@MAGLIN.COM

## MLB300B-M

- MATERIALS:** Bench ends are made from solid cast aluminum. The seat employs H.S. steel tube and flat bar straps or Ipe wood slats.
- FINISH:** All steel components are protected with E-Coat rust proofing. The Maglin Powdercoat System provides a durable finish on all metal surfaces.
- INSTALLATION:** The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.
- TO SPECIFY:** Select MLB300B-M  
Choose:  
- Powdercoat Color

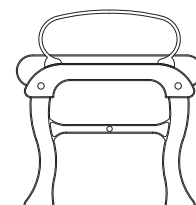
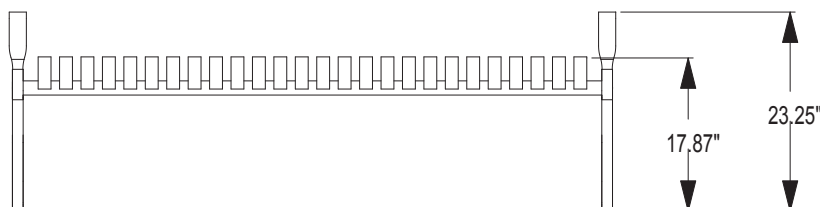


- COMPLEMENTARY PRODUCTS:**
- MLB300-M
  - MLWR550-32
  - MBR200 Series



### DIMENSIONS:

Height: 23.25" (59.1 cm)  
Length: 70.00" (177.8 cm)  
Depth: 21.75" (55.2 cm)  
Seat: 17.87" (45.4 cm)  
Weight: 100lbs (44kg)

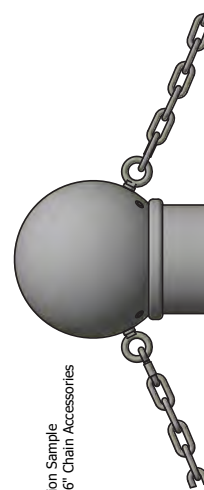
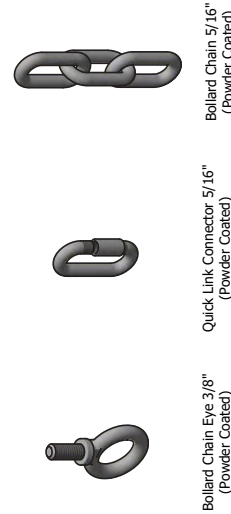
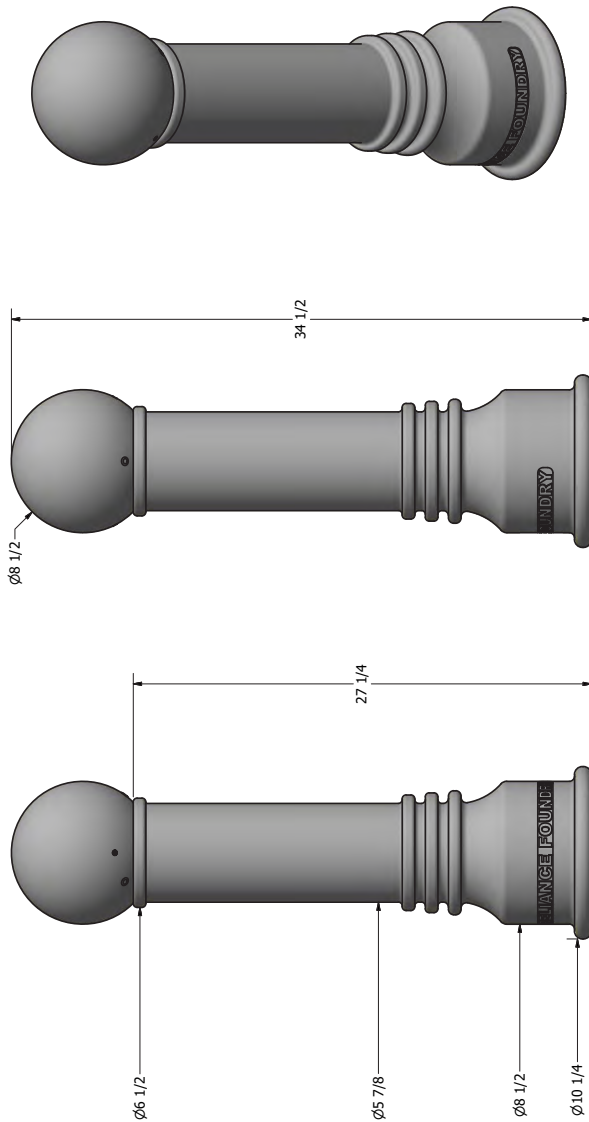


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**Bollard R-7555**



### Installation Sample with 5/16" Chain Accessories

**General Description:**

The R-7555 Decorative Bollard is made from a versatile ductile iron, featuring a clean finish and large spherical top casting. Bollard surfaces are protected by a durable powder coating, available in 6 standard colors, to prevent wear and corrosion. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

**Specifications:**

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs (Bollard Only)  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

### Finish Options:

• Polyester Powdercoated  
See Reliance Foundry's standard color options at:  
[www.reliance-foundry.com/bollard/colors-bollards](http://www.reliance-foundry.com/bollard/colors-bollards)

### Installation Options:

- Fixed - Anchor Casting in New Concrete (see sheet 2 of 9)
- Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 9)
- Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 9)
- Post Cover - New Post in New Concrete (see sheet 5 of 9)
- Post Cover - Existing Post with Adhesive Anchor (see sheet 6 of 9)
- Removable - Anchor Casting in New Concrete (see sheet 7 of 9)
- Removable - Concrete Insert Anchor in Existing Concrete (see sheet 8 of 9)
- Removable - Premium Retractable in New Concrete (see sheet 9 of 9)

For more information on bollard post installation, please visit [www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

### Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)

### Optional Accessories:

- Chain Eye
  - Quick link
  - Chain (5/16")
  - Padlock, Brass (1 3/4")
  - Padlock, Stainless Steel (2")
- See Reliance Foundry's optional accessories at:  
[www.reliance-foundry.com/bollard/accessories-bollards](http://www.reliance-foundry.com/bollard/accessories-bollards)

See Reliance Foundry's optional accessories at:  
[www.reliance-foundry.com/bollard/accessories-b](http://www.reliance-foundry.com/bollard/accessories-b)

RELIANCE FOUNDRY

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www.reliance-foundry.com

TITLE
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Bollard R-7555

SIZE <b>C</b>	DWG NO <b>R7555</b>	REV <b>C1</b>
NOT TO SCALE		SHEET 1 OF 9

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# Bollard R-7555

## General Description:

The R-7555 Decorative Bollard is made from a versatile ductile iron, featuring a clean finish and large spherical top casting. Bollards are protected by a durable powder coating. Bollards are available in fixed, stand-alone and removable. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable bollards are available.

## Specifications:

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs (Bollard Only)  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

## Finish Options:

o Polyester Powdercoated  
See Reliance Foundry's standard color options at:  
[www.reliance-foundry.com/bollard/colors-bollards](http://www.reliance-foundry.com/bollard/colors-bollards)

## Installation Options:

- o Fixed - Anchor Casting in New Concrete (see sheet 2 of 9)
- o Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 9)
- o Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 9)
- o Post Cover - New Post in New Concrete (see sheet 5 of 9)
- o Post Cover - Existing Post with Adhesive Anchor (see sheet 6 of 9)
- o Removable - Anchor Casting in New Concrete (see sheet 7 of 9)
- o Removable - Concrete Insert Anchor in Existing Concrete (see sheet 8 of 9)
- o Removable - Premium Retractable in New Concrete (see sheet 9 of 9)

For more information on bollard post installation, please visit:  
[www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

## Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)

Tools needed:  
1) Measuring tape  
2) 1 1/2" wrench  
3) 3/16" hex key

- Notes:
- 1) Bollard post is provided as shown. Concrete, foundation and/or installation ordered separately or provided by others.
  - 2) Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
  - 3) Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
  - 4) Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST			DESCRIPTION		MATERIAL		WEIGHT	
ITEM	QTY	PART NUMBER						
1	1	R7555B	R7555 Base		Ductile Iron Powder Coated		63 lbs	
2	1	R7555C	R7555 Cap		Ductile Iron Powder Coated		15 lbs	
3	1	R7500AN 1"	R7500 Anchor Casting 1"		Ductile Iron Hot Dip Galvanized		8 3/8 lbs	
4	1	R7500BAR 1"	R7500 Threaded Bar, 1" x 31"		Steel Plated		6 3/4 lbs	
5	1	Washer, 1" OD 3 1/2"	Washer, 1" OD 3 1/2" Thick 1/4"		Steel Plated		5/8 lbs	
6	1	Hex Nut 1"	Hex Nut 1" - requires 1 1/2" wrench		Steel Plated		1/4 lbs	
7	3	Hexagon Socket Set Screw 3/8" x 5/8"	Hexagon Socket Set Screw 3/8" x 5/8" - requires 3/16" hex key		Stainless Steel			
8	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"		LDPE Black			

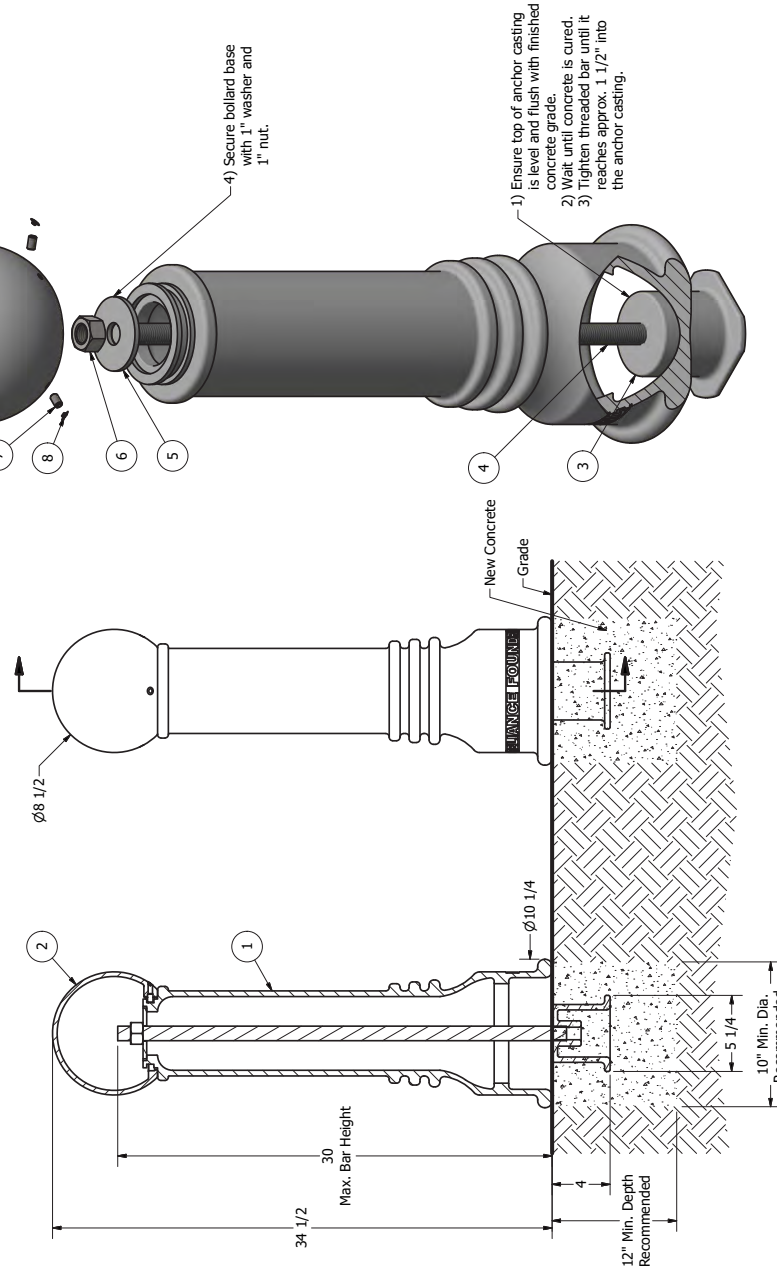
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Bollard R-7555

SIZE	DWG NO	REV
C	R7555	C1
NOT TO SCALE		SHEET 2 OF 9







## Bollard R-7555

**General Description:**  
The R-7555 Decorative Bollard is made from a versatile ductile iron, featuring a clean finish and large spherical top casting. Bollard surfaces are protected by a durable powder coating. Bollards are available in fixed, stand-alone and removable configurations. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

**Specifications:**

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs (Bollard Only)  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

**Finish Options:**

○ Polyester Powdercoated  
See Reliance Foundry's standard color options at:  
[www.reliance-foundry.com/bollard/colors-bollards](http://www.reliance-foundry.com/bollard/colors-bollards)

**Installation Options:**

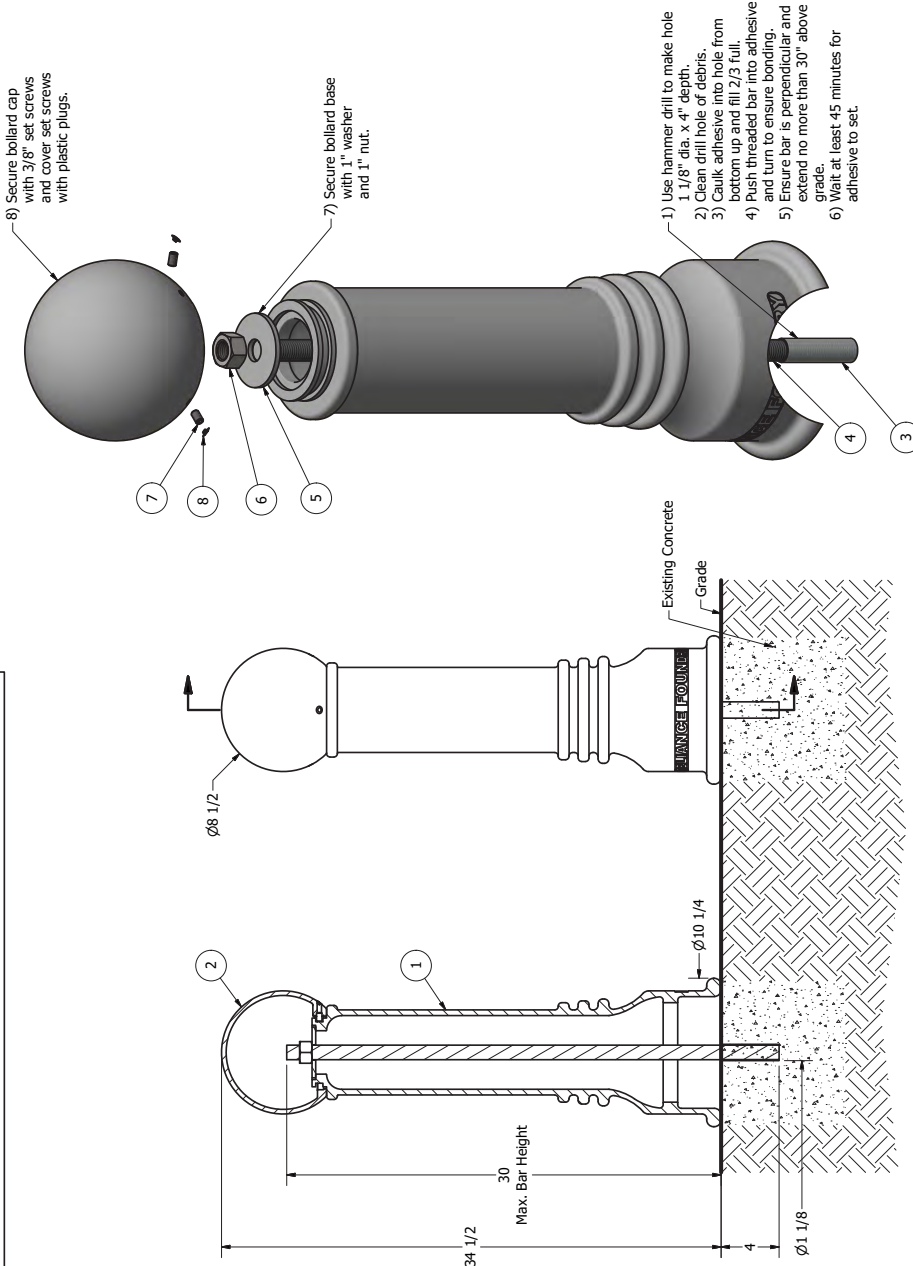
- Fixed - Anchor Casting in New Concrete (see sheet 2 of 9)
- Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 9)
- Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 9)
- Post Cover - New Post in New Concrete (see sheet 5 of 9)
- Post Cover - Existing Post with Adhesive Anchor (see sheet 6 of 9)
- Removable - Anchor Casting in New Concrete (see sheet 7 of 9)
- Removable - Concrete Insert Anchor in Existing Concrete (see sheet 8 of 9)
- Removable - Premium Retractable in New Concrete (see sheet 9 of 9)

For more information on bollard post installation, please visit:  
[www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

**Care and Maintenance:**

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)

**Tools needed:**

- 1) Measuring tape
- 2) 1 1/2\"
- 3) 3/16\"
- 4) Hammer drill
- 5) 1 1/8\"
- 6) Caulking gun and utility knife

- Notes:**
- 1) Bollard post is provided as shown. Concrete, foundation and/or installation ordered separately or provided by others.
  - 2) Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
  - 3) Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
  - 4) Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

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**Bollard R-7555**

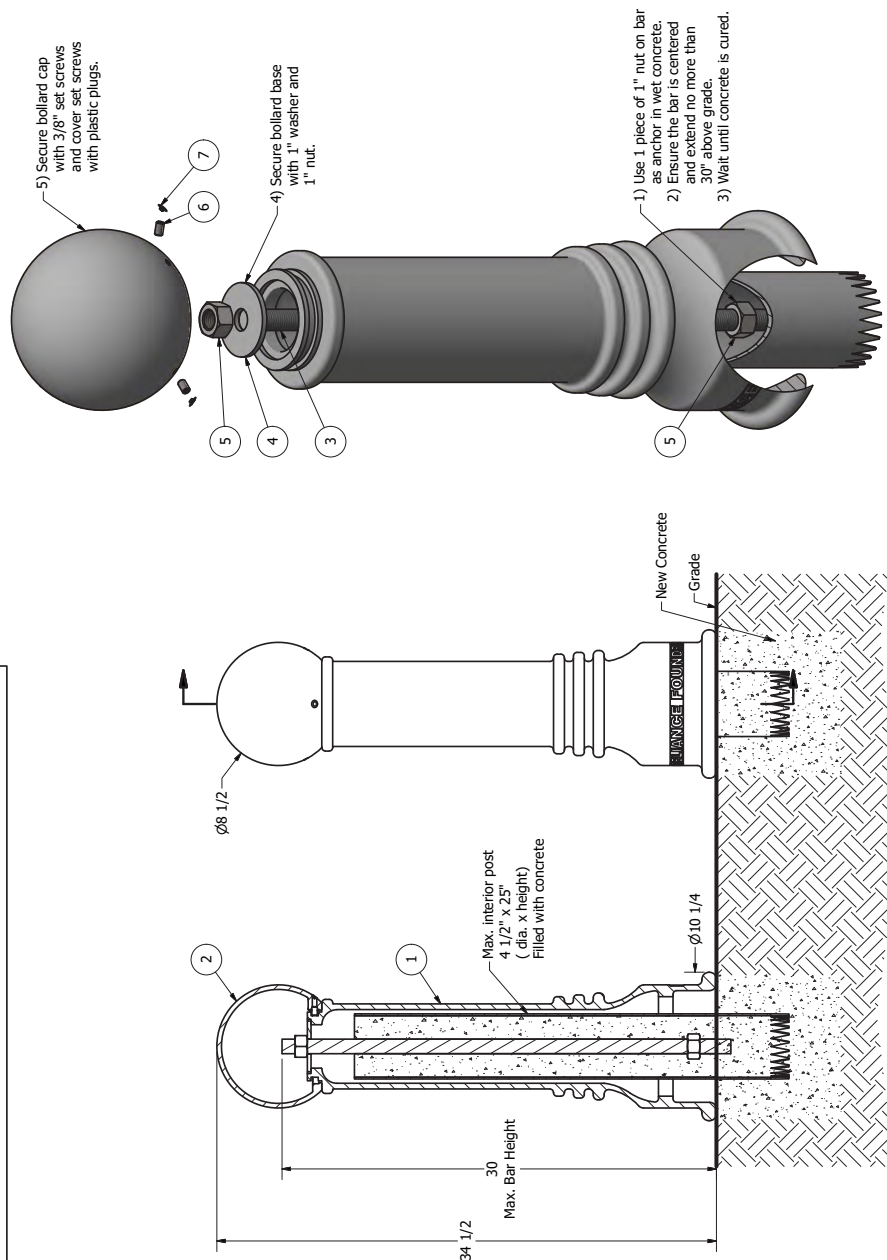
SIZE	DWG NO	REV
C	R7555	C1

NOT TO SCALE

SHEET 4 OF 9

PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	R7555B	R7555 Base
2	1	R7555C	R7555 Cap
3	1	Adhesive Anchor	AC100+ Gold Adhesive Anchoring System
4	1	R7500BAR 1"	R7500 Threaded Bar, 1" x 34"
5	1	Washer, 1" OD 3 1/2"	Washer, 1" OD 3 1/2" Thick 1/4"
6	1	Hex Nut 1"	Hex Nut 1" - requires 1 1/2" wrench
7	3	Hexagon Socket Set Screw 3/8" x 5/8"	Hexagon Socket Set Screw 3/8" x 5/8" - requires 3/16" hex key
8	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"

Bollard R-7555



**Tools needed:**

- 1) Measuring tape
- 2) 1 1/2" wrench
- 3) 3/16" hex key

- Notes:**
- 1) Ballast post is provided as shown. Concrete, foundation and/or installation ordered separately or provided by others.
  - 2) Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
  - 3) Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
  - 4) Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

**General Description:**

The R-7555 Decorative Bollard is made from a versatile ductile iron, featuring a clean finish and large spherical top casting. Bollard surfaces are protected by a durable powder coating, available in 6 standard colors, to prevent wear and corrosion. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

**Specifications:**

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs ( Bolland Only )  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

### Finish Options:

© Polyester Powdercoated

### Installation Options:

- |  |   |  |   |   |  |   |   |
|--|---|--|---|---|--|---|---|
| ○ Fixed - Anchor Casting in New Concrete<br>(see sheet 2 of 9) | ○ Fixed - Concrete Insert Anchor in Existing Concrete<br>(see sheet 3 of 9) | ○ Fixed - Adhesive Anchor in Existing Concrete<br>(see sheet 4 of 9) | ○ Post Cover - New Post in New Concrete<br>(see sheet 5 of 9) | ○ Post Cover - Existing Post with Adhesive Anchor<br>(see sheet 6 of 9) | ○ Removable - Anchor Casting in New Concrete<br>(see sheet 7 of 9) | ○ Removable - Concrete Insert Anchor in Existing Concrete<br>(see sheet 8 of 9) | ○ Removable - Premium Retractable in New Concrete<br>(see sheet 9 of 9) |
|--|---|--|---|---|--|---|---|

For more information on bollard post installation, please visit:  
[www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

### Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)

ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R7555B	R7555 Base	Ductile Iron Powder Coated	63 lbs
2	1	R7555C	R7555 Cap	Ductile Iron Powder Coated	15 lbs
3	1	R7500BAR 1"	R7500 Threaded Bar 1" x 31"	Ductile Iron Powder Coated	6 3/4 lbs
4	1	Washer 1" OD 3 1/2"	Washer 1" OD 3 1/2" Thick 1/4"	Steel Plated	5/8 lbs
5	2	Hex Nut 1"	Hex Nut 1" - requires 1 1/2" wrench	Steel Plated	1/4 lbs
6	3	Hexagon Socket Set Screw 3/8" x 5/8"	Hexagon Socket Set Screw 3/8" x 5/8" - requires 3/16" hex key	Stainless Steel	
7	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"	LDPE Black	

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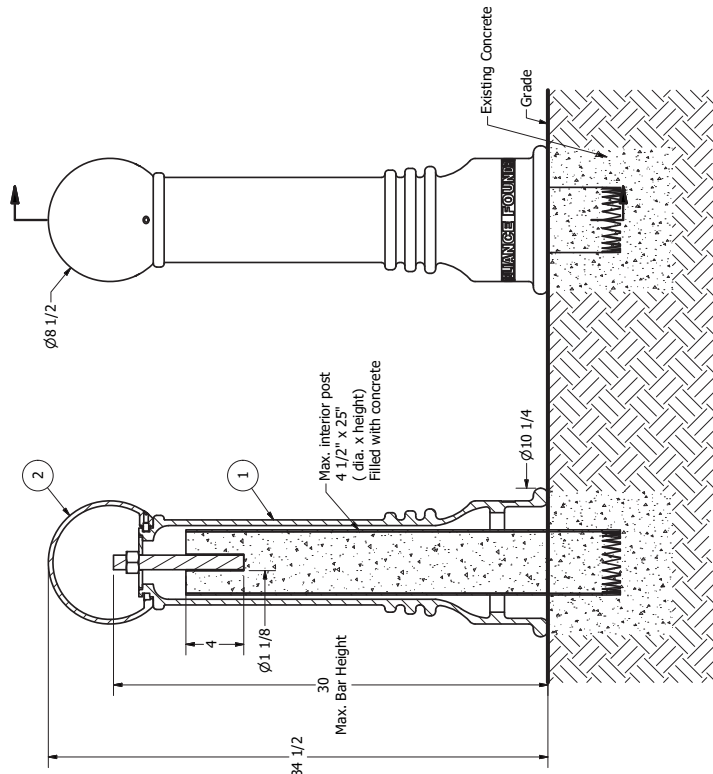
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Bollard R-7555

SIZE	DWG NO	REV
C	R7555	C1

# Bollard R-7555



## General Description:

The R-7555 Decorative Bollard is made from a versatile ductile iron, requiring a clean finish and large spherical top casting. Bollard surfaces are protected by a durable powder coating, available in a variety of colors to match your environment. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

## Specifications:

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs (Bollard Only)  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

## Finish Options:

o Polyester Powdercoated  
See Reliance Foundry's standard color options at:  
[www.reliance-foundry.com/bollard/colors-bollards](http://www.reliance-foundry.com/bollard/colors-bollards)

## Installation Options:

- o Fixed - Anchor Casting in New Concrete (see sheet 2 of 9)
- o Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 9)
- o Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 9)
- o Post Cover - New Post in New Concrete (see sheet 5 of 9)
- o Post Cover - Existing Post with Adhesive Anchor (see sheet 6 of 9)
- o Removable - Anchor Casting in New Concrete (see sheet 7 of 9)
- o Removable - Concrete Insert Anchor in Existing Concrete (see sheet 8 of 9)
- o Removable - Premium Retractable in New Concrete (see sheet 9 of 9)

For more information on bollard post installation, please visit:  
[www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

## Care and Maintenance:

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)

- Tools needed:
- 1) Measuring tape
  - 2) 1 1/2" wrench
  - 3) 3/8" allen key
  - 4) Hammer drill
  - 5) 1 1/8" Masonry drill bit
  - 6) Caulking gun

- Notes:
- 1) Bollard post is provided as shown. Concrete, foundation and/or installation ordered separately or provided by others.
  - 2) Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
  - 3) Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
  - 4) Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST		
ITEM	QTY	PART NUMBER
1	1	R7555B
2	1	R7555C
3	1	Adhesive Anchor
4	1	R7500 Threaded Bar, 1" Custom Order Length
5	1	Washer, 1" OD 3 1/2"
6	1	Hex Nut 1" - requires 1 1/2" wrench
7	3	Hexagon Socket Set Screw 3/8" x 5/8"
8	3	Polyethylene Plug 3/8"

MATERIAL	WEIGHT
Ductile Iron Powder Coated	63 lbs
Ductile Iron Powder Coated	15 lbs
Vinylester Adhesive Mortar	5/8 lbs
Steel Plated	TBD
Steel Plated	5/8 lbs
Steel Plated	1/4 lbs
Stainless Steel	
LDPE Black	

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Bollard R-7555

DWG NO  
R7555

REV  
C1

NOT TO SCALE

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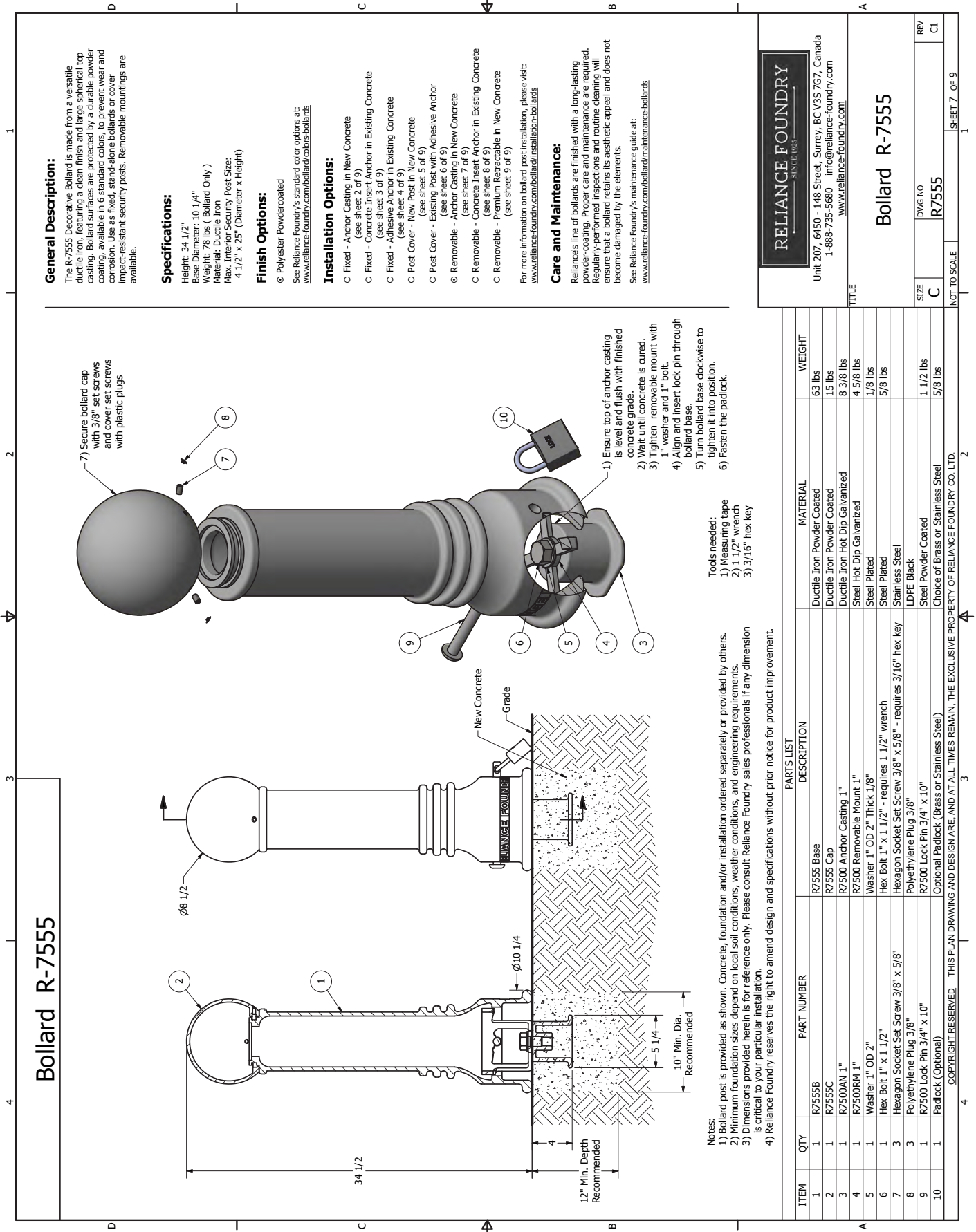
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## Bollard R-7555

**General Description:**  
The R-7555 Decorative Bollard is made from a versatile ductile iron, featuring a clean finish and large spherical top casting. Bollard surfaces are protected by a durable powder coating. Bollards are available in standard and custom colors. Use as fixed, stand-alone bollards or cover impact-resistant security posts. Removable mountings are available.

**Specifications:**

Height: 34 1/2"  
Base Diameter: 10 1/4"  
Weight: 78 lbs (Bollard Only)  
Material: Ductile Iron  
Max. Interior Security Post Size:  
4 1/2" x 25" (Diameter x Height)

**Finish Options:**

○ Polyester Powdercoated  
See Reliance Foundry's standard color options at:  
[www.reliance-foundry.com/bollard/colors-bollards](http://www.reliance-foundry.com/bollard/colors-bollards)

**Installation Options:**

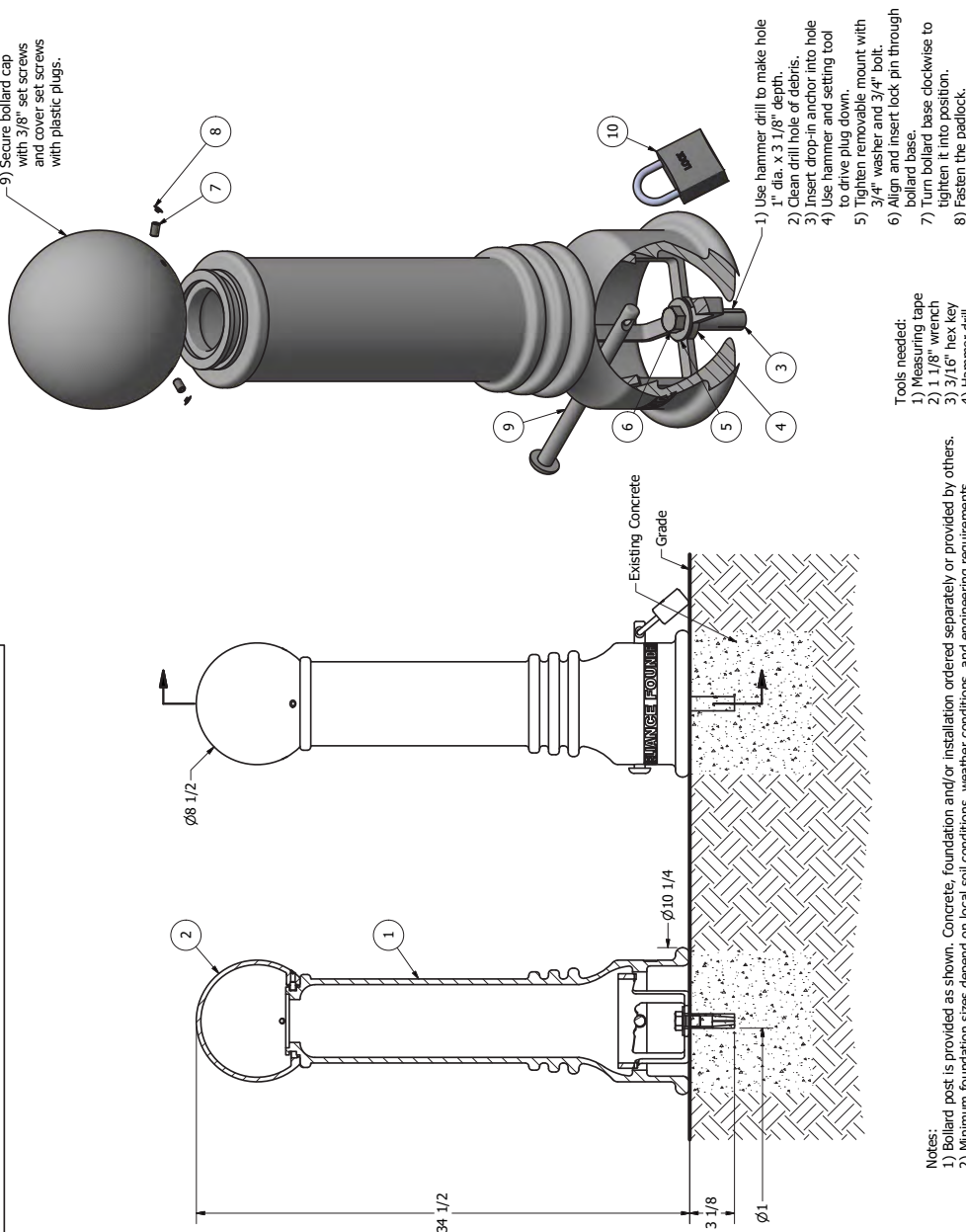
- Fixed - Anchor Casting in New Concrete (see sheet 2 of 9)
- Fixed - Concrete Insert Anchor in Existing Concrete (see sheet 3 of 9)
- Fixed - Adhesive Anchor in Existing Concrete (see sheet 4 of 9)
- Post Cover - New Post in New Concrete (see sheet 5 of 9)
- Post Cover - Existing Post with Adhesive Anchor (see sheet 6 of 9)
- Removable - Anchor Casting in New Concrete (see sheet 7 of 9)
- Removable - Concrete Insert Anchor in Existing Concrete (see sheet 8 of 9)
- Removable - Premium Retractable in New Concrete (see sheet 9 of 9)

For more information on bollard post installation, please visit:  
[www.reliance-foundry.com/bollard/installation-bollards](http://www.reliance-foundry.com/bollard/installation-bollards)

**Care and Maintenance:**

Reliance's line of bollards are finished with a long-lasting powder-coating. Proper care and maintenance are required. Regularly-performed inspections and routine cleaning will ensure that a bollard retains its aesthetic appeal and does not become damaged by the elements.

See Reliance Foundry's maintenance guide at:  
[www.reliance-foundry.com/bollard/maintenance-bollards](http://www.reliance-foundry.com/bollard/maintenance-bollards)



- Tools needed:**
- 1) Measuring tape
  - 2) 1 1/8" wrench
  - 3) 3/16" hex key
  - 4) Hammer drill
  - 5) 1" Masonry drill bit
  - 6) Hammer
  - 7) Drop-in concrete insert setting tool

- Notes:**
- 1) Bollard post is provided as shown. Concrete, foundation and/or installation ordered separately or provided by others.
  - 2) Minimum foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
  - 3) Dimensions provided herein is for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
  - 4) Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST			DESCRIPTION		MATERIAL		WEIGHT	
ITEM	QTY	PART NUMBER						
1	1	R7555B	R7555 Base		Ductile Iron Powder Coated		63 lbs	
2	1	R7555C	R7555 Cap		Ductile Iron Powder Coated		15 lbs	
3	1	Drop-in Concrete Insert 3/4"	Drop-in Concrete Insert 3/4" - requires 1" x 3 1/8" hole (dia. x depth)		Steel Plated		1/2 lbs	
4	1	R7500RM 1"	R7500 Removable Mount 1"		Steel Hot Dip Galvanized		4 5/8 lbs	
5	1	Washer 3/4" OD 2"	Washer 3/4" OD 2" Thick 1/8"		Steel Plated		1/8 lbs	
6	1	Hex Bolt 3/4" x 1 1/4"	Hex Bolt 3/4" x 1 1/4" - requires 1 1/8" wrench		Steel Plated		1/4 lbs	
7	3	Hexagon Socket Set Screw 3/8" x 5/8"	Hexagon Socket Set Screw 3/8" x 5/8" - requires 3/16" hex key		Stainless Steel			
8	3	Polyethylene Plug 3/8"	Polyethylene Plug 3/8"		LDPE Black			
9	1	R7500 Lock Pin 3/4" x 10"	R7500 Lock Pin 3/4" x 10"		Steel Powder Coated		1 1/2 lbs	
10	1	Padlock (Optional)	Optional Padlock (Brass or Stainless Steel)		Choice of Brass or Stainless Steel		5/8 lbs	

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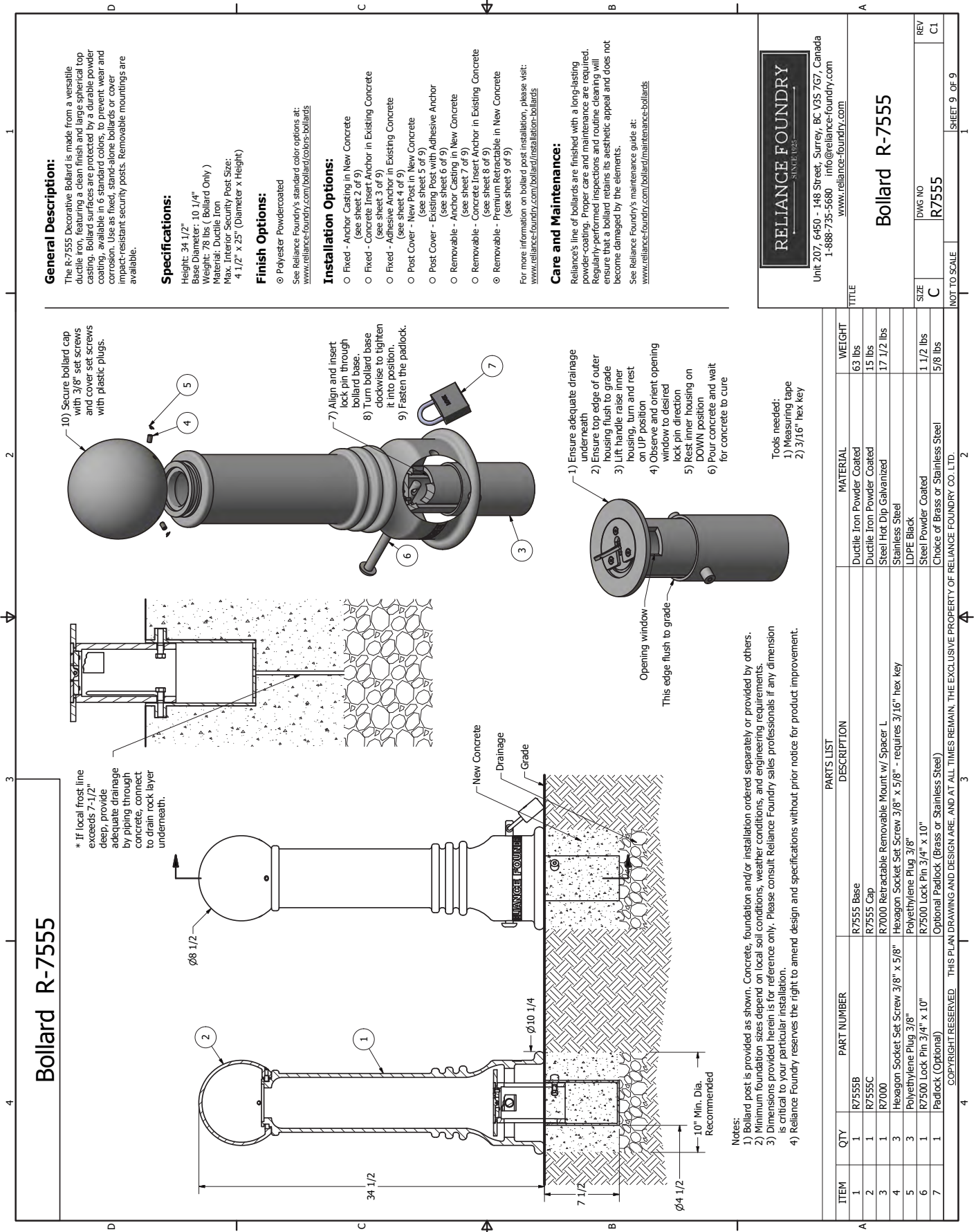
TITLE

**Bollard R-7555**

SIZE	DWG NO	REV
C	R7555	C1

NOT TO SCALE

SHEET 8 OF 9





## Product Sheet

## Green Circular Bench

Mobile tree planter with integrated hardwood seating



Product Code

**GCB-D230-PC**

Dimensions

ca. 230x85cm | 91x33" (Øxh)

Material

Seat: timber, untreated 100% Hardwood (Cumaru)  
Slats: (3,5x5,7cm | 1.4x2.2") ca. 40cm | 16" depth  
Aluminium tub, powdercoated in RAL color

Weight

ca. 240 kg = 530 lbs.

Packing unit

Completely preassembled

Cleaning & Maintenance

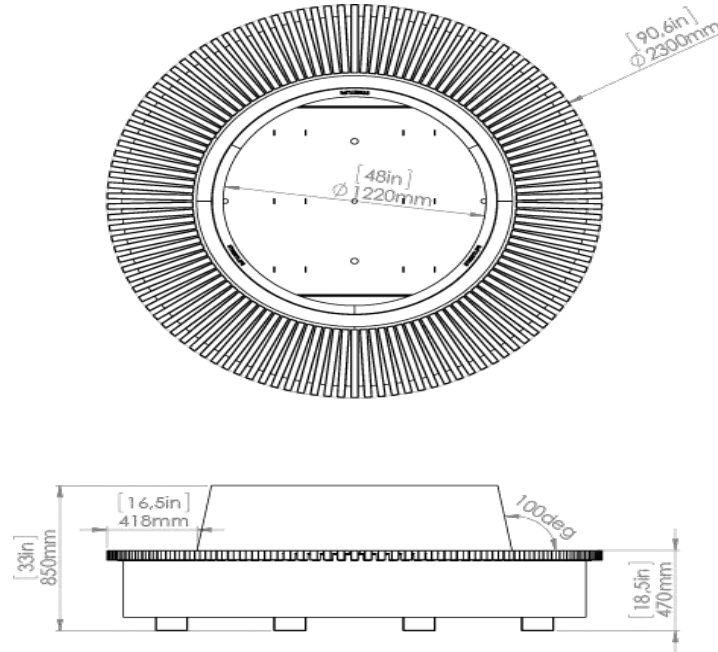
Timber: with clear water and soft brush or cloth; do not use high pressure cleaner or similar (this can open up the wood grain and make the surface coarse). The timber can be gently sanded every 2-3 years (in the direction of the wood grain)  
Clean annually with clear water and mild detergents

Rendering





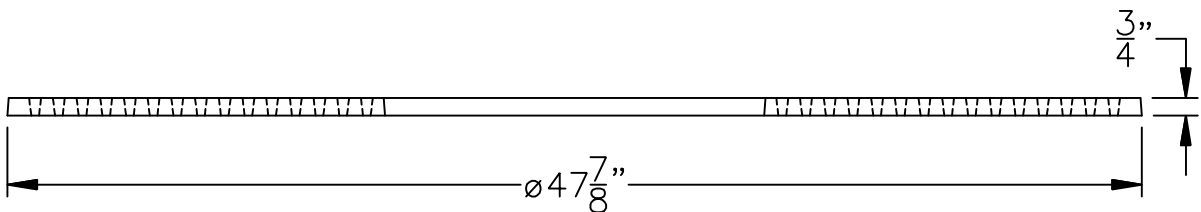
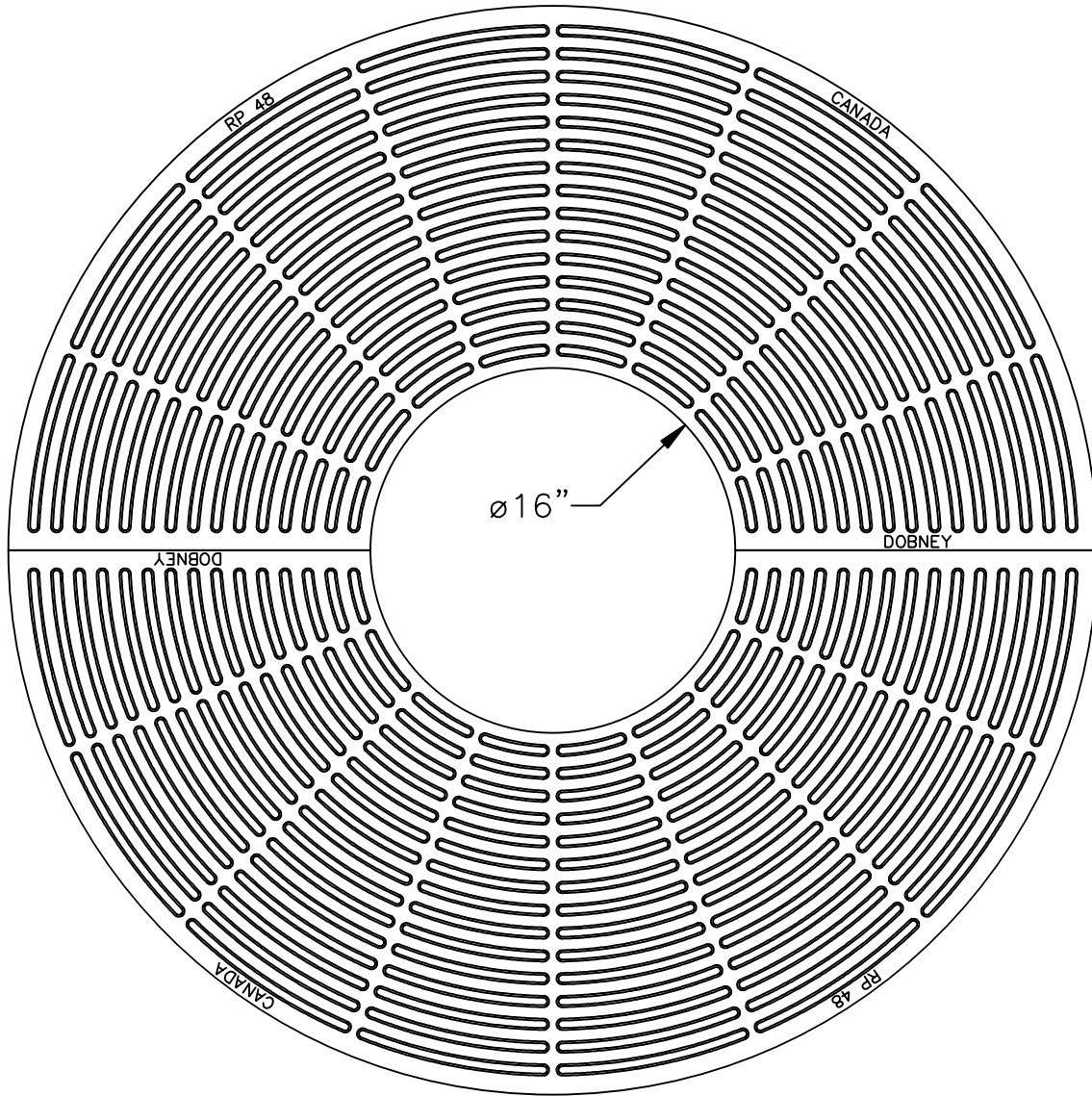
STREETLIFE®




\*Metric units are leading

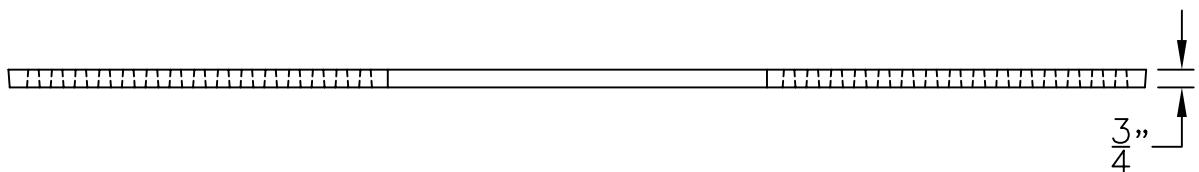
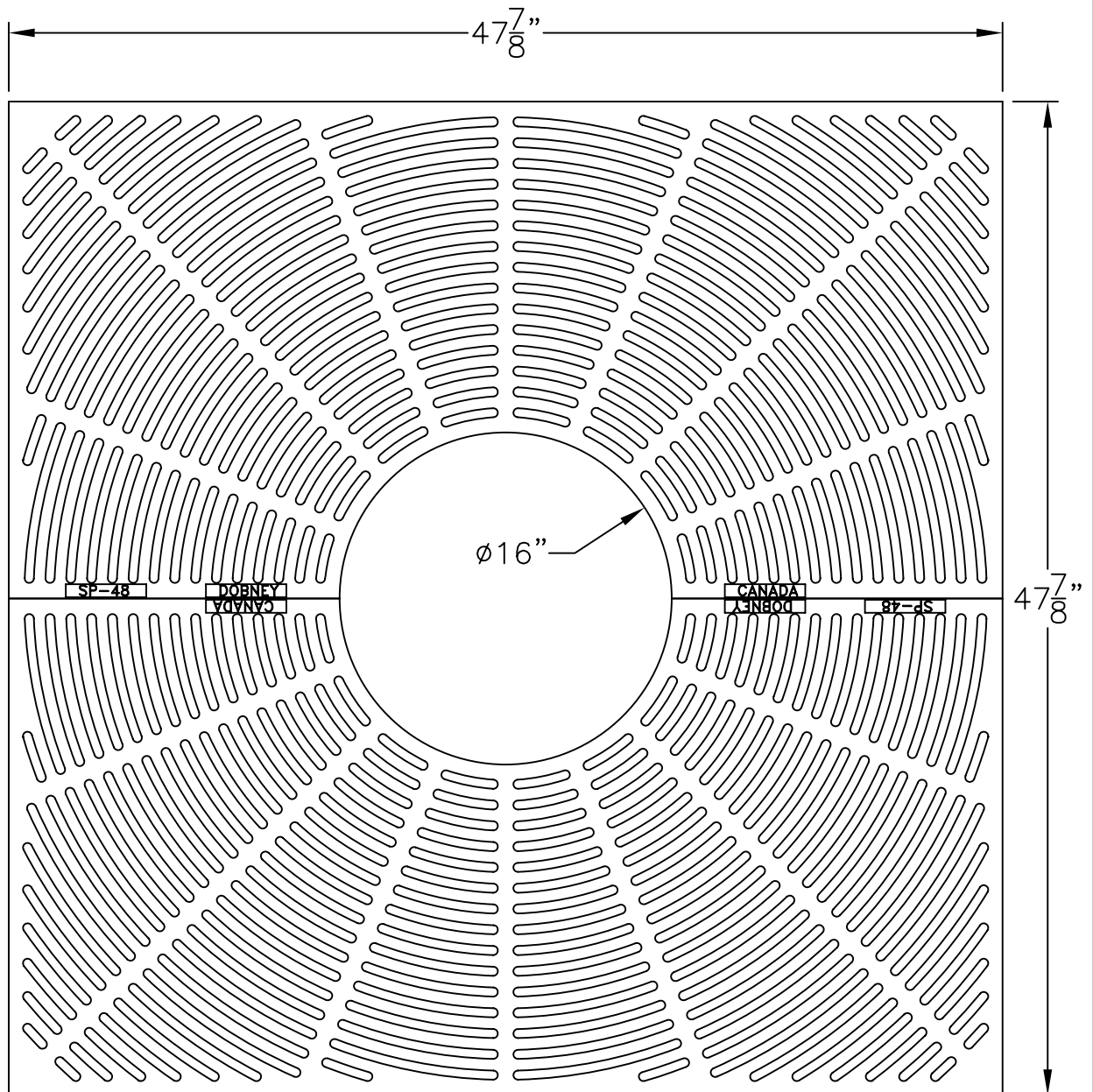
Design: Streetlife

Protected by int. Modeldepots & Patents



Approx. Weight:  
200 lbs/Set

	DOBNEY FOUNDRY LTD. SURREY B.C.
RATING—DUCTILE IRON	
TREE GRATE	NO. RP-48



APPROX. WEIGHT—108 KG

<b>DOBNEY</b>	DOBNEY FOUNDRY LTD. SURREY B.C.
RATING—DUCTILE IRON	
TREE GRATE	NO. SP-48

# ROMPOX®-D1



The proven paving jointing mortar

2 component epoxy resin paving jointing mortar



## PROPERTIES

- for light to medium traffic loads
- for joint widths from 3 mm | 1/8"
- for joint depths from 30 mm | 1 3/16"
- water permeable
- self compacting
- water emulsifiable
- can be applied to ground temperatures of > 0°C | > 32°F

Colour: neutral

Colour: stone grey

Colour: basalt





# INFO



## Films & Consumption calculator at [www.romex-pfm.de](http://www.romex-pfm.de)

### Application

**Construction site requirements:** The foundation needs to be prepared according to the expected traffic loads. Regulations and leaflets regarding construction of paved stone surfaces should be heeded. Future loads must not cause the surface to settle or loosen stones. Ideally "ROMEX®-TRASS-BED – the frost resistant drainage mortar" should be used. See separate product information.

**Preparation:** Clean out joints to a depth of at least 30 mm | 1 3/8" (minimum joint width 3 mm | 1/8"). The surface to be joint-fixed should be cleaned of all impurities before work commences. Adjoining surfaces that are not to be joint-fixed are taped off.

**Pre-wet:** Pre-wet the surface. Porous surfaces as well as higher surface temperatures, require more intense pre-wetting.

**Mix:** Pour the 25 kg | 55,1 lbs filler components into the mixing tub and start the mixing process. Whilst mixing, slowly add the separately packaged components completely into the mixture. After mixing for 3 minutes add water according to the product package and continue mixing well for at least 3 minutes.

**Application:** Apply the mixed paving jointing mortar onto the well moistened surface and work it carefully into the joints using a squeegee/rubber slider. The mortar is poured out at three or four spots within the jointing area in order to make best use of the fluidity of the paving jointing mortar. Application time at +20°C | +68°F is approx. 20 – 30 minutes.

**Final cleaning:** After approx. 10 – 15 minutes the excess mortar on the surface of the stones can be swept off carefully with a large, coarse broom. Then use a soft, hair broom to do a final cleaning until all residual mortar has been removed from the surface. The correct moment for sweeping, is when white smears no longer form on the stone surface during sweeping. Sweeping should be done diagonally to the joint. Do not re-use swept off material.

**Subsequent treatment:** The freshly jointed surface needs to be protected against rain for the next 12 – 24 hours. The rain protection layer must not be laid directly onto the paved surface this is to ensure sufficient air circulation. Safe rain protection is afforded by the specially developed ROMEX® protective surface mats, that can be simply laid on the surface. Please ask your trade supplier. During the initial period a very thin film of epoxy resin remains on the stone surface and intensifies the colour of the stone and protects it from dirt. This film disappears over the course of time due to weathering and abrasion.

#### Application data:

Application time:	20-30 minutes at +20 °C   +68 °F application temperature	
Surface temperature:	> 0 °C   > 32 °F	
at lower temperatures:	slow hardening	
at high temperatures:	quick hardening	
Surface re-opening:	can be walked on after 12 – 24 hours / can be driven on after 6 days	

Technical data:	Laboratory value*1	Building site value*2
Hard mortar raw density:	1,68 kg/dm³   0,97 oz/in³	1,43 kg/dm³   0,83 oz/in³
Bending tensile strength:	12,0 N/mm²   1.740 psi	7,9 N/mm²   1.145 psi
Compressive strength:	34,2 N/mm²   4.960 psi	16,6 N/mm²   2.408 psi
Static elasticity module:	8.000 N/mm²   1.160.302 psi	2.180 N/mm²   316.182 psi
Water permeability value:	-	7,5 x 10⁻⁴ m/s   106,2 iph (for a joint fraction of 10%)*3

**Storage life:** 24 months, resin/hardener components: frostfree, filler components: dry

**Consumption table in kg/m² | lb/sq ft - Basis for calculation: Joint depth 30 mm | 1 3/8"**

Stone size		40x40 cm	20x20 cm	16x24 cm	14x16 cm	9x11 cm	4x6 cm
		16" x 16"	8" x 8"	6 3/8" x 10"	5 5/8" x 6 3/8"	3 5/8" x 4 3/8"	1 3/8" x 2 3/8"
Joint width	3 mm   1/8"	0,7   0,14	1,4   0,29	1,4   0,29	1,7   0,35	2,6   0,53	4,9   1,00
	5 mm   3/16"	1,1   0,23	2,3   0,47	2,4   0,49	2,9   0,59	4,4   0,90	8,1   1,66
	8 mm   5/16"	1,8   0,37	3,6   0,74	3,8   0,78	4,6   0,94	7,0   1,43	13,0   2,66
Polygonal slabs		approx. 4-6   0,8 - 1,23					

\*1 without addition of water

\*2 acc. to ROMEX® testing method

\*3 water permeable acc. to „Leaflet on water permeable pavements and roads“ by Research institute for road and traffic (Germany); issue 1998



Pre-wet



Mix



Add water



Sweep off



Wash in



Final cleaning

Standard specifications for

## ROMPOX<sup>®</sup>-PROFI-DEKO

The professional sand and gravel binder

2 component synthetic resin binding agent for washed, dried and dust-free silica sand, gravel or grit (grainsize from approx. 0-10 mm) for water permeable pathway constructions, bicycle trails, tree pits etc.



One Set of ROMPOX<sup>®</sup>-PROFI-DEKO

### Proof of procurement:

ROMEX<sup>®</sup> PFM GmbH, Von-Bassenheim-Str. 2, 53881 Euskirchen- Kessenich  
G E R M A N Y

Tel: 0049 22 51/94 12-20 - Fax: 0049 22 51 / 94 12 - 28

E-Mail: info@romex-pfm.de - www.romex-pfm.de

We point out that these specifications do not purport to be fully complete, as this requires a detailed study of the project. Should circumstances arise which require further or other work to be carried out, then this must be taken into consideration by those who use these specifications for sale.

### BASE AGGREGATE:

Provide Base Aggregate materials conforming to ASTM D 2940 and gradation requirements according to standards of e.g. the American Society for Testing and Materials (ASTM) latest addition.

Note: Compaction of the soil subgrade to at least 95% Standard Proctor Density per ASTM D 698 is recommended. Higher density or compaction to ASTM D 1557 (Modified Proctor Density) may be necessary for areas subject to vehicular traffic. Stabilization of the subgrade and/or base material may be necessary with weak or saturated subgrade soils. The Architect/Engineer should inspect subgrade preparation, elevations, and conduct density tests for conformance to specifications.

Note: Local aggregate base materials typical to those used for flexible pavements are recommended, or those conforming to ASTM D 2940. Compaction to not less than 95% Proctor Density in accordance with ASTM D 698 is recommended for pedestrian areas. Compaction to not less than 98% Modified Proctor Density according to ASTM D 1557 is recommended for vehicular areas.

1. Prepare the construction site and if necessary, arrange for traffic detour. The surface to be worked on must have a depth of at least 30 mm (1,18 inch) and the foundation should be compacted, water permeable and firm. Adjoining surfaces should be taped off.

\_\_\_\_\_ sqm/sqft \_\_\_\_\_

2. Mix **one Set** of the 2 component synthetic resin binding agent **ROMPOX<sup>®</sup>-PROFI-DEKO** according to manufacturer's instructions with

**72,5 kg/160 lbs** washed, dried and dust-free **silica sand** supplied by the contractor, for at least 5 minutes. Specification for silica sand or similar:

This material is derived from the crushing, screening and classification systems currently used to process the very pure quartzite mined in the quarry.

Typical chemical analysis (weight %)

SiO <sub>2</sub>	99.40
Al <sub>2</sub> O <sub>3</sub>	0.50
Fe <sub>2</sub> O <sub>3</sub>	0.05

AVERAGE MOISTURE: max. 5.0%

Typical screening analysis

Screen Size	(%)	% Retained	% Passing
1700	3.40	3.40	96.60
1400	3.78	7.18	92.82
1000	23.52	30.70	69.30
710	43.06	73.76	26.24
425	24.15	97.91	2.09
125	1.98	99.89	0.11
PAN	0.11	100.00	0.00

**One set of ROMPOX-PROFI-DEKO for 72,5 kg/ 160 lbs. = for 1,5 m<sup>2</sup>/ 16 sqft.**

Pour the prepared mixture onto the prepared surface and use a shovel to spread well. Using a levelling batten, scrape off so it is of equal height all over. Using a bricklaying trowel by hand or a wing smoother, compact the mixture well and smooth the surface. In order to minimise uncontrolled breakages, after the surface has fully hardened, predetermined breaking points should be laid every 5,00 m to max. 7,00 m. Please take note of the manufacturer's instructions.

3. Immediately after the surface has hardened (usually after 24 hours), the ROMPOX<sup>®</sup>-PROFI-DEKO-binding agent that has been used, is applied undiluted to the stone surface as a sealant, using a brush or fur roller. This results in an even better surface strength and is absolutely recommended.

Requirements for the sealing are approx. 200-300 g / square metre (0,44-0,66 lbs/10 sft.). One Set of ROMPOX<sup>®</sup>-PROFI-DEKO is for about 12,5 sqm (135 sqft).

\_\_\_\_\_ sqm/sqft \_\_\_\_\_

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## Attachment: Visual Victoria Engagement Summary

## PHASE 1 ENGAGEMENT SUMMARY

### 2.3 PUBLIC ENGAGEMENT

The intention of Phase 1 public and stakeholder engagements was to solicit and collate residents' views on the study area, with an emphasis on their understanding of the distinctive districts and areas that have guided public space design since the Downtown Beautification Strategy was completed in 1996. It also drew upon the key directions established in the Downtown Core Area Plan.

Participants were asked to consider conditions in each of the character areas defined in the ACP. Workshop findings as well as a visual inventory of current streetscape elements are summarized in the following pages.



#### PUBLIC

- » Engaging the public to define a representative cross-section of general and specific issues in the Victoria Downtown area.
- » Online survey and instagram

#### STAKEHOLDERS GROUP

- » Meeting with downtown Victoria stakeholders to define and understand their concerns.

#### CITY STAFF

- » Meeting with City of Victoria staff to gain a better understanding of the City's ongoing processes and dynamics.

ANALYSIS

### COMPILATION, ANALYSIS & SYNTHESIS

**All comments were collected, transcribed and categorized. Comments from the public, stakeholders and City staff were weighted equally so that the synthesis would represent the City of Victoria as a whole.**

**As a result of the public consultation process, several central issues came to the forefront. These issues are described in more detail in the break-down of individual districts on the following pages.**



NOTE: This section is an interpretation of the most prevalent comments received in the consultation process. This interpretation attempts to distill the comments into issues pertinent to this document while incorporating as many wide-ranging opinions as possible. As such, they form a collage of the public/stakeholder/staff input.

District	Comments Summary
Victoria Downtown (General)	<ul style="list-style-type: none"> <li>» Create more 'slow' spaces: wider sidewalks, reduced driving area, integrated cycling paths, no-car zones</li> <li>» Increase the street furniture to encourage use by diverse age groups</li> <li>» Activate the street level e.g. no blank walls facing the sidewalk (instead encourage murals and other art forms), variety in the streetscape (pocket parks)</li> <li>» Introduce more shade/rain structures in particularly exposed areas/intersections</li> <li>» Look for opportunities to incorporate small pocket parks or plazas for residents and visitors as part of increasing the amount of people living downtown.</li> <li>» Introduce more playful elements such as colour or small mobile playground devices</li> </ul>
Old Town Area & Chinatown	<ul style="list-style-type: none"> <li>» Increase the sense of continuity from narrow alleys to wider streets</li> <li>» Encourage more small (local) cafes and businesses which can activate outdoor space and draw people in to the area</li> <li>» Ensure public realm emphasizes the rich heritage and history of these areas and their designation as heritage conservation areas</li> <li>» Ensure public realm elements enhance rather than detract from the rich architectural heritage and diversity of these areas</li> </ul>
Inner Harbour District	<ul style="list-style-type: none"> <li>» Create a more consistent look/feel by replacing parking lots with public pedestrian space</li> <li>» Allow for programming public open spaces for use by more than just tourists: waterfront pubs with patios, picnic lawn areas at appropriate scale etc.</li> <li>» Increase seating areas spaced at appropriate distance to encourage use of entire waterfront</li> <li>» Ensure public realm elements emphasize the area's formal, civic and heritage character</li> </ul>
Central Business District	<ul style="list-style-type: none"> <li>» Break up block length by adding crosswalks and incorporating/enhancing mid-block passageways</li> <li>» Acknowledge people who work downtown with spaces for relaxing on breaks (rain-covered spaces, small well-designed spaces for small gatherings- where do you eat lunch outside?)</li> </ul>
Rock Bay District	<ul style="list-style-type: none"> <li>» This area is seen as a potentially exciting urban element in Victoria, with desire for increased access from downtown (bike, pedestrian)</li> <li>» It is lacking attractive pedestrian spaces, and there is lots of opportunity to enhance the public realm with cheap and cheerful approaches</li> <li>» There is interest in preservation of current industrial character/use, focus on businesses compatible with industrial setting and exciting public space (art studios etc)</li> </ul>
Mixed Use Residential District	<ul style="list-style-type: none"> <li>» Needs coherent cycling corridors to prevent cyclists from choosing sidewalks</li> <li>» Spatial monotony needs to be broken by well-positioned plazas</li> <li>» Of particular concern is the lack of vertical zoning diversity (street level shops/cafes with residential above), especially surrounding existing open space/parks</li> <li>» Open spaces need to be activated by surrounding building program</li> <li>» Boulevard streets are key character elements in this area</li> <li>» There are opportunities to create more pocket parks, green spaces, and 'outdoor living rooms' given the increasing number of people living downtown</li> </ul>

NOTE: The comments on this page pertain to the Downtown area as a whole- it is a collection of broader issues that arose during the synthesis process. Many were repeatedly mentioned by the community in relation to several or all character areas.

## Victoria Downtown General Interests

1. Need for wider demographic (particularly families) through increased access and more diverse transportation planning (particularly pedestrian)
2. Distinct materials palette to strengthen historic character of precincts (particularly old town)
3. Increased public space by reducing car right of way and planning multi-use bus transport nodes
4. More flexible pedestrian-oriented use of public space through public art events, food trucks etc.

### Participant Comments

- » Create more 'slow' spaces: wider sidewalks, reduced driving area, integrated cycling paths, no-car zones
- » Increase the street furniture to encourage use by diverse age groups
- » Activate the street level e.g. no blank walls facing the sidewalk (instead encourage murals and other art forms), variety in the streetscape (pocket parks)
- » Introduce more shade/rain structures in particularly exposed areas/intersections
- » Look for opportunities to incorporate small pocket parks or plazas for residents and visitors as part of increasing the amount of people living downtown.
- » Introduce more playful elements such as colour or small mobile playground devices

## Victoria Downtown General Problems

1. Lack of defining character to individual districts, in terms of materials (building+streetscape), colour palette, furnishings and spatial organization
2. Bus stops collect people in waiting areas and this lends a disorganized look to the central streets (Douglas/Gov't)
3. Waterfront as a whole is under-utilized as public space
4. Intersections are not pedestrian friendly
5. Paving, furnishing and colours need to be simplified



"Introduce more rain/sun shelters in the public realm"



"Avoid or mitigate blank walls along sidewalk"



"Street murals bring life to the city"



"No-car zones can create attractive pedestrian pocket plazas"



## OLD TOWN DISTRICT

As a part of one of Canada's largest heritage Conservation Areas, the Old Town district contains the oldest built areas of the City, including a continuous townscape over twenty city blocks of intact nineteenth century streets and buildings. Old Town has evolved from being Victoria's historic original downtown to serving as a specialized character district of mixed recreational, residential and commercial uses (commercial zone, food and beverage, offices) within a larger growing downtown core. Vintage brick and masonry buildings with rich and varied architectural styles and exuberant facades and colours, a network of old commercial alleys, and a compact walkable size all contribute to Old Town's attractive pedestrian setting.

### Participant Comments (Old Town & Chinatown)

- » Increase the sense of continuity from narrow alleys to wider streets
- » Encourage more small (local) cafes and businesses which can activate outdoor space and draw people in to the area
- » Ensure the public realm emphasizes the rich heritage and history of these areas and their designation as heritage conservation areas
- » Ensure the public realm elements enhance rather than detract from the rich architectural heritage and diversity of these areas



Streetscape elements and paving materials within the Old Town District: cast iron furnishing elements create a strong sense of local heritage character in the public realm



Continuity from small to large spaces



Typical Street of Old Town District: brick paving, stylized cast iron furnishings, and wide sidewalks.



Sometimes colourful and playful elements can enhance the street



Encourage more seating around pedestrian zones



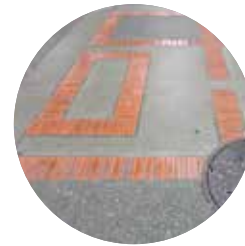


## CHINATOWN

This is the oldest Chinatown in Canada and one of downtown Victoria's most distinctive historical districts. The 500 block of Fisgard Street is its primary block, but surrounding blocks are also integral to this precinct. The common streetscape features shown here are generally accepted as a suitable theme for the district moving forward. Comments for the Old Town district extend to Chinatown as well.



Typical Chinatown District streets: red cast iron, historic architectural style, brick paving patterns, and distinct decorations such as lighting and building signage



Streetscape elements and paving materials within the District: red as dominant furnishing colour, Chinese-themed brick paving patterns and street signs create a unique atmosphere that sets Chinatown apart from the rest of downtown



Fan Tan Alley is an important destination and connector



Playful elements add character





## INNER HARBOUR

The Inner Harbour District encompasses areas fronting Victoria's Harbour, extending from the new Johnson Street Bridge to Laurel Point and including the Legislative Precinct. The district features a distinctive array of functions: maritime transportation, visitor services, cultural and entertainment activities, institutional and Provincial Capital government agencies, and seasonal community and visitor events.

### Participant Comments

- » Create a more consistent look/feel by replacing parking lots with public pedestrian space
- » Allow for programming public open spaces for use by more than just tourists: waterfront pubs with patios, picnic lawn areas at an appropriate scale, waterfront recreation for all ages etc.
- » Increase seating areas spaced at regular intervals to encourage use of entire waterfront
- » Ensure public realm elements emphasize the area's formal, civic and heritage character



Streetscape elements and paving materials within the Inner Harbour District: the beautifully detailed cast iron theme is shared with Old Town, suggesting it might become a defining theme for the study area as a whole.



Opportunity for public space instead of parking



Typical Street of Inner Harbour: large open spaces, interesting cast iron furnishings, and challenging wayfinding typify the waterfront experience



Attempt to organize seating areas more thoughtfully



Encourage diverse programming of public space



## CENTRAL BUSINESS

As downtown Victoria's evolving nucleus for commerce, this area is planned to function as Victoria's office and financial employment heart. Located on the edge of the historic downtown areas and intersected by large thoroughfares, its current streetscape is looking to evolve into a more suitable downtown condition- a calmer pedestrian environment with a clear segregation of public and private transport.

### Participant Comments

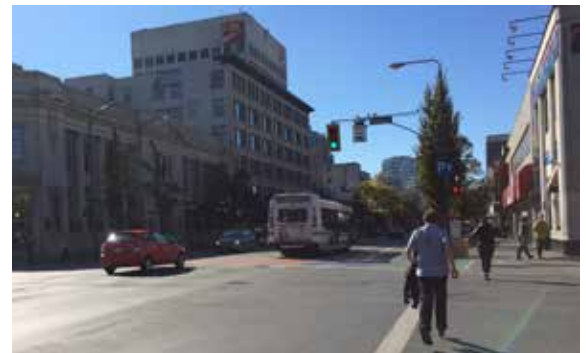
- » Break up block length by adding crosswalks and incorporating/enhancing mid-block passageways
- » Acknowledge people who work downtown with spaces for relaxing on breaks (rain-covered spaces, small well-designed spaces for small gatherings- where do you eat lunch outside?)



Streetscape elements and paving materials within the Central Business District: while the theme shares some material properties with the areas on the previous pages, it diverges from the strong unified heritage character by modernizing style and colour



Creation of small gathering spaces- allowing pedestrians to dwell



Typical Street of Central Business District: busy intersections, increased pedestrian daytime activity, inadequate cycling infrastructure.



Add mid-block crosswalks to reduce block length



Add street furniture to encourage spontaneous encounters





## ROCK BAY

This is the historic northern industrial service flank of Downtown Victoria, linking downtown to the Rock Bay water. Several important harbourside industrial uses continue alongside light industry, service, and retail businesses with the potential for growth in the future. The area contains important heritage buildings as well as under-utilized lots. A heritage of rugged marine and industrial character is giving way to a mix of unique, creative, home-grown businesses that support opportunities for creative streetscapes. Government Street has been identified as a unifying 'main street' (high street) for this area. East of Douglas Street, transformation to an intensive mixed-use residential area is anticipated



Typical streetscape elements and paving materials within Rock Bay: a less ornate, more generic modern steel theme. Perhaps something more suited to the industrial context could be appropriate?

### Participant Comments

- » This area is seen as a potentially exciting urban element in Victoria, with desire for increased access from downtown (bike, pedestrian)
- » Most important aspect is preservation of current industrial use/character, focus on businesses compatible with industrial setting and exciting public space (art studios etc)



Typical Street of Rock Bay: transitioning from active industry to other uses leaves the public realm relatively empty with few pedestrian-friendly features



Increase access to interesting industrial areas and heritage buildings



Encourage businesses that are interesting from the street and contribute to a vital street life

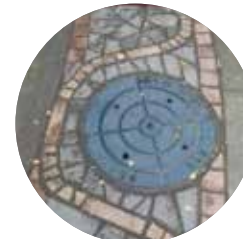
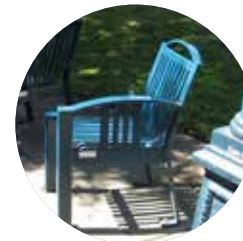


## RESIDENTIAL MIXED USE

This District represents an area of centralized urban residential density, supported by mixed streetscapes of lower storey commercial frontages, formal residential addresses, and generously treed streets.

### Participant Comments

- » Needs coherent cycling corridors to prevent cyclists from choosing sidewalks
- » Spatial monotony needs to be broken by well-positioned plazas
- » Of particular concern is the lack of vertical zoning diversity (street level shops/cafes with residential above), especially surrounding existing open space/parks
- » There is ample opportunity for introducing more small play areas for all ages as this area becomes increasingly attractive for families now and in the future
- » Open spaces need to be activated by surrounding building program
- » Boulevard streets are key character elements in this area
- » There are opportunities to create more pocket parks, green spaces, and 'outdoor living rooms' given the increasing number of people living downtown



Streetscape elements and paving materials within the Residential Mixed Use District: there are no clear standards for this part of the City- it could be simplified.



Encourage ground-floor cafes in residential areas



Typical Street of Residential Mixed-Use area: a balance of open space parks, medium density housing, green streetscape and reduced traffic speed



Improve design of private spaces to make them more welcoming and accessible





### GOVERNMENT STREET

One of Downtown's main traffic corridors, Government Street offers the most potential for a Pedestrian Priority Street. It passes through several Districts that are diverse in character - the Inner Harbour Causeway area, the Government Street Mall, Chinatown, and the Rock Bay District - and its streetscape elements vary in relationship to these surrounding contexts. Government Street plays a role as a primary visitor link from the Causeway area into more central areas of the Downtown Core, and will take on increasing uses as a ceremonial street or a parade route with support from its updated street design.

Government Street has been the subject of a charrette involving citizens and specialists. The results of that charrette are incorporated into this document (in the below comments section as well as in the general document moving forward).



Streetscape elements and paving materials along Government Street are positively perceived- though perhaps they could be simplified to allow the street to become a more integral part of the downtown

### Participant Comments

- » Introduce traffic calming measures- most perceive the street as best suited for pedestrian/ public transit with flexible use for cars
- » There is a desire to increasing appeal of the street to both tourists and locals by diversifying built form and businesses with street frontage
- » Most participants would love to see a typology consisting of ground level business with mixed office/ residential on upper floors throughout the area
- » Participants desire more plaza space, tall trees, rain gardens, in-paving lighting, street art, bike parking, covered areas, and seating areas
- » There is also a desire for diverse, active/ decorative elements, micro parks and cafes to maintain and improve the street's intimate scale



The ability for cafes to use the sidewalk is a huge benefit for the public



Well-positioned lighting is a key feature for improving Government St



Cafes are the ideal catalyst for a lively streetscape, during the day and at night



### DOUGLAS STREET

Douglas Street is downtown Victoria's traditional primary retail and ceremonial street. It is the planned regional transit trunk spine, with growth over time. The frontages will function as anchoring urban blocks for the Downtown Core Area.

Over the years, time has weathered the condition of this streetscape- the painting program and other elements of the originally envisioned streetscape have not been put in place, and some outdated elements are due for replacement. At the same time Victoria's Downtown Core has expanded and the original character precincts have evolved. A refashioning of the original Beautification streetscape initiative is needed to align this program to a steadily developing, expanded Downtown Core.

Douglas Street has also been the subject of a charrette involving citizens and specialists. The results of that charrette are incorporated into this document (in the below comments section as well as in the general document moving forward).



Streetscape elements and paving materials along Douglas are generally attractive and in keeping with the heritage atmosphere, though (as with Government) they could be simplified

### Participant Comments

- » Reduce car speed and transition to sustainable modes of transportation while ensuring that the street remains an important artery within the city
- » Encourage pedestrian-oriented interventions and emphasize accessibility and comfort for seniors
- » Establish consistent lighting 'canopy' over the street
- » Ensure safe cycling infrastructure
- » Focus on making intersections pleasant and safer for pedestrians
- » Introduce separate bus lanes, drive-through pedestrian zones, and wider crossings
- » "Urbanize" the connection to Centennial Square
- » Introduce scramble intersections and reclaim street space where appropriate



Focus on intersections as a more positive public space element



Create more lively seating areas along the street and diversify the street frontage

### 2.3.1 ONLINE SURVEY AND SOCIAL MEDIA FEEDBACK

#### What people love

**Government Street when the trees are lit up at night** the inner harbour  
 - always active day or night, small vendor stalls, entertainers and food year round  
 I like the trees on Yates between Blanshard and Wharf. There aren't many, but  
 it makes it my favourite downtown street **Centennial Square**--it can be so  
 much more than it is currently. But it is still my favourite place the Chinatown  
 alleys... they should stretch all the way across downtown Fishermans Wharf,  
 unique floating world. Should be expanded upon **Market Square... but it is**  
**too quiet there...** waterfront parking lots could be converted in Public Market  
 Centre Wharf St. south of Pandora... that such a beautiful street is so devoid  
 of foot traffic I like Market Square (though without its roof it's no longer an all-  
 weather venue) Inner Harbour Causeway - open views, full of people, detracts  
 panhandlers, homeless. Has a sense of safety and is inviting **Inner harbour**  
**by the floatplanes terminal... but that parking should be removed**  
 the inner harbor is largely underdeveloped I enjoy sitting along Government St.  
 near Roger's Chocolates... I can watch people walk by and enjoy hearing different  
 languages from visitors from all over the world

## In Need of Improvement

Bastion Square when the market is not on... is underutilized and could have more seating and greenery Centennial Square is a very sad place. It needs an overhaul **Corner of Douglas & Yates St...** few businesses or desirable places to stop and hang out nearby and there are many unresolved 'street' issues that make the area threatening Too much of downtown is **parking lots that empty out** when the commuters leave **City Hall... the fountain looks outdated and old**, doesn't feel as safe as it should, mostly a cement wasteland Store street in general, because the sidewalks are too small Douglas... is a place I don't feel safe on and would not consider spending my time and money there Park space near the Johnson St bridge has always felt unsafe to me **Douglas is a busy fast-pace street**, cars motor along too fast there. **I would love to see this rush move more to Blanshard** The Bay Centre is a carbuncle... it would be nice if the main floor could be eliminated so Broad St. wasn't interrupted Centennial Square and the legislature grounds (and the causeway) - large open but useless spaces with no shade, seating, or permanent vendor spaces, they feel... contrived? **The waterfront** of such a beautiful city should not be an ugly parking lot Parking lots - should be underground or stacked vertically in a parking garage to reduce the amount of square footage used The inner harbour has so much potential but it just seems like a big parking lot **Centennial Square:** when there are festivals going on, it's a fantastic place to be. Otherwise it's dead space, and it's an attractive hangout for "undesirables", which makes others stay away large surface parking lots like those on the waterfront of Wharf St... what a waste of valuable real estate **A good play space for kids to get wiggles** out means parents can spend more time (and money!) at businesses Centennial/Spirit Square... woefully underused I find it inexcusable that Mall hours on every major mall in the city are limiting.



## Suggestions from the public







"perhaps a swing could go in a wider alley like Waddington and be of use to adults (not just children since adults like to have fun too!)"



"lots of public seating, interesting historical displays, loved the pedestrian friendly street all the way up town."

"I have thoroughly enjoyed the palazzos and pedestrian only streets in Venice, London, and Paris. I don't understand why we don't do the same with a few blocks of Government because my experience is that retailers benefit"



"it may only be a few blocks long but Nelson's downtown is more engaging than Victoria's."



"Penticton, BC, completely shuts down three to four blocks of the downtown core every weekend for a community market... It's an incredible economic generator for the Downtown Business Association and much loved by the community."

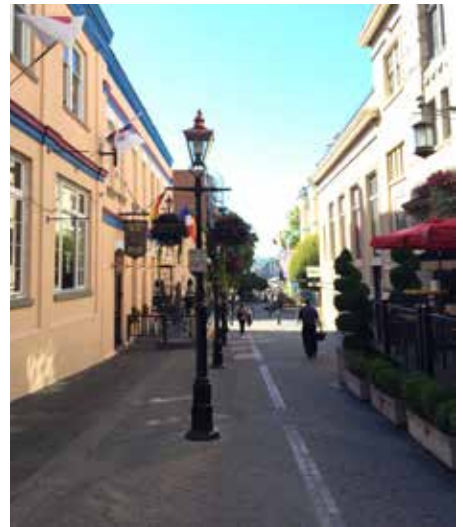


## Victoria's Favourite Place

Victoria's network of pedestrian streets/alleys elicits the greatest response from the public. Citizens cite the lack of cars, human-scale spaces, and diversity of shops as prime attractors. Additionally, the material palette makes people feel as though the area has the most 'character' out of the various areas examined. These spaces are the highlight of Victoria's downtown core for pedestrians. As a result, most wish for the area to be extended-a sense of continuity from these streets out to the rest of the downtown is desired.



Brick character



Guiding pedestrians to waterfront



Transitioning from wide to narrow streets



Various spatial scales to keep space exciting



Intimately scaled pavement materials



Controlled sight lines to attract pedestrians



Healthy density and mixed use



Lively atmosphere

## Opportunity for Improvement

While there are many parts of downtown Victoria that would benefit from revitalization, it would be unrealistic to address them all simultaneously. Instead, it is suggested that an initial 'seed' be sown that might become a catalyst for further improvements in the same thread.

Centennial Square is an obvious location with the most opportunity for improvement in Downtown Victoria, and its prominence as central square is such that it could define the direction forward for public space in general.

Comments from the public overwhelmingly point to activating the edges with cafes, so that there might be constant pedestrian activity/presence as opposed to during events only. As the City's only public square of this scale, the public finds that its use is not as spread out over the day/night as it could be.

The periphery of the square does not enclose it to create a sense of spatial unity. Adjoining buildings and landscape elements do not encourage use of the square, often presenting cold facades to pedestrians.

The square does not attract a diverse cross-section of Victoria residents- seating around the fountain is uncomfortable and there are few (if any) attractions for children. The square's use at night is dependent on events which are scheduled irregularly, leaving periods of underuse between.

Previous studies of the square such as the Douglas St charrette also indicate that citizens do not feel as though the square is integrated into its urban context- its edge condition to adjoining streets could use a lot more thought, in particular creating a more inviting entry to the square from Douglas St.

As indicated on page 31, Centennial Square forms the central hub of a network of public open spaces that can be improved. Changes

proposed at Centennial Square are meant to be appropriated at other key nodes in this network, namely the Legislature's front lawn, Lower Wharf, Bastion Square, and Reeson Park.



Find a meaningful way to enclose the space to achieve spatial unity and make it more welcoming from surrounding streets



The fountain seating area is not inviting to pedestrians due in part to its jagged form



Program adjoining buildings to overlap with outdoor space

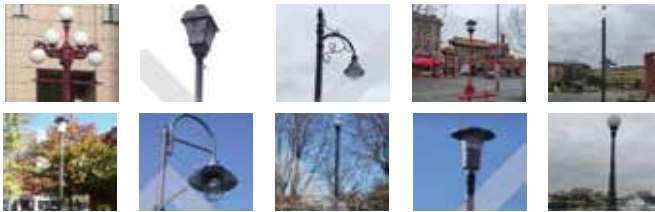


Consider social activities when designing seating/gathering areas



## 2.4 VISUAL INVENTORY OF STREETScape ELEMENTS

A visual inventory has been done throughout the study area that is summarized in the images and notes below.



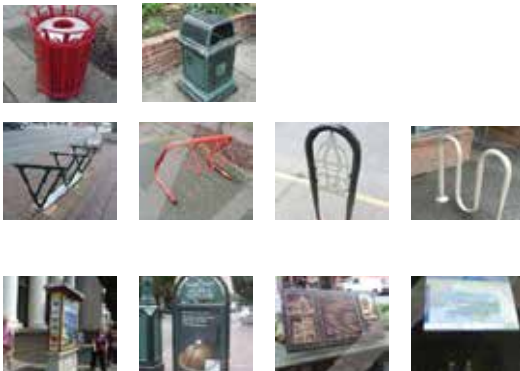
### Pedestrian Lamps (left to right)

- 1 Multi-globe Heritage Lamp
- 2 Heritage Carriage Lamp
- 3 Heritage 'Shepherd's Crook' Lamp
- 4 Chinatown Lamp
- 5 Centennial Square Contemporary Lamp
- 6 Broad Street Contemporary Lamp
- 7 Humboldt Street Contemporary Lamp
- 8 Harbour Pathway Pedestrian Lamp
- 9 Overhead Pedestrian Lamp
- 10 Causeway Single Globe Lamp



### Benches and seats (left to right)

- 1 Metal frame – metal slat seat.
- 2 Metal frame – wood slat seat.
- 3 Metal pipe frame – painted wood seat, or with back.
- 4 Metal frame – wood seat and back.
- 5 Miscellaneous seats- with public art or planters.
- 6 Metal frame –wood plank seat, or with wood plank back.
- 7 Metal frame –oiled hardwood seat, or hardwood seat and back. Some with arms.
- 8 Metal frame –oiled hardwood seat, or hardwood seat and back. Some with arms.



### Waste Containers (left to right)

- 1 Metal Frame and Slat Barrel (Variety of patterns)
- 2 Cast Metal

### Bike Racks (left to right)

- 1 "V" Metal Bike Rack,
- 2 Cora Bike Rack,
- 3 Art Bike Rack,
- 4 Tube Bike Rack

### Street Information Kiosks (left to right)

- 1 Box Kiosk.
- 2 Panel Kiosk.
- 3 Metal Plaque.
- 4 Printed Plaque.

## PHASE 2 ENGAGEMENT SUMMARY

# 1 CONCEPT DEVELOPMENT

## 1.1 CONCEPT GENESIS

The broad purpose of the Visual Victoria process is to support the creation of a memorable and positive image of Victoria based on its rich history and vision for the future, while enhancing its unique identity and supporting vitality, accessibility and usability. Public and stakeholder engagement that occurred as a part of Phase 1 resulted in an inventory and assessment of existing conditions, along with the identification of issues, opportunities and big ideas. The results of Phase 1 feedback were synthesized into the following set of design principles. These principles guided the set of concepts and options developed as part of Phase 2 and are summarized in this document. The outcomes of Phase 1 and Phase 2 will guide concept refinement and detailed design that will occur in Phase 3.

### Simplify

The diversity, “busy-ness” and lack of continuity in materials, furnishings, signs and colours makes the area appear cluttered and haphazard. There is an opportunity to create a more simplified palette, or a ‘quiet canvas’, that provides an unfettered backdrop for the rich built environment and diversity of storefronts and activities that define Victoria’s downtown; the simplicity would also provide wayfinding clarity.

### Activate

Lack of programming and activity results in poorly used and unwelcoming public spaces in some instances, as demonstrated by Centennial Square and the waterfront.

### Slow Down

Downtown can be a place where life can slow to a human walking pace and where people can mingle without fear of motor vehicles and access is possible for the widest spectrum of the population. Create wayfinding material such as maps and signs readable by everyone that are focussed on pedestrians, cyclists and transit users.

### Connect

The network of alleys, mid-block passageways, plazas, waterfront pathway and other pedestrian open-spaces can be better linked to create a connected whole. The alternative network would complement the more central and busier promenades such as Government, Douglas and Yates Streets. Develop a wayfinding program that connects with existing systems in order to promote larger connectivity overall.

### Prioritize

Centennial Square is an important civic and public gathering space that was identified as a priority for improvement, including programming for activities throughout the year. More play elements and features would attract children and families and expand its use beyond the occasional special events.

### Respect Context and History

Ensure street furnishings, materials, colours and signs enhance, rather than detract from the downtowns rich and diverse architectural heritage. Respect and honour First Nations past and present through place naming, signage and public art.

### Integrate

Create graphic and naming links with existing systems (eg. BC Transit) in order to provide a more seamless wayfinding experience for system users. Use existing infrastructure where possible.

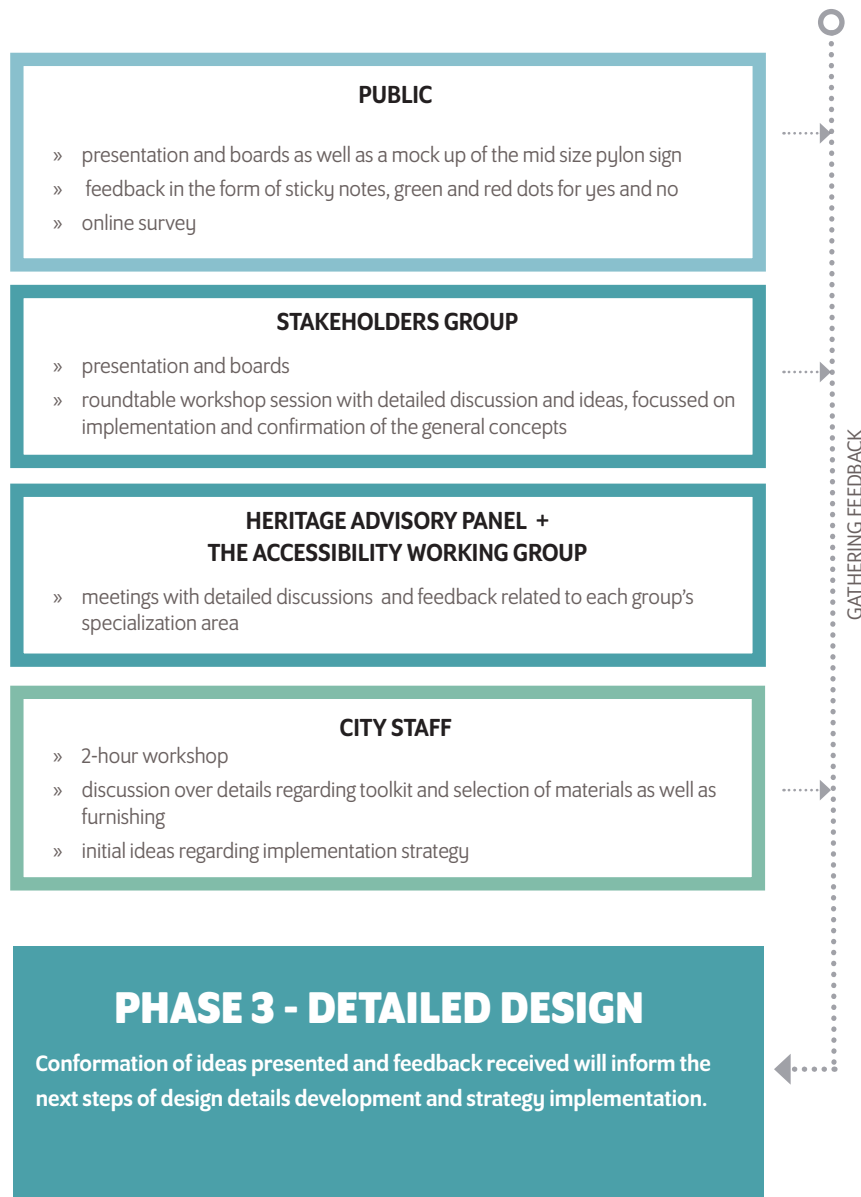
## 1.2 PRESENTATION OF CONCEPTS

All initial concepts and design vision were presented to the general public and stakeholders in the form of slideshow and presentation. In addition, boards were generated to provide in depth details of the information presented. All groups were asked to leave feedback on the boards by using different colour dots to mark their preferences and post-it notes for comments.



## 1.3 FEEDBACK

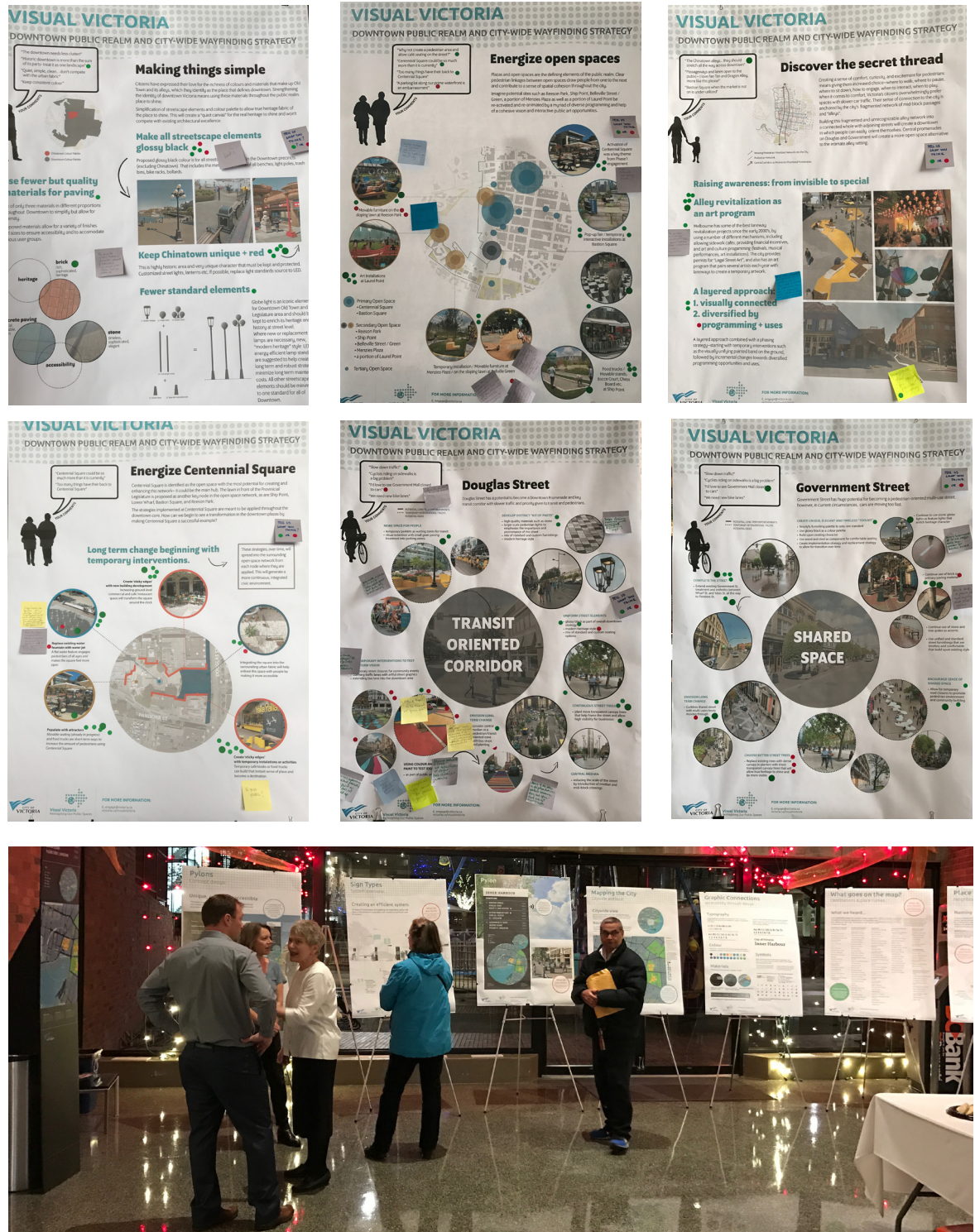
Feedback was received in the form of interactive markups of boards, live questions and answers at the presentation as well as online (and onsite) survey with questions related to each topic presented.





### 1.3.1 PUBLIC REALM - GENERAL PUBLIC FEEDBACK

The table below summarizes feedback received from the general public at the open house on November 30th.



Strategy	Comments Summary
Making things simple	<ul style="list-style-type: none"> <li>» general support for black as Downtown's theme colour and simplification strategy</li> <li>» support for the materials proposed, some concerns for the tactile character of materials for visually impaired group, suggestion for tactile elements to be contrasting and highly visual</li> <li>» support for the simplification in number of types of streetscape elements</li> <li>» materials and textures should be suitable for all ages and abilities</li> </ul>
Energize Open Space	<ul style="list-style-type: none"> <li>» Library Square mentioned as a potentially great secondary space in Downtown</li> <li>» support for temporary interventions as a treatment strategy for spaces with concern over quality and appropriate choices made on case to case basis</li> <li>» using Harbour pathway as a link to all spaces along the water</li> <li>» great support for programming and use of public art as a component (glow product or rain sensitive stencil graphics)</li> </ul>
Discover the Secret Thread	<ul style="list-style-type: none"> <li>» allow for more and better lighting</li> <li>» use good signage to raise awareness</li> <li>» don't use temporary solutions but rather incrementally invest in permanent solutions</li> <li>» concerns about costs</li> <li>» long term vision preferred</li> </ul>
Energize Centennial Square	<ul style="list-style-type: none"> <li>» not much support for changing of water feature element, leave and improve existing feature</li> <li>» change of uses to frame the square will bring most change, not the look or furnishings upgrade</li> <li>» programming to date in the last few years have been successful</li> <li>» huge support of commercial uses and edges but some controversy over food truck solution.</li> </ul>
Douglas Street	<ul style="list-style-type: none"> <li>» make Douglas street more pedestrian friendly</li> <li>» uplift quality of finishings and business interfaces</li> <li>» it feels unsafe</li> <li>» more covered spaces and pedestrian friendly bus stops</li> <li>» 50/50 support for the median solution</li> </ul>
Government Street	<ul style="list-style-type: none"> <li>» general support for Government St. to be a shared street with brick pavement</li> <li>» issues seen with clear demarcation between users</li> <li>» long term solutions for better commercial interface at the last block before Pandora Ave.</li> </ul>



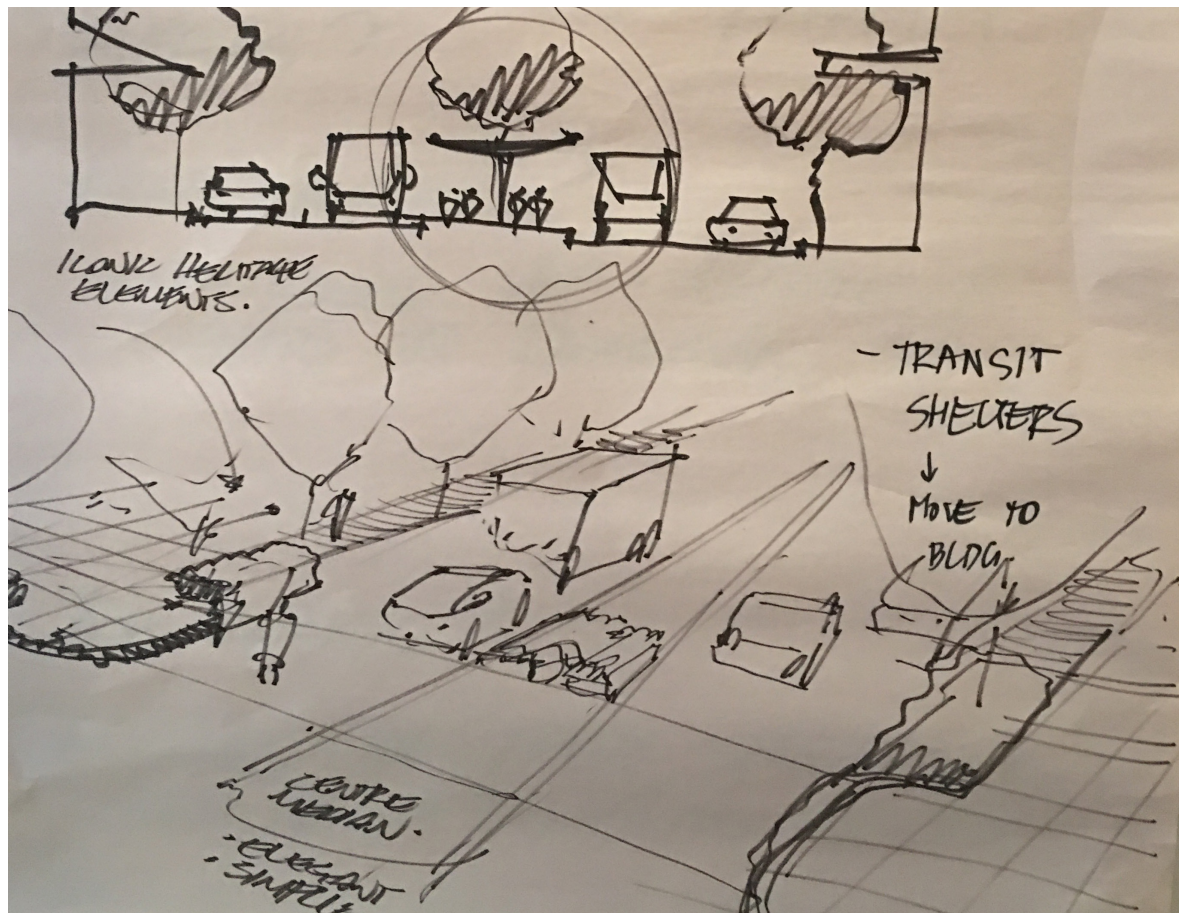
### 1.3.2 PUBLIC REALM - STAKEHOLDERS FEEDBACK

#### Heritage Committee

- » Consider future integration of new heritage/interpretative strategy
- » Activate the alleys for safety
- » Consider (traditional) perpendicular orientation of cluster lights
- » Incorporate street name plates in sidewalks and on building facades
- » Need to emphasize need for healthy urban street tree canopy – ensure public realm plan integrates/refers to urban forest management plan
- » Expand use of wood as a material for street furniture

#### Accessibility Working Group

- » Integrate tactile strips that fit with paving materials and patterns (support for stainless buttons)
- » Simplified and durable palette for accessibility
- » Concern with use of natural stone with regards to accessibility/tripping hazard, slipperiness.



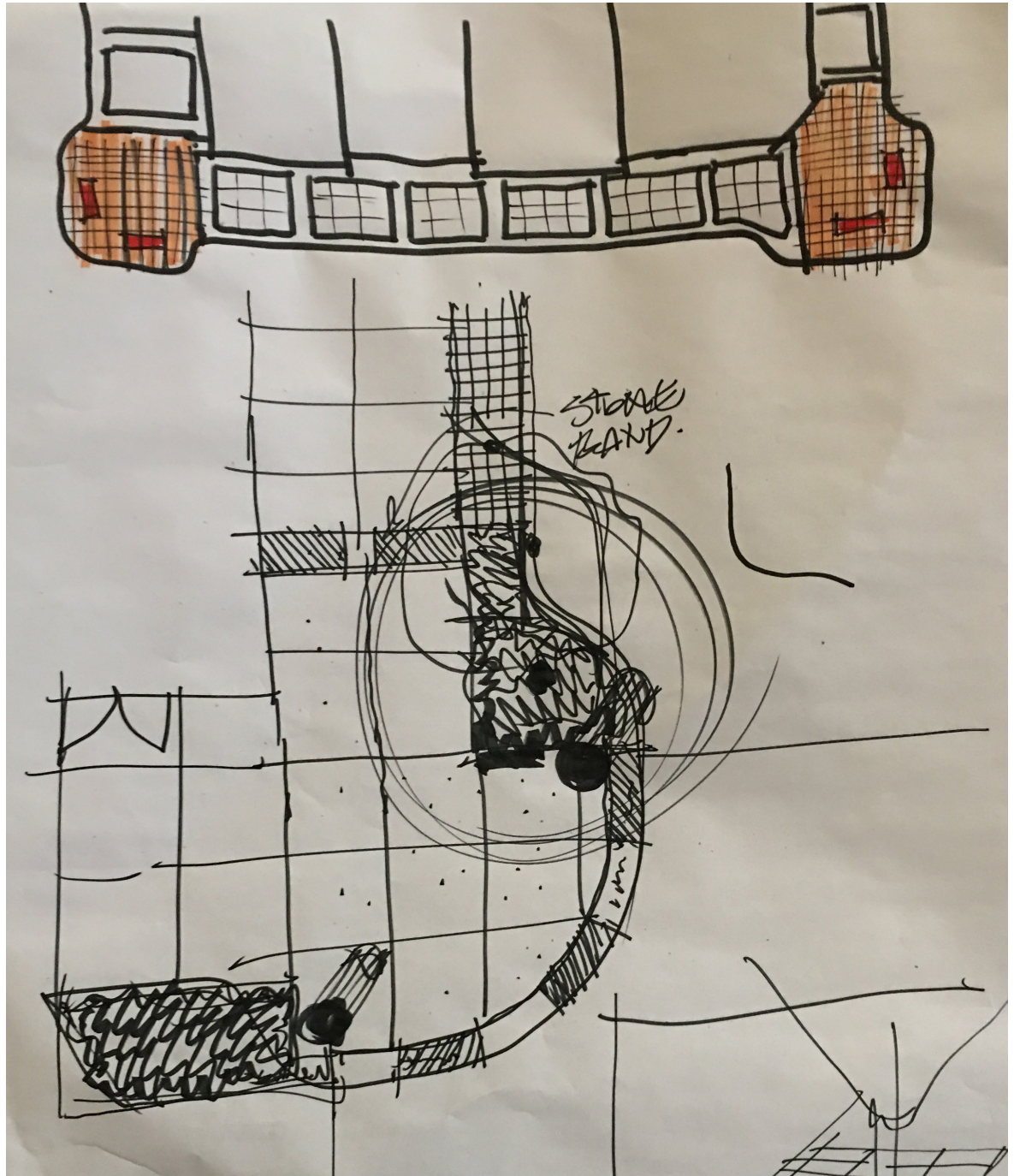
The table below summarizes feedback received from stakeholders groups in a workshop on December 1st.

Strategy	Comments Summary
Making things simple	<ul style="list-style-type: none"> <li>» general support for the strategy</li> <li>» less but higher quality elements and materials</li> <li>» less clutter while retaining Victoria's character, identity and uniqueness</li> <li>» make sure visually impaired issues are addressed</li> <li>» lighting as key priority, fixtures as well as quality of light distribution on sidewalks - support for LED with warm light colour</li> <li>» retain globe cluster lights in Old town, accomodate for LED</li> <li>» tactile strips as a standard</li> </ul>
Energize Open Space	<ul style="list-style-type: none"> <li>» be careful with implementing new structure. New implementations should fit into the context and not contrast with existing elements. If contrasting ideas are proposed, they should be well thought through.</li> </ul>
Discover the Secret Thread	<ul style="list-style-type: none"> <li>» create a more consistent look/feel by replacing parking spaces with public pedestrian space</li> <li>» program spaces for users other than just tourists: waterfront pubs with patios, picnic lawn areas at appropriate scale etc.</li> <li>» increase seating areas spaced at appropriate distance to encourage use of entire waterfront</li> </ul>
Energize Centennial Square	<ul style="list-style-type: none"> <li>» more commercial uses supported but with longer term uses than food trucks</li> <li>» Create a better case and environment for businesses with better visibility into the square. Maybe we could remove big sequoia tree?</li> <li>» improve visibility</li> </ul>
Douglas Street	<ul style="list-style-type: none"> <li>» overall interest and support for the median on Government St.</li> <li>» median as calming measure</li> <li>» improve pedestrian experience</li> <li>» better bus stops are needed and waiting zones (potentially moved closer to the building edges instead of the curb)</li> <li>» combine pedestrian and traffic lighting</li> <li>» consistent tree species along Douglas St.</li> </ul>
Government Street	<ul style="list-style-type: none"> <li>» general support for the treatment proposed</li> <li>» reconsider trees to create better visibility and expose the true heritage of the street</li> <li>» remove concrete planters/replace with other planters that can serve as seating edge</li> <li>» if no curb, clear demarcation is needed, potentially with soft elements and furnishings</li> <li>» incentivize patio culture</li> </ul>



### 1.3.3 PUBLIC REALM - CITY STAFF FEEDBACK

Following a 1-hour stakeholders workshop in early morning, another 1-hour workshop with City Staff was held in the afternoon. The table below summarizes feedback received from City Staff on December 1st.



Discussion with City Staff was focused on the tool kit and implementation and was not structured in the same way as with the general public and stakeholders. Below are a few key areas and points of discussion with a summary of directions for further, detailed design.

#### Strategies

- » Key strategy is to focus on the intersections and corners to promote coherent character areas recognition, that can be done by the following:
  - » Introducing corner bump outs when possible with unified treatment for each corner and with only material change between different precincts;
  - » Developing pedestrian crossing strategy that will help to enhance pedestrian experience;
  - » Unifying materials;
  - » Simplifying all Downtown city sidewalks to one treatment in order for corners and character areas to be highlighted;
  - » Using different elements for different application zones and precinct recognition.

#### Furnishings:

- » Proposed furnishings catalog should build as much as possible on the existing catalog items to ensure reduction of clutter and addition of new elements.
- » Strong implementation strategy and maintenance strategy will allow the plan to be successfully but gradually implemented.
- » Wood benches are preferred over metal ones.

#### Paving

- » Existing paving patterns should be carried forward and refined if necessary.
- » There is more room for variety and “special” treatment along Douglas St. and Government St.
- » Brick to be used as main paving material for Government St.

#### Lighting

- » Proposed initial lighting strategy was positively received and simplification in number of standards is strongly supported.
- » Preliminary 2 light typologies were proposed : globe cluster lights and more modern heritage lantern style light. This was positively received and will be further investigated.
- » There is currently an ongoing LED retrofitting strategy for street lights that should be taken into consideration for a long term vision for Downtown.

#### Government St and Douglas St.

- » Rethink trees along Government St.
- » Provide better and more consistent planting for Douglas St.

**Downtown Public Realm Plan / Final Open House and Stakeholder Workshop / Transcribed Comments**

**STAKEHOLDER MEETING SUMMARY**

Overall the stakeholder group responded positively to the draft Visual Victoria plan elements. Main questions and comments included:

**Public Realm:**

- concern over the loss of globe lights up Fort and Yates Streets outside of the downtown. Suggestion these are retained along these corridors
- concern from one member regarding the suitability of corner bulb-outs in the downtown heritage area
- reaffirmation from the representative of the accessibility committee of the approach to testing the tactile domes at key intersections to ensure functionality
- support for the black colour palette for furnishings
- support for the extension of the Government Street mall north
- concern from one member regarding the future of Centennial Square and the fountain in the Square, with a view to refurbishing rather than replacing

**Wayfinding**

- support for the pylon design and implementation strategy

**PUBLIC REALM**

**Board:** Welcome. What is happening?

*General*

- the 2<sup>nd</sup> one I went to I was locked out and nobody was there
- patchwork not right. trees in Centennial Square are evidence

**Board:** Character Areas

*General comments*

- Rockland Heritage/Cultural District. Develop theme and stds/guidelines as part of upcoming Local Area Planning Project
- not a fan of the black for light standards and benches. dark in our drab winter climate

*Under New Town*

- New Town – who came up with this??

**Board: Safety & Accessibility**

*Street name insert*

- good idea

*Tactile Buttons*

- good idea

*Bollards*

- These are okay but more modern elements would be better

**Board: Heritage Value**

*General*

- bike racks. Regina main town square – for 25-50 bikes. Why not here?

*Lighting Strategy*

- I think you shouldn't be afraid to introduce modern elements – even in historic areas I don't like these globe lights

*Bench strategy*

- public space is for everyone. Why do we have “fancy” areas with individual benches in prominent tourist spots + divided benches elsewhere?

*Bollards*

- Are bollards decorative or functional?

*Trash bins*

- I think you should use the cylindrical bins everywhere. Glossy black is a good finish.

**Board: Priority Public Realm Projects**

*Government Street*

- how to get tourists to explore beyond Government Street?

*Douglas Street*

- [under “use temporary intervention or test long term visions”] report speaks of temporary fun signage. not dealt with here?
- somehow tame the traffic



**Board:** Implementation Strategy

*General*

- no part of Ship Point should be in Visual Victoria that's GVHA



# Downtown Public Realm Plan



## Background

- *Downtown Victoria Beautification Strategy and Kit-of Parts* last updated in 1995
- Development of a renewed strategy and updated kit-of parts was a key action of the Downtown Core Area Plan (2011)
- The Downtown Public Realm Plan was developed through the Visual Victoria Process, which also included development of the City Wayfinding Strategy



Downtown Public Realm Plan

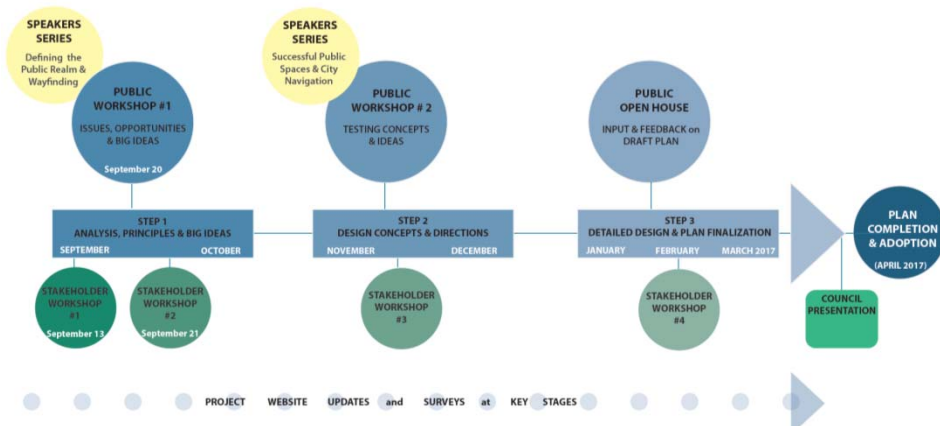
## Project Considerations

- 1995 Beautification Strategy directed 9 character precincts, each with its own colour palette, street furniture and paving materials.
- A number of improvements have occurred over the years to Government, Broad and Douglas Streets.
- Unique frontage improvements and business precinct branding have sometimes deviated from the kit-of-parts.
- Together, this has resulted in a “patchwork quilt” of finishes resulting in a cluttered public realm that can be difficult and costly to maintain.
- Key public spaces such as Centennial Square and Douglas Street are showing signs of age and a lack of vitality.
- Other significant capital projects, City programs and initiatives need to be seamlessly integrated with public realm design.



Downtown Public Realm Plan

## The Process



Downtown Public Realm Plan



## Engagement

- Public and stakeholder workshops in each of 3 phases
- Organizations consulted:
  - ✓ Downtown Victoria Business Association
  - ✓ Greater Victoria Harbour Authority
  - ✓ Downtown Residents Association
  - ✓ Neighbourhood Associations
  - ✓ Tourism Victoria
  - ✓ Greater Victoria Place-making Network
  - ✓ Heritage Advisory Panel
  - ✓ Accessibility Working Group
  - ✓ Downtown Service Providers
  - ✓ Other business, resident and heritage organizations and representatives

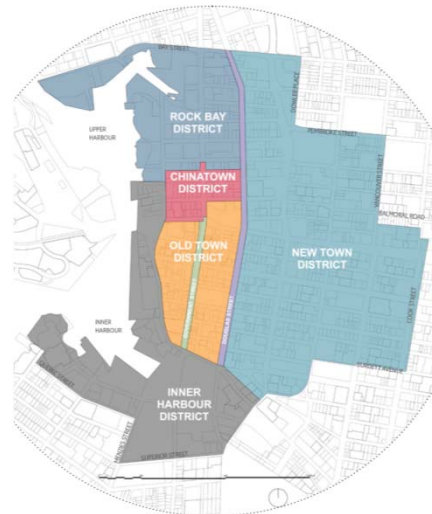


Downtown Public Realm Plan

## Design Response

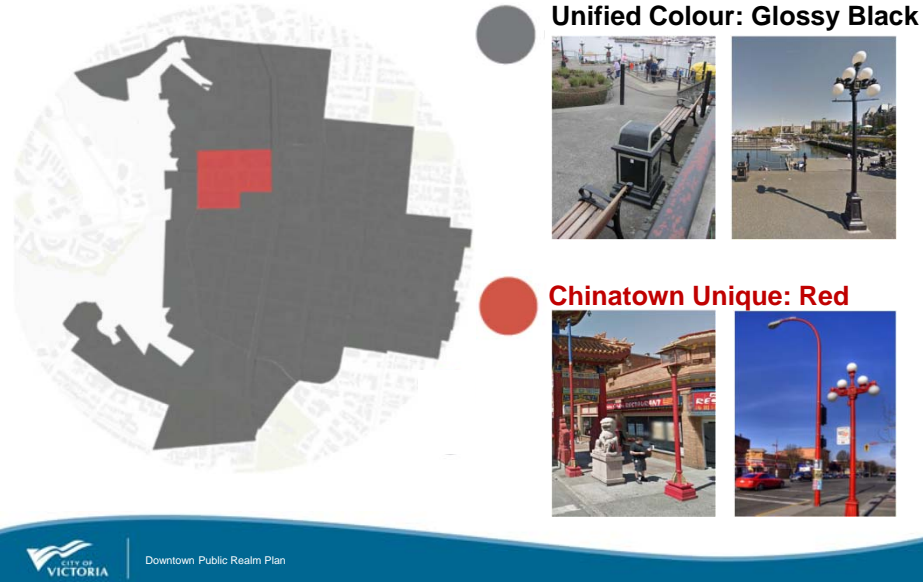
Reduced number of precincts and simplified 'kit-of-parts' to:

- Create a cohesive and 'timeless' public realm that responds to different character areas
- Support the heritage and architectural fabric that gives Downtown its unique identity and character
- Support a more efficient maintenance program through the use of fewer, higher quality and more durable materials



Downtown Public Realm Plan

## Simplified Colour Palette

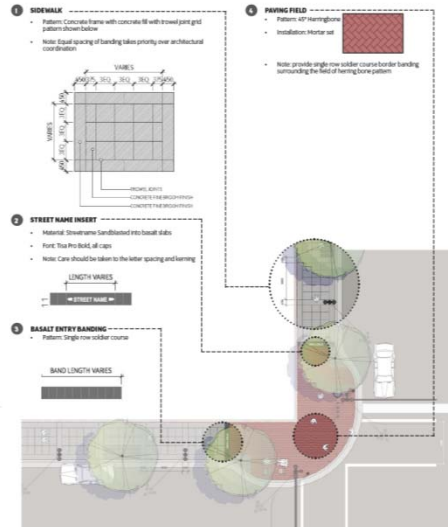


## Street Corners as Outdoor Rooms



## Design Response

- Detailed set of streetscape standards and catalogue of product specifications
- Use of established and readily available furnishings and materials, where possible
- Use of 'in-house' furnishings, materials and light standards where practical



Downtown Public Realm Plan

## Pedestrian Lighting Strategy

- Maintain and focus cluster lights in iconic heritage precincts and streets
- Maintain Chinatown lighting
- Develop new 'modern heritage' style pedestrian light design )



- Heritage Cluster Globe
- Lights Districts
- Feature Lighting
- Modern Heritage Style
- Lantern Lights Districts



Downtown Public Realm Plan

## Benches: Victoria's Own

TYPE A



TYPE B



TYPE D



TYPE E



Downtown Public Realm Plan

## Centennial Square

### Long Term Change Beginning with Temporary Interventions

- Create active edges with temporary installations and activities and, over the long term, through new building development
- Create better connection with and open up to Douglas Street
- Open up the Square to better support events, festivals and a diversity of programming and activities



Downtown Public Realm Plan



## Government Street

### Shared Space

#### Short Term:

- Replace street trees and planters

#### Medium Term:

- Complete the Street - extend pedestrian treatment to Chinatown

#### Envision long term change:

- Curb-less shared street with multi-modal users and flexibility for events and festivals

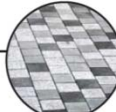


Downtown Public Realm Plan

## Douglas Street

### Long-Term Change Beginning with Temporary Interventions:

- Develop distinct kit-of-parts
- Continuous street trees
- Unique street and pedestrian lights scaled for Douglas Street
- More space for people (parklets, etc.)
- Temporary interventions to test long-term vision
- Long-term reconfiguration as a rapid transit corridor



Downtown Public Realm Plan

## Douglas Street

### Lighting Strategy:

- Undertake strategy to develop new integrated pedestrian and street lights as defining element for Douglas Street
- Modern heritage style with visible light source
- Integrate with Banner Strategy and catenary lighting strategy
- Use of existing light bases



Downtown Public Realm Plan

## Implementation Strategy

### Updated Streetscape Standards (Kit-of-Parts):

- ✓ Developer initiated (frontage) improvements
- ✓ Operations and maintenance program
- ✓ Capital plan and projects



Downtown Public Realm Plan

## Implementation Strategy

### Short Term Projects (0-5 Years)

- Centennial Square Master Plan
- Government Mall Streetscape Update Design and Implementation
- Downtown Pedestrian Light Strategy
- Douglas Corridor Streetlight and Furnishings Strategy
- Ship Point Master Plan Phase 1 Implementation
- Concept and detailed design for Government Street expansion
- Waterfront Public Art Strategy

### Medium Term Projects (5-10 Years)

### Long Term Projects (10+ Years)



Downtown Public Realm Plan

## Recommendations

1. That Council consider approving the City of Victoria Downtown Public Realm Plan, 2017 to replace the City of Victoria Downtown Beautification Strategy and Kit-of-Parts, January 26, 1995.
2. That Council direct staff to amend the Subdivision and Development Services by-law to reference the Downtown Public Realm Plan to direct frontage improvements for development within Downtown.



Downtown Public Realm Plan







## Committee of the Whole Report

### For the Meeting of July 13, 2017

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**To:** Committee of the Whole **Date:** July 4, 2017  
**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development  
**Subject:** BCLC Casino Victoria

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### RECOMMENDATION

That Council direct staff to undertake the public engagement required under the *Gaming Control Act* in the form of a public hearing, to be held at the same time as the public hearing required for a rezoning application under the *Local Government Act* and *Casino Rezoning Guidelines* for the proposed gaming facility in Victoria.

### EXECUTIVE SUMMARY

In 2015 the British Columbia Lottery Corporation (BCLC) issued an Expression of Interest (EOI) to develop a gaming facility on Southern Vancouver Island. Following two phases of the EOI process, Victoria has now been selected as the designated City for the proposed facility. Though preliminary stakeholder engagement is already underway, once a service provider for the proposed facility is selected by BCLC this fall, BCLC will begin to embark on its own formal engagement process together with the successful proponent. When this is completed, the service provider will select a location and submit rezoning and development permit applications to the City.

Besides a formal public hearing for a rezoning application, under the *Gaming Control Act*, the City must also grant formal approval for the establishment of a Casino in order for a gaming license to be issued. This approval cannot be given until adequate community input on the proposal, including notification to neighbouring local governments, is obtained. Community input can be achieved through several different means, including a public hearing. While this process would be separate from the public hearing that will be associated with a rezoning application, in order to streamline both processes, it is recommended that the two occur simultaneously.

### PURPOSE

The purpose of this report is to seek Council's direction on how to proceed with the City's public engagement responsibilities under the *Gaming Control Act* for a proposed gaming facility in Victoria.

### BACKGROUND

In 2015, BCLC issued an Expression of Interest (EOI) to six municipalities in Greater Victoria to establish a new gaming facility in the region. On November 26, 2015, Council directed staff to submit a positive response to BCLC indicating that the City would consider a casino proposal



consistent with City policies and guidelines. On April 14, 2016, BCLC confirmed that the City of Victoria was identified as a local government with strong potential to host a gaming facility and invited its participation in Phase Two of the EOI process, which involved a request for further information related to the City's policies, plans and zoning. On June 10, 2016, Council responded to this request, following which BCLC informed the City of Victoria that it had been selected out of the five local municipalities that submitted a positive response to the initial EOI.

Through a recently concluded Request for Qualified Vendors process, BCLC has narrowed a broader range of potential service providers who could operate the gaming facility in Victoria down to four: Great Canadian Gaming Corporation (operators of the neighbouring View Royal facility); Gateway Casinos, Chances Gaming Entertainment; and Gamehost Inc. BCLC will next issue a Request for Proposals that only these four service providers will be eligible to respond to, with a final proponent selected by the Fall of this year.

BCLC has also begun engaging with local stakeholders, having held meetings with groups including Tourism Victoria, the Downtown Victoria Business Association, the Greater Victoria Harbour Authority, and the Greater Victoria Chamber of Commerce.

## ISSUES & ANALYSIS

Both BCLC and the City of Victoria have a number of responsibilities pursuant to *the Gaming Control Act* before a gaming facility can be considered. The City also has separate requirements per the *Local Government Act* when an application for rezoning is received.

### BCLC

BCLC and the newly selected service provider will together embark on an independent community engagement process later this year, which will consist of several public engagement events over the course of 1-2 months or longer, depending on the need and/or at the request of the City, to gather feedback from the community on several aspects of a proposed facility, including size, location, amenities, and traffic planning. Following this period of engagement, the service provider will select a location and submit a formal application to the City, which would likely consist of both a rezoning and development permit application.

In addition to its engagement responsibilities, per the *Gaming Control Act*, in order to receive a gaming license the proponent is required to gain formal approval from the host municipality. This requirement levies its own responsibilities on the City of Victoria.

### City of Victoria

The City of Victoria has two roles to play in this process. First, as the "host local government", as noted above, its approval is required under the *Gaming Control Act* before a casino can be established in Victoria. Second, as the local government with jurisdiction over land use matters, the City must approve a rezoning of the proposed site, and approve the form and character of the development through the development permit process under the *Local Government Act*. The *Casino Rezoning Guidelines* further state that a rezoning is always required in order to establish a gaming facility in Victoria.

The *Gaming Control Act* notes that in order for a host municipality to give its final approval for a gaming facility it must first seek and consider 'adequate community input' from its residents, as well as notify 'potentially affected local governments'.



Adequate community input is defined in the *Gaming Control Regulation* to mean comments, information, and feedback from community residents or representatives of organizations in the community received after both public notice is issued and an opportunity to provide comments is offered through the following mechanisms:

- one or more public hearings or public meetings;
- a referendum; or
- an alternative form of opportunity approved by the general manager of the lottery corporation.

Notifying potentially affected local governments involves providing notice to all municipalities, regional districts, or First Nations that have authority over land use planning for areas within 5km of the proposed facility. The host municipality is required to allow 30 days for affected parties to provide written comments on specific elements pertaining to a gaming facility. Under the *Gaming Control Act*, comments from neighbouring municipalities must be restricted to infrastructure impacts, policing costs, and traffic and highway use. The relevant sections of the *Gaming Control Act* and its Regulations are attached to this report in Appendix A.

Meanwhile, Victoria's *Casino Rezoning Guidelines* note that a rezoning application, including a statutory public hearing per the *Local Government Act* is required to establish a casino in Victoria.

## OPTIONS & IMPACTS

While the notice to potentially affected local governments can be issued distinctly from any public engagement; as noted, the City of Victoria must provide an opportunity for the public to provide feedback on a proposed gaming facility per the *Gaming Control Act*. This is a separate obligation from the public hearing requirement when a rezoning application is being considered. Council has two main options to fulfil these two responsibilities.

### Option 1 (**recommended**):

Fulfill both the *Gaming Control Act* and *Local Government Act* by holding a combined public hearing. Holding these together will fulfil legislative requirements from both Acts and streamline both processes, making best use of City resources.

### Option 2:

Hold a separate *Gaming Control Act* public hearing or other approved engagement activity ahead of the proponent's submission of a rezoning application. Holding two separate public engagement events will fulfil requirements from both Acts, but will impact staff time and resources to a greater degree.

### *Accessibility Impact Statement*

There are no accessibility concerns pertaining to the current recommendation under consideration in this report.

### *2015 – 2018 Strategic Plan*

The Strategic Plan does not contain a specific objective or action item to establish a casino facility within the City; however, a casino development may support Strategic Plan Objective 5: Create Prosperity Through Economic Development, which identifies goals to create a vibrant Downtown

that is a draw for residents and visitors. Several other Strategic Plan objectives could additionally be supported by casino revenues.

#### *Impacts to Financial Plan*

The recommended approach to hold both public hearings together would create efficiencies in staff time and City costs related to public engagement.

#### *Official Community Plan Consistency Statement*

Should a casino proposal come forward and a specific site be proposed, it would be evaluated with consideration to the *Official Community Plan*, local area/neighbourhood plan and the *Casino Rezoning Guidelines*. Depending on the particulars of the final proposal, an Official Community Plan amendment and associated public consultation requirements may also be required, but that would need to be determined when a site is selected.

### CONCLUSIONS

In consideration of a gaming facility for Victoria, Council has two distinct options available in order to fulfil requirements of both the *Gaming Control* and *Local Government Acts*. Following the selection of one of these options, BCLC and the City of Victoria will be able to proceed with the next important steps in this process by engaging with the residents of Victoria to determine their interest or concern with a gaming facility in the City.

Respectfully submitted,



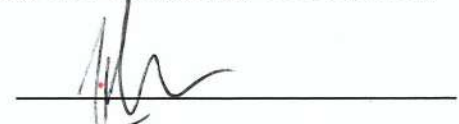
Lindsay Milburn  
Senior Planner, Housing Policy



Jonathan Tinney, Director  
Sustainable Planning and Community Development

Report accepted and recommended by the City Manager:

Date:

  
July 11, 2017

#### List of Attachments:

- Appendix A: Excerpt from the *Gaming Control Act* (section 19(2)) and Gaming Control Regulations (sections 10, 12.1, 12.2, and 13).



## **GAMING CONTROL ACT**

### **[SBC 2002] CHAPTER 14**

**19** (1) The lottery corporation must not, under section 18, develop, use or operate a facility, other than as permitted under section 18 (2), as a gaming facility, relocate an existing gaming facility or substantially change the type or extent of lottery schemes or horse racing at a gaming facility, unless the lottery corporation

(a) first receives the approval, in the prescribed form and manner, from the host local government,

(b) is satisfied that the host local government has consulted with each potentially affected local government with respect to the subject matters prescribed by regulation, and

(c) is satisfied, in the case of the location or relocation of a gaming facility, that any applicable requirements of Division 2 of Part 8 respecting the registration of any proposed gaming services provider have been complied with.

(2) A host local government must not give an approval referred to in subsection (1) (a) unless, before or concurrently with giving the approval, the host local government satisfies the lottery corporation that adequate community input has been sought and considered.

***Gaming Control Act; Financial Administration Act***  
**GAMING CONTROL REGULATION**

**Part 3 — Gaming Facilities**

**Definition for the Act of "adequate community input"**

10 The expression "**adequate community input**", used in section 19 (2) of the Act, means comments, information and representations received, from persons who reside in the community or are representative of organizations in the community, by the host local government, after the host local government has both

- (a) given public notice within the community about the proposal and the particulars of the proposal, and
- (b) provided an opportunity for the residents and representatives to provide comments, information and representations concerning the proposal, in the form of
  - (i) one or more public hearings or public meetings,
  - (ii) a referendum of the residents, or
  - (iii) an alternative form of opportunity, if any, approved in writing by the general manager.

[en. B.C. Reg. 183/2006, s. 6.]

**Consultations respecting gaming facilities**

12.1 (1) In this section:

**"highway"** means highway as defined in section 1 of the *Transportation Act*;

**"proposed decision"** means a proposed decision by the lottery corporation under section 18 of the Act to develop, use or operate a facility as a gaming facility, to relocate an existing gaming facility or substantially change the type or extent of lottery schemes or horse racing at a gaming facility.

(2) Before a host local government approves under section 19 (1) (a) of the Act a proposed decision, for the purpose of conducting the consultations referred to in section 19 (1) (b) of the Act the host local government must

- (a) notify, in writing, the potentially affected local governments regarding the proposed decision, and
- (b) provide the lottery corporation with a copy of each notice provided under paragraph (a).

(3) A notice under subsection (2) must

- (a) provide information about the proposed decision, including the location and type of the gaming facility or of the proposed gaming facility, and any other general information that, in the opinion of the host local government, would facilitate the notice recipient's consideration of the proposed decision, and
- (b) advise that the notice recipient may provide, within 30 days after the day the notice is received, written comments regarding the proposed decision and that those comments must be confined to the matters set out in subsection (5).

(4) A potentially affected local government that receives a notice under subsection (2) may provide, within 30 days after the date the notice was received, its written comments to the host local government regarding the proposed decision.

(5) Comments provided under subsection (4) must be confined to the following matters:

- (a) infrastructure or policing costs;
- (b) traffic and highway use.

(6) Subject to subsection (7), the host local government must consider written comments provided under subsection (4) that are confined to the matters set out in subsection (5) and, if requested by the sender of those comments, must provide a written reply to them.



(7) If a potentially affected local government that receives a notice under subsection (2) does not provide written comments under subsection (4), the host local government may proceed on the basis that consultations with that municipality, regional district or first nation have taken place and are concluded.

(8) A host local government must notify, in writing, each potentially affected local government to which it sent a notice under subsection (2) of its decision whether or not to approve the proposed decision.

(9) If a notice under subsection (2) or (8) is sent by ordinary mail, it must be sent to the most recent address known to the sender and is deemed to be received

(a) on the fifth day after the day it is mailed, or

(b) if that day is a Saturday or holiday, on the next day that is not a holiday.

(10) If a notice under subsection (2) or (8) is sent by electronic transmission, it is deemed to be received

(a) on the day it was sent, or

(b) if that day is a Saturday or holiday, on the next day that is not a holiday.

(11) The distance prescribed for the purposes of the definition of "potentially affected local government" in section 17.1 of the Act is 5 km from the perimeter of the gaming facility or proposed gaming facility.

[en. B.C. Reg. 280/2004, s. 5; am. B.C. Regs. 183/2006, s. 9; 122/2007.]

## **Filing of objections**

**12.2** An objection under section 21 (1) of the Act must be filed within 10 days after the date the notice under section 12.1 (8) was received.

[en. B.C. Reg. 280/2004, s. 5.]



**Requirements for local government or first nation approval of gaming facilities**

13 The approval that may be granted under section 19 (1) (a) of the Act by the host local government must

(a) be in the form of a resolution or of a letter on the official letterhead of the host local government and delivered in duplicate to

(i) the lottery corporation, and

(ii) the general manager,

(b) specify the effective date of the approval, if different from the date of the resolution or letter,

(c) be executed by the duly authorized official or officials of the host local government,

(d) identify the potentially affected local governments that have been consulted,

(e) Repealed. [B.C. Reg. 280/2004, s. 6 (b).]

(f) summarize the outcome of the consultations, and

(g) confirm the manner in which it obtained community input.

[am. B.C. Regs. 280/2004, s. 6; 183/2006, s. 10.]





## Council Member Motion

For the Committee of the Whole meeting of July 13, 2017

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**To:** Committee of the Whole **Date:** June 12, 2017  
**From:** Councillors Jeremy Loveday, Councillor Ben Isitt, and Councillor Pam Madoff  
**Subject:** Regulation of Victoria Harbour Water Airport

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### RECOMMENDATION:

THAT Council endorse the following resolution and request that the Mayor, on behalf of Council, write to the federal Minister of Transport, copying the Prime Minister, the Vancouver office of Transport Canada – Civil Aviation Division, and the Victoria Harbour Master, requesting favourable consideration:

#### ***Resolution: Regulation of Victoria Harbour Water Airport***

WHEREAS Residents living in proximity to Victoria Harbour have expressed concern over the current ad-hoc regulation of the Victoria Harbour Water Airport, specifically the operation of the airport by the Government of Canada under interim regulations;

AND WHEREAS The Government of Canada through the Minister of Transport has provided assurances to the City of Victoria and local residents that Canadian Aviation Regulations and Standards will be published in the Canada Gazette, providing an opportunity for public comment prior to adoption of permanent regulations for the Victoria Harbour Water Airport;

AND WHEREAS Transitioning the Victoria Harbour Water Airport from an interim to a permanent regulatory framework is in the best interests of the community, to provide certainty for people residing in proximity to the harbour, as well as passengers, employees and businesses involved in Victoria Harbour Water Airport operations;

THEREFORE BE IT RESOLVED THAT The City of Victoria requests that the Government of Canada move forward with publication of Canadian Aviation Regulations and Standards for the Victoria Harbour Water Airport, to allow for public comment prior to adoption of a permanent regulatory framework for the Victoria Harbour Water Airport, and provide certainty for residents, operators and passengers.

Respectfully submitted,

Councillor Loveday

Councillor Isitt

Councillor Madoff

#### Attachments:

Minister of Transport Letter, 2013

Report of Standing Committee on Victoria Harbour Airport, 2009

Minutes of Standing Committee of Victoria Harbour Airport, October 2008





SEP 10 2013

VICTORIA, B.C.

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

SEP 04 2013

His Worship Dean Fortin  
Mayor  
City of Victoria  
1 Centennial Square  
Victoria BC V8W 1P6

Dear Mr. Mayor:

I am responding to your correspondence of February 18, 2013, to my predecessor regarding issues pertaining to the Victoria Harbour Water Airport. Please accept my apology for the delay in replying.

I should note that studies conducted with respect to noise and air quality issues in Victoria Harbour have shown impacts characterized as annoyances rather than risks to health. Over the years, there has been a significant decrease in aircraft movements to below the levels found in previously conducted studies. Based on this downward trend, there is no merit in conducting another study at this time. Transport Canada will continue to closely monitor aircraft movements on an annual basis and look at conducting further studies, should there be a significant increase above previous levels.

At the June 22, 2012, teleconference between the City of Victoria and Transport Canada, it was noted that, due to the decrease in noise and air complaints, there is less urgency in re-establishing a Citizen's Committee at this time. Transport Canada officials are committed to working with the City of Victoria to establish the committee mandate, develop the Terms of Reference, work to identify community representation, and implement a venue for constructive and meaningful dialogue. I have been informed that a preliminary meeting with staff and councillors from the City of Victoria to discuss these matters occurred in April, 2013, with the intention to hold further discussions in the coming months.

With respect to the Canadian Aviation Regulations (CARs), the draft water aerodrome regulations, with which Victoria Harbour has complied, are expected to be published in the *Canada Gazette, Part I*, this year. The regulations remain unchanged from when they were used for Victoria Harbour's certification. For further information regarding the proposed publication dates, please refer to the Transport Canada website at [www.tc.gc.ca](http://www.tc.gc.ca) for updated information.

I would like to reiterate that safety with respect to aviation and marine activities in the harbour is a significant priority for Transport Canada. We will continue to work with the City of Victoria to identify and manage issues wherever possible through continued collaboration and involvement, and as prescribed by our respective mandates.

cc. cancel ✓

10/24

-2-

Thank you for your interest in these matters.

Sincerely,

A handwritten signature in blue ink, appearing to read "LRaitt", is positioned above the printed name.

The Honourable Lisa Raitt, P.C., M.P.  
Minister of Transport

c.c. Mr. Murray Rankin, M.P.  
Victoria

THE CITY OF VICTORIA



OFFICE OF THE MAYOR

February 18, 2013

The Honourable Denis Lebel  
Minister of Transport, infrastructure and Communities  
Tower C- 330 Sparks Street  
Ottawa, Ontario K1A 0N5

Dear Minister Lebel:

**Re: Progress on Victoria Harbour Aerodrome Issues**

On behalf of Victoria City Council, I would like to express my appreciation for the presentation provided by Transport Canada officials on December 6, 2012, regarding the Safety Management System for the Victoria harbour. We were interested in learning about this work, and were encouraged by the progress and positive safety results that have been realized.

We remain concerned, however, about the lack of progress on other issues we have been bringing to the attention of Transport Canada staff and elected officials over the past three years. I refer to the recommendations forwarded in December 2009 to address ongoing issues related to air quality and noise at the Victoria harbour aerodrome. Specifically, I would like to know what action Transport Canada will be taking, and when, with respect to noise and air studies in the harbour, and the reestablishment of a community committee, both of which were committed to by your predecessor. In addition, the significant delay in finalizing the Canadian Aviation Regulations and Standards (CARS) is a source of great concern to many in our community, and an indication of the anticipated resolution of this matter would be appreciated.

I recognize the fiscal challenges the federal government is dealing with at this time but would suggest that improved community consultation and quality of life for Victorians are mutually beneficial outcomes for both the City of Victoria and Transport Canada. To that end, the City is committed to working with your officials and other stakeholders to move forward on these issues.

I look forward to your response regarding Transport Canada's plans to address the concerns raised by the City of Victoria, and trust that all parties can work together to mitigate the floatplane-related issues in Victoria Harbour in a timely manner.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dean Fortin', written over a large, stylized circular flourish.

Dean Fortin

MAYOR

cc: Victoria City Councillors

Hon. Murray Rankin, MP Victoria

1 Centennial Square Victoria British Columbia Canada V8W 1P6

Telephone (250) 361-0200 Fax (250) 361-0348 Email [mayor@victoria.ca](mailto:mayor@victoria.ca)





**MINUTES – VICTORIA CITY COUNCIL**  
**SPECIAL MEETING OF WEDNESDAY, DECEMBER 02, 2009, AT 7:30 p.m.**

**PLACE OF MEETING:** Council Chambers, City Hall

**PRESENT:** Acting Mayor Young in the Chair; Councillors Chandler, Coleman, Hunter, Luton, Madoff, Thornton-Joe and Young

**ABSENT:** Mayor Fortin and Councillor Lucas

**APPROVAL OF AGENDA**

It was moved by Councillor Madoff, seconded by Councillor Chandler, that the meeting agenda be approved.

Carried

**REPORT OF COUNCIL STANDING COMMITTEE ON VICTORIA HARBOUR AIRPORT**

*Acting Mayor Young said that the presentation from the Standing Committee on Victoria Harbour Airport will be presented in three parts by members of the Committee, Councillors Madoff, Coleman and Luton.*

*Councillor Madoff said that this has been a long detailed and thorough process and appreciates the assistance of staff members Janice Schmidt, Soki Kaur and Robert Woodland. She would also like to thank the public for informing the process with written comments and at public meetings.*

*Since May 2008, the Standing Committee has investigated floatplane noise and air pollution impacts on residents' quality of life; they consulted key stakeholders, such as residents, Transport Canada and other jurisdictions; they held two public meetings, reviewed numerous written submissions and examined potential mitigating strategies to address issues.*

*The presentation tonight is to report on the Committee's findings and provide final recommendations that will be passed on to the Federal Government, as the regulatory authority for the airport.*

*What the Standing Committee has heard from residents is that there has been an unacceptable level of noise and air pollution since the 1990's affecting their quality of life. Their concerns include: increased number of floatplane movements, proximity of aircraft to residential buildings, type/age of aircraft, perceived pilot non-compliance with operating procedures and a lack of clear jurisdiction and regulations governing noise and air pollution.*

*The Committee initially assumed the City could take some direct action, through property leases, business licenses or zoning, but learned otherwise. The management of the aerodrome is a Federal undertaking and the City has no authority to control floatplane operations. The Committee agrees that noise and air quality are impacting residents' quality of life. The Committee believes in finding a balance between maintaining a vibrant harbour and quality of life. Victoria City Council can influence the Federal Government by advocating strongly on the citizens' behalf.*

*The Committee acknowledges that the harbour airport is under the sole jurisdiction of the Federal Government and municipal bylaws are unenforceable because they impact the core of Federal jurisdiction.*

*The Committee has developed recommendations in two parts:*

*1. Guiding principles, (policy statement), to articulate how the City wishes the airport to be managed:*

*That Council supports:*

- a. An airport that balances public safety with quality of life expectations;*
- b. A viable working harbour as a valuable contributor to the local and regional economy and a key transportation link; and*
- c. Ongoing scheduled aircraft operations in the harbour, managed in an economically and environmentally sustainable manner that considers the impact of noise and air pollution on the environment, neighbours and residents*

*2. Specific recommendations for action:*

*That Council urges the Minister of Transport to adopt the following recommendations:*

- a. Manage the harbour airport with a long-term vision that incorporates a quality of life perspective; includes short, intermediate and long term plans and considers the triple bottom line;*
- b. Manage growth of floatplane traffic by investigating current passenger loads, determining future capacity and establishing sustainable number of daily flights;*
- c. Improve community communication/consultation by implementing a public complaint mechanism and employing an ongoing consultative committee;*
- d. Conduct new studies that incorporate a quality of life perspective; conduct an independent aeronautical study; study the impact of noise and air quality and apply new standards that consider liveability impacts; and*
- e. Revisit Canadian Aviation Regulations and Standards (CARS) by adjusting the draft CARS to include quality of life factors, location, dense urban environment and address airport airspace surfaces.*

*Councillor Coleman said that the Committee learned through their research that there are things the City of Victoria could not influence and things that Transport Canada has no authority over or does not want to embrace for their own reasons. Examples of actions that are not included in the Committee's recommendations are:*

1. *Greater use of City authorities around property leases, business licenses and zoning*
  - *There are only two floatplane properties that the City could apply these powers to, but it would probably result in the operators moving to locations over which the City has no control. The City has no authority over aircraft operations as operations are conducted off-site; and the City's rezoning authority cannot be exercised for activities within the Federal domain.*
3. *Impose noise and maximum air quality levels*
  - *There are no benchmarks, but Transport Canada would be open to the installation of permanent noise monitoring stations and they would be used to build benchmarks.*
4. *Constructing one aircraft terminal under one authority*
  - *In order to have an airport authority, there must be at least 60,000 annual flights, among other conditions, and there is no one entity to assume the authority role.*
5. *Close / move runway Alpha*
  - *This is not a viable option as it would remove pilot discretion and could compromise safety. Transport Canada is working toward more takeoffs using Bravo and landings using Alpha.*
6. *Regulate floatplane movements, schedules and spacing and dock floatplanes until take-off*
  - *Transport Canada does not have the authority to regulate floatplane movements, schedules and spacing, but they are working with the operators for compliance, which will take time.*
7. *Impose minimum separation distance*
  - *These claims have been determined by Transport Canada as unfounded and an amendment was made to Restriction #3 in the Canada Flight Supplement to clarify the definition of take-off and landing, which requires pilots to begin their take-off slide to an altitude of 150' ASL and descent from an altitude of 150' ASL.*
8. *Employ quieter and less polluting engines*
  - *No such floatplanes exist and there is no recertification process. Aircraft must meet international noise and engine emission standards at the time of initial certification and manufacture. If a plane has a lesser load, there will be less rev at takeoff.*
9. *Penalize pilots for non-compliance*
  - *Transport Canada and floatplane operators advise that pilots are complying with operating procedures and avoid reverse-thrust and Transport Canada will continue to monitor and reinforce avoidance of reverse thrust.*
10. *Close regulatory gap*
  - *Transport Canada has acknowledged that there is a legislative/regulatory gap in regard to noise and air quality. New Water Airport Regulations and Standards are currently being drafted by the Federal government. The present standards and practices are not enforceable due to lack of supporting regulation. The proposed new regulations and standards (Canadian Aviation Regulation (CAR) 306 Water Airport Regulations and CAR 326 Water Airport Standard) will provide minimum safety criteria at certified water airports. The public will be able to review the draft in the near future, and the City will subject these proposed changes to careful scrutiny.*
11. *Apply International Civil Aviation Organization Standards*
  - *These only apply to airports located on land.*

*Councillor Luton said that Transport Canada has expressed a willingness to:*

1. *Conduct noise and air quality studies in consultation with key stakeholders such as NavCanada and residents;*
2. *Install ongoing noise monitoring systems and establish benchmarks;*
3. *Reinforce aerodrome procedures/avoidance of reverse thrust at monthly air carrier meetings and continue to monitor to ensure compliance;*
4. *Aim to improve communications and invite others to the Air Carriers Safety Committee meetings.*

*In conclusion, Victoria airport and floatplane operations must be managed with a broader perspective than just the safety mandate and Victoria City Council will advocate strongly that:*

- *Quality of life of residents is considered;*
- *Dense population and harbour environment is considered;*
- *Needs of floatplane operators are balanced with the needs of harbour residents;*
- *The harbour is sustainable for the long term, and*
- *The harbour remains a vibrant working harbour.*

*The City has limited authority over aircraft operations as the City's authority does not extend to Crown lands and does not supersede Federal authority; the City cannot use its business licence, property lease or zoning authorities and the City's regulatory bylaws are unenforceable against Federal undertakings.*

*The Standing Committee on Victoria Harbour Airport recommendations acknowledge and focus priority on the quality of life issues in the harbour and Victoria City Council will continue to engage the local MP to advocate for these issues in Ottawa.*

Motion:

It was moved by Councillor Luton, seconded by Councillor Coleman, that Victoria City Council:

1. Accept the report of the Standing Committee on Victoria Harbour Airport;
2. Adopt the proposed Council policy position statement;
3. Approve the five recommendations for action by Transport Canada;
4. Direct staff to prepare correspondence to the Minister of Transport detailing Council's position and advice regarding harbour airport issues;
5. Request the City Manager assign staff to monitor the status of the recommendations with Transport Canada on an ongoing basis and work with them to advance the studies and other actions; and
6. Disband the Standing Committee on Victoria Harbour Airport.

*Councillor Hunter said that this is a comprehensive report and she appreciates the work. There is a lot of frustration among Council and citizens about the perceived intransigence of Transport Canada and this is a strong document to go on from. From reading this document Transport Canada must see that there is public pressure on the way they operate. If the City cannot regulate and Transport Canada cannot regulate, and the operators want the public to know that they are operating safely, then the only way for this to happen is to have a regulator overseeing them and not have it based on trust. She commends the Committee and staff, although it is disappointing that the City does not have the authority to act directly.*

*Councillor Chandler said that she appreciates the consideration of the Committee, specifically the triple bottom line in tandem with the working harbour, which is valued. Urbanization is about capacity and the impact on the working harbour and on the community. It is not just about density in the harbour, but applies across the City. There are some strong suggestions in the report and she hopes the Federal government will listen. It is a starting point to speak on behalf of the residents. The sustainability theme is consistently used and it is because we want it to continue to exist in perpetuity.*

*Councillor Thornton-Joe said that there is frustration from Council and the community on this issue and the need to balance a vibrant harbour and address the liveability of residents in the area. This is a start of discussions and they will be continuing.*

*Councillor Madoff said that she is disappointed in the tools available to Council to regulate floatplane operations, but one cannot underestimate the power of these recommendations from Council. Council is committed to a sustainable and working harbour and safety is not enough. Quality of life has to be taken into consideration and that is woven into all the recommendations. Council will apply pressure and try to influence their Federal colleagues that quality of life has to be addressed.*

*Councillor Young said that he will support for the reasons that have been outlined. The City does value the activity in the harbour and the economic benefit of the floatplanes, but Council has to weigh the benefits against the quality of life of the citizens who live and work around the harbour.*

Carried

*Acting Mayor Young advised the members of the public if they wanted to express their views they should forward them to Mayor and Council.*

### ADJOURNMENT

It was moved by Councillor Chandler, seconded by Councillor Coleman, that the Council meeting adjourn.  
Time: 8:10 p.m.

CERTIFIED CORRECT:

\_\_\_\_\_  
CORPORATE ADMINISTRATOR

\_\_\_\_\_  
ACTING MAYOR OF THE CITY OF VICTORIA





**Minutes of the Standing Committee on Victoria Harbour Airport**  
**Information Meeting**  
**Held Thursday, October 02, 2008, 7:00 p.m.**

**Committee Members Present:** Councillor Holland in the Chair

**Committee Members Present:** Councillors Coleman and Madoff

**Staff Present:** R. Woodland, Corporate Administrator; J. Schmidt, Manager, Corporate Planning and Policy; S. Kaur, Policy Analyst; J. Hawkins, Council Secretary

**1. CALL TO ORDER**

The Chair called the meeting to order at 7:10 p.m.

*The Chair said that this is an information sharing meeting and is the first of at least two meetings as the City moves towards the development of recommendations to address some ongoing issues that have been raised by the community.*

*It is disappointing that Transport Canada could not attend the meeting tonight. They are unable to participate in public meetings during a Federal election campaign. They will be part of the next meeting.*

**2. OVERVIEW OF STANDING COMMITTEE AND MEETING**

*The Chair said the Committee was established by the Mayor in March 2008 to look into the issues around harbour airport operations and concerns that have been expressed by the community. Specifically, the main issues the Committee has focused on are noise and air quality, while acknowledging the safety and capacity concerns, which are linked to these two issues. The objectives of the Committee are to listen to and investigate stakeholder concerns; facilitate communication between Transport Canada and the community; provide recommendations to City Council and to provide strategic advice to Transport Canada.*

*The Committee reviewed a large amount of correspondence and other material; they have also had discussions with the Port Manager and other Transport Canada officials to understand their position and what has been done to date. Legal advice was also sought with respect to the jurisdictional matters governing the harbour airport. While the Federal government has the regulatory authority, the City may be able to bring some influence to the situation.*

**3. SUMMARY OF ISSUES AND ACTIONS IDENTIFIED TO DATE**

*The Chair said that the Committee felt that it was important that everyone have a common understanding of the issues that have been forwarded, so staff have prepared a high-level summary of the concerns and recommendations for further action that the City has heard from the community.*

Janice Schmidt, Manager, Corporate Planning & Policy delivered a PowerPoint presentation covering the following points:

**Overview:**

- The Victoria Harbour Airport was certified as an airport in 1999;
- In 2001 the economic impact of the harbour airport was estimated at \$54 million;
- Aircraft flights grew 14%, from 38,199 to 43,607 flights between 2003 and 2007;
- In 2007 there were 119 flights per day
- Between 1995 and 2007 aircraft flights increased 47%, so the perception of significant growth over the past 10-12 years is borne out by the data.

**Community Concerns – Key Themes, Citizen Issues and Citizen Recommendations**

- **Noise levels - Issues**
  - Primarily propeller noise;
  - Proximity of aircraft to shoreline buildings (predominant use of Alpha runway);
  - Transport Canada acknowledge a problem does exist;
  - Engine noise mitigated to a degree by retrofitting with newer, quieter technology.
- **Noise levels – Recommendations**
  - Conduct new noise study;
  - Implement noise reduction measures and noise monitoring system;
  - Use modern aircraft;
  - Do not permit noise level over 90dBA;
  - Restrict/prohibit floatplane operations;
  - Reduce or cap the number of flights;
  - Limit any future expansion.
- **Air quality – Issues**
  - Noxious fuel fumes linger for many hours and enter homes;
  - Poor air quality affects health and causes anxiety and stress;
  - No recent air quality assessments have been conducted.
- **Air quality – Recommendations**
  - Conduct air quality assessment;
  - Consider impacts on health of residents in air quality studies;
  - Require/encourage floatplane operators to use new aircraft that generate lower emissions.
- **Non-compliance with regulations and standards - Issues**
  - Inappropriate use of Alpha (East-West) runway instead of Bravo (North-South) runway;
  - Proximity of aircraft to shoreline buildings;
  - Takeoff and landing practices.

- **Non-compliance with regulations and standards – Recommendations**
  - Close or restrict use of Alpha runway;
  - Ensure take-off and landing occur in designated areas;
  - Ensure floatplanes adhere to all restrictions and procedures;
  - Monitor runway usage and enforce rules;
  - Impose fines for violations.
- **Safety – Issues**
  - Airport is seen as operating in violation of airspace design standards governing proximity to shoreline buildings;
  - Congestion in harbour increases likelihood of accidents.
- **Safety – Recommendations**
  - Restrict/prohibit number of floatplane movements;
  - Apply same safety standards as applied to airports located in built-up areas in Canada;
  - Provide more space between take-off and landing areas and condominiums;
  - Relocate sightseeing and charter operations to new site.
- **Jurisdiction/Authority to Regulate**  
City's legal advice confirmed:
  - Seaplane operations, air and noise pollution is the exclusive jurisdiction of the Federal government;
  - The City cannot impair matters that fall within the *Aeronautics Act*;
  - The City's bylaws have no force on a Federal undertaking;
  - Municipal bylaws that attempt to regulate floatplane operations, such as related to health or environmental concerns are invalid.

#### **Transport Canada's Documented Position**

- **Noise and Air Quality**
  - All aircraft are certified when they are built, but it is not repeated;
  - Transport Canada does not regulate noise and emissions;
  - There are noise abatement restrictions and operational practices in place for Victoria Harbour.
- **Compliance**
  - Establishment of current runways and taxi areas are seen by Transport Canada as reasonable response to community concerns;
  - Weather, traffic and other safety considerations are assessed by pilots when taking off and landing;
  - 73% of all take-offs in 2007 were from Bravo runway;
  - Water Airport Regulations and Standards are currently being drafted.
- **Safety**
  - Pilots and floatplanes must meet safety standards;
  - Airports in built up areas are certified and provide and maintain a safe operating environment for take-off and landing;

- Pilots are governed by regulations that require them not to fly in a reckless or negligent manner.
- **Jurisdiction/Authority**
  - Federal government has jurisdiction of the Victoria Harbour Airport;
  - The City and other stakeholders can work with Greater Victoria Harbour Authority to develop noise procedures for Transport Canada's consideration.

#### **Transport Canada Actions to Date**

- Introduced mechanism for community dialogue on issues (Noise & Air Quality Management Committee);
- Developed Traffic Separation Scheme;
- Implemented safety regulations and standards;
- Authorized one entity to manage the Victoria Harbour Airport;
- Implemented operational/procedural changes to reduce the overall impact of aircraft noise;
- Finalized Noise Abatement Checklist for community use;
- Initiated development of *Water Airport Regulations and Standards*.

### **3. REQUESTS TO ADDRESS STANDING COMMITTEE**

#### **1. Jack Bragg, President, Greater Victoria Marine Air Safety Society**

He has been involved with water aerodromes and airports since 1995 and this Victoria harbour was the first water airport certification in Canada. The major problem is the design and construction of the water airport space and the 'vertical transitional' surface measurements in close proximity of a residential community. Transport Canada is not treating the area as urban topography with condominiums, but rural topography, thus creating the excessive noise and pollution; no airplane is made to operate within 100 meters of condos. He would suggest that the E-W runway should be moved closer to Pelly Island to allow at least 300 meters separation from a condo building to a height of 45 meters.

#### **2. Marc Pakenham**

Safety is a concern. He worked in Safety and Accident Prevention for the Coast Guard for 35 years. 20 years ago when an Airwest Twin Otter crashed in the harbour they had to find a rescue facility. Concerns over increased traffic falls by the wayside until there is a serious accident. We need to have some contingency in case of a capsized or collision. Having taken the flight many times, he is terrified of landings with wind speed in excess of 55 km/hour as it seems the craft is pushed to its limit and operated on the margins of safe flying conditions. He noted that the heliport must also be taken into consideration and be part of these discussions as it has become a permanent fixture, despite when it was opened it was to be temporary and consultation was promised before it was made permanent. Most airports in Canada have an airport authority to connect the airport to the community and he does not see why Victoria



Harbour can't have an authority that is connected to but autonomous from the Greater Victoria Harbour Authority.

3. **Frank Gatto, Victoria Harbour Noise & Air Quality Management Committee/Royal Quays Strata Council**

He is relatively new to Victoria, but this noise is not new. In 1973, harbour noise data was already being gathered. In 1984, a Victoria Harbour Baseline Study stated the redevelopment of the Songhees will increase the numbers of people exposed to noise problems. There seemed to be progress being made in 1997 with the Victoria Harbour Noise Committee, but somehow the momentum died. He would request that this work be looked at as there were some good recommendations. The float plane issue is boiled down to a love or hate and whether it is good for the economy. It is an environmental and quality of life problem. He thinks the time has come for this matter to be dealt with. Another Working group made up of City of Victoria, Transport Canada, floatplane operations and residents need to sit down and solve this problem. The issue has gone on for too long and it is not going to go away, it is only going to get worse.

4. **Brian Scarfe**

He runs a small business and is a harbour resident and he is often disturbed by the harbour noise. The social costs of the growing use of the harbour exceeds the benefits. The main social benefit provided by the harbour is a travel time savings for business and government employees. The number of tourists brought by floatplane is insignificant to the total Victoria tourist travel. It actually may reduce the number of overnight stays. If allowed to continue, aircraft noise and pollution will also lower property tax revenues by causing residential and commercial property values all around the harbour to be lower than they could be without these adverse impacts. City Council should request Transport Canada to place a ceiling on the number of aircraft movements as was done at Lake Union in Seattle.

5. **Susan Woods, Queens Port Strata Council**

For more than eight years residents have submitted recommendations to Transport Canada regarding noise and air quality arising from the harbour operations, with minimal success. Resident's quality of life is negated by the impacts of the noise and fumes. The following are the underlying causes and possible solutions:

- (1) Superimposing an airport on the shipping channel – recommend that floatplanes should stay at the dock until the channel is clear for them to takeoff, schedules should be adjusted accordingly and prohibit the use of reverse thrust.
- (2) Discriminatory application of vertical zoning – recommend Transport Canada apply standards here as applied to all other certified airports in built-up areas in Canada; and move the E-W runway further west, away from the buildings.
- (3) Lack of minimum separation distance – recommend Transport Canada include buildings in their 50 meter minimum separation distance as applied to vessels.

(4) Uncontrolled expansion of floatplane operations – recommend Transport Canada put a cap on the annual volume of floatplane movements; and Transport Canada should conduct a saturation study.

(5) Lack of environmental standards – recommend Transport Canada establish noise and air quality standards equivalent to the City of Victoria bylaws and install a permanent noise monitoring station.

She would ask that the City take these recommendations to Transport Canada and that the City be involved in the new water airport regulations.

**6. Charlene Simon, Victoria West Community Association**

In May 2008 Victoria West Community Association wrote to the City in support of the Committee being established and stated their desire to find a solution. They support that the harbour is a 'working harbour' with a balance given to preserve the quality of life. Some steps have been taken to mitigate issues but there are still issues. Some residents cannot hold conversations in their homes without the doors and windows closed; there is also the smell of fuels and exhaust in their homes. The issues are not new and are extreme frustration for harbour residents for many years. The Victoria West Community Association would request that the Committee take the following actions: restrict the number of floatplane movements; a saturation study be conducted; regular attendance at the Transport Canada Victoria Harbour Noise and Air Quality Management Committee; the City establish a complaints procedure for residents; have a noise monitoring system installed; have planes upgraded to reduce noise and emissions; conduct an air quality study; and review the Water Airport Regulations and Standards when it is published.

**7. Marg Gardiner, James Bay Neighbourhood Association**

In 1998 Council stated that they supported the aerodrome and asked staff to determine the maximum level of noise to be achieved in a reasonable time frame and it is 10 years later, which is not reasonable. Improvements in noise depend on where you live. Noise levels doubled overnight when the flights moved west. Residents shouldn't have to lock up their doors and windows to have some peace. Transport Canada is not using noise mitigation, but the City can ask them to. The City can control zoning and licensing as the planes use City property. The City has influence with Transport Canada and they will listen to the City. There should be no further development west of Laurel and Songhees Points within 1,000 feet of the harbour until a Noise Exposure Forecast (NEF) has been completed. Air quality test should be done. The issue is not about a harbour airport being compatible with residential uses, but the other way around. The City is committed to a working harbour, but an aerodrome is not essential part of a working harbour. If noise was being monitored, the levels would be lowered; right now it is free for all. The Boeing website contains information on noise and emission surcharges in some jurisdictions.

**8. Miza Yu**

She moved to James Bay in 2003 and last year she moved to the North side of Shoal Point. The noise from the floatplanes have made it an uncomfortable summer for her as she has had to keep her windows closed due to the noise. She has had to go to coffee shops and other places

during the day as she found being at home mentally exhausting and stressful. The landing and takeoff areas should be away from homes.

**9. Gordon Tweddell**

He also lives at Shoal Point and he would like to congratulate the Committee for holding this meeting. The floatplane noise disrupts his daily activities, particularly his enjoyment of the outdoors. He has five main points – (1) Harbour airport operations are a significant source of noise and disruption to the neighbourhood; (2) The volume and aircraft movement are increasing and affecting the neighbourhood; (3) The City has the jurisdiction and influence over the solutions; (4) The reasons to act are clear and arguments against are untenable; (5) The City should enact and recommend that Transport Canada enact measures to address the problem in the short and long term. The calculation of the sound levels is confusing and problematic. World Health Organization guidelines with respect to noise outdoors is between 50dBA and 55dBA. The City of Victoria Noise Bylaw states levels in the range between 45dBA and 65dBA. Transport Canada's Aircraft Noise Measurement Project in 2001 reported noise levels between 63.4dBA and 64.7dBA and a Shoal Point Residents' Study measures the noise levels frequently at 90dBA. The noise has increased due to the increase in the number of flights. While Transport Canada has direct control over aircraft operations, the City of Victoria issues the business licences and provide the facilities for the aircraft and they can enforce restrictions on noise levels. The City should take leadership in this. Arguments against restrictions are untenable as the City has a duty of care for its residents. (1) Some will argue the economic benefits outweigh the concerns; (2) that the floatplanes were here first; but residents were here before the airplane was invented; and we are all here now. (3) Some will argue if the residents don't like it then they should move. City Council determines where residential development should occur, so the City has a duty to ensure there is a proper living environment. (4) Some will argue that floatplanes are a feature of Victoria's charm, but that becomes a serious annoyance over time. (5) Some will argue restrictions will close the airport, that is not true. The City has the duty and power to act and put in place the actions to solve the problem.

**10. Jim Gauer**

He is a frequent flyer on Kenmore Air. Discussion regarding noise and air pollution is long overdue, but discussions get bogged down in misinformation, contained in the following thirteen myths:

1. Seaplanes were here first – planning and promoting of residential development since 1983, when seaplane traffic was less than 12,000 flights per year, traffic now exceeds 36,000 per year.
2. Seaplane traffic is compatible with residential development – Victoria is the only city in Canada that permits airport runways in such close proximity to residential development.
3. Noise pollution is not so bad – in 1999 average noise level was found to be at the upper limit of the acceptable range, since then activity has increased 68%, pushing noise levels to the unacceptable range.

4. Air pollution is not so bad – fuel used emits pollutants and on the Alpha runway planes emit fumes 50 meters from people's homes.
5. Seaplanes are essential to a working harbour – it is a stretch to call it a working harbour, most of the marine traffic is generated by tourism and recreation.
6. Seaplanes are essential to tourism – only 15% of seaplane passengers are tourists, the majority are business and government travelers.
7. Seaplanes are essential to economic vitality – no evidence to support this.
8. Seaplanes are essential to the provincial government as the jobs would move to the mainland – no evidence to support this.
9. Noise and air pollution are a small price to pay – increasing environmental awareness of issues does not support this.
10. It is economic unfeasible to require that seaplanes be upgraded – this argument was also used by car manufacturers 30 years ago.
11. Transport Canada is powerless to do anything about the noise – Transport Canada can limit the number of flights and enforce its own procedures.
12. Enforcement of runway procedures is not required as pilots voluntarily follow procedures – in the first four months of 2008 runway Alpha was used 68% of the time, compliance is possible.
13. Only Transport Canada can regulate harbour activity – the City can do whatever it has the political will to do such as limiting flights, requiring upgraded planes and closing runway Alpha.

**11. Don Roughley**

There was a lot of work done between 1996 and 1999, but do not depend on Transport Canada to look after your interests. He has reviewed the application for the community marina in front of the Royal Quays and they have made their application to Transport Canada and not the City as it is the Province that handles leases of the waterfront. There are issues with respect to the marina as there will be an impact on the taxiing corridor around Pelly Island. The number of government employees that move between Vancouver and Victoria is quite large. The issue of environmental impact on residents of the City is not just those adjacent to the harbour, but also the general public, the boaters and recreational users of the harbour. With the continued growth of floatplane trips and the impacts of that increase on the pollution and noise, the increase will continue. He would suggest that there will be a major impact of quality of life in community. There needs to be coordination between airlines.

**12. Lynn MacDonald**

She has been a Songhees resident since 1990. The Committee stated that safety issues are out of scope. The issue of zoning for other areas of water lot areas will seriously impact the use of the harbour by water groups such as paddlers, the Coho, etc. and people walking. Part of the marina plan is to put a parking lot in the harbour. How can that be an acceptable use of the harbour? There needs to be studies done and they need to meet with City staff. The zoning in that area is critical.



**13. Miriam Nelson**

There used to be three flights a day. Her white balcony is black with the pollution from the floatplanes. She suffers whenever the wind blows north and west. It is beautiful to see the planes coming and going, but she is worried about all the planes. She has a terminal illness and she believes it is due to the fumes. People have told her to move, but it is the planes that should leave the harbour. She was a member of the Greater Victoria Marine Harbour Committee. Why are the planes still there? This is an illegal airport. Why should people have to close their windows and doors against the noise and fumes? The City is the landlord and they should evict the floatplanes, but they are concerned about being sued due to the loss of revenue the companies will experience. Great things are being done in the harbour. Please do something and help us. Don't let this go on for another 12 years.

**14. Don Prittie, Greater Victoria Harbour Authority Chair**

The GVHA does not have the authority, but he thinks meetings like this are good. It will take a compromise to make changes. He believes it is a working harbour and floatplanes have a place there. A balance is needed.

**15. Arthur. Garner, Resident of Montreal Street**

Kenmore Air comes in and out and you never hear anything about them. If Seattle can do it (caps on flights) then we can do it and the planes are the same.

**4. CONCLUSIONS AND NEXT STEPS**

*The Chair said that the Committee will review all the information presented tonight and they will also review the Noise Abatement Procedures process and its applicability/implications for our use. The Committee will also do some research into the best methods and techniques for measuring noise so that any measurement process proposed will be meaningful. The Committee will also review the proposed new Water Airport Regulations and Standards.*

*The Chair encouraged those present to also review the Water Airport Regulations and Standards and provide their feedback to Transport Canada.*

*Councillor Madoff said that often the community's concerns have been characterized as extremist, but tonight that notion is put to rest as those speaking have shown a level of detail and thought and willingness to recognize the element of compromise that will come into this. She noted a recent experience at the Vancouver Airport which closes certain runways in consideration of the neighbours at certain hours. The quality of life is an issue, but it is tied to the success of the industry. The solution is simple - it involves the principles of willingness and cooperation of the Federal government. There are commonsense measures that could be taken.*

*Councillor Coleman thanked those that have submitted their written comments and requested that those who spoke and have not submitted their comments in writing to please do so as they are important. The Committee will review all comments and the solution will involve some form of working together that will work for the*

*majority. The airport at Lake Union does not have a cap on flights, but there is a voluntary noise abatement program. He is looking forward to finding a resolution that works for the majority which will allow the harbour to continue to be a working harbour which is more peaceful.*

**5. ADJOURNMENT**

Councillor Holland adjourned the meeting at 8:54 p.m.

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Councillor Holland, Chair



**Council Member Motion**  
**For the Committee of the Whole Meeting of July 13, 2017**

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**Date:** July 4, 2017

**From:** Councillor Ben Isitt

**Subject:** Options for Rental Housing in Strata Property

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**Recommendation:**

That Council endorse the following resolution and request that the Mayor, on behalf of Council, write to the provincial Minister Responsible for Housing and Members of the Legislative Assembly representing constituencies in the Capital Region, forwarding a copy of the resolution and requesting favourable consideration:

***Resolution: Options for Rental Housing in Strata Property***

WHEREAS Many communities in British Columbia face acute housing affordability and housing availability challenges, with low vacancy rates and escalating housing prices contributing to economic insecurity for seniors, youth and people with low to moderate incomes who cannot afford safe, stable rental housing;

AND WHEREAS Provisions in the Strata Property Act have enabled strata councils to introduce bylaws that restrict rental housing as a permitted use, resulting in many dwelling units remaining vacant or underutilized rather than contributing toward the supply of rental housing in local communities;

AND WHEREAS more than 20 percent of property owners who responded to a recent City of Vancouver survey cited rental restrictions in strata bylaws as the reason why these units were unoccupied;

THEREFORE BE RESOLVED THAT the Province of British Columbia amend the Strata Property Act to prohibit bylaws restricting rental housing in strata-titled residential property, while retaining the authority of strata councils to introduce bylaws to restrict short-term vacation rentals.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Ben Isitt".

Councillor Isitt







**Council Member Motion**  
**For the Committee of the Whole Meeting of July 13, 2017**

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**Date:** July 7, 2017

**From:** Councillor Ben Isitt

**Subject:** Supplementary Material on Short-Term Rental Regulatory Framework

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**Background:**

Council provided clear direction to staff on June 22, 2017 to develop a regulatory framework to restrict short-term rentals in Victoria, as one response to the housing affordability and housing availability crisis, and to ensure fairness among operators providing transient accommodation.

This report recommends that Council refer new information to staff, specifically reports on regulatory frameworks currently under development in Vancouver and Toronto and information on best practices in other North American jurisdictions, to inform the development of the regulatory framework for Victoria.

**Best Practices in other Jurisdictions:**

Major Canadian cities including Vancouver and Toronto are currently developing STR regulations based on models in place in San Francisco and Santa Monica, California, which share several common characteristics.

Under Vancouver's proposed regulation (see Attachment 1), which is being considered by Vancouver City Council on July 11, in order for each host to receive licencing from the municipality they will need to provide proof that they are:

- 1) Using their primary residence.
- 2) That the unit is not a secondary suite.
- 3) That they have permission from their strata council to go ahead with the rentals.

Licensed properties are given permit numbers, and platforms such as Airbnb and VRBO are required to list only licensed units along with the host's licence number. Platforms are also responsible for sharing data with the city including the location of properties, the cost of the rentals, the length of time that they are rented, and contact information for hosts. That way, in the case of complaints, city staff can contact the host directly instead of going through the platform as an intermediary. Finally, there is a 3% transaction fee that goes to the city to help cover costs associated with administration and enforcement of the regulations. Toronto City Council's Executive Committee approved a similar regulatory framework on June 19, 2017 (see Attachment 2).

Common characteristics of the regulatory frameworks under development in Vancouver and Toronto, and already implemented in San Francisco and Santa Monica, include a restriction of STRs to a host's primary residence, and clear requirements that mandate responsible operations, including requiring that hosts demonstrate they have approval of strata councils to operate STRs, and mandating co-operation from platforms on the location of properties, the validity of business licenses, and the collection of fees to cover municipal costs.

An analysis of best practices in North American jurisdictions suggests that the regulatory framework for Victoria should include the following requirements:

- One host = One listing;
- Proof of the host's identity and municipal address;
- Proof of a current police background check;
- Proof that the property is the host's principal/primary residence;
- Proof that the listed space is in a habitable room in the principal/primary residence;
- Proof that the host has sufficient insurance coverage;
- Proof that mortgage terms are not violated, if an owner;
- Proof that short-term rentals are consistent with the use of the strata lot in the host's land titles declaration, if a strata resident;
- Proof that the host's strata council rules permit short-term rentals, if a condominium resident;
- Proof that the listing does not violate existing zoning by-laws, building codes, fire codes and health and safety standards;
- Submission of site and floor plans accurately depicting the size and location of the existing dwelling;
- Submission of the number and location of the designated off and on-street parking spaces and the number of vehicles allowed for overnight guests, if applicable;
- Submission of a list of responsible contact persons;
- Submission of a list of all online platforms used to advertise the listing.

### **Recommendation:**

That Council refer this report and the attachments to staff, and request that the following provisions be incorporated into the City of Victoria's regulatory and business licensing framework for Short-Term Rentals:

- One host = One listing;
- Proof of the host's identity and municipal address;
- Proof of a current police background check;
- Proof that the property is the host's principal/primary residence;
- Proof that the listed space is in a habitable room in the principal/primary residence;
- Proof that the host has sufficient insurance coverage;
- Proof that mortgage terms are not violated, if an owner;
- Proof that short-term rentals are consistent with the use of the strata lot in the host's land titles declaration, if a strata resident;
- Proof that the host's strata council rules permit short-term rentals, if a condominium resident;
- Proof that the listing does not violate existing zoning by-laws, building codes, fire codes and health and safety standards;

- Submission of site and floor plans accurately depicting the size and location of the existing dwelling;
- Submission of the number and location of the designated off and on-street parking spaces and the number of vehicles allowed for overnight guests, if applicable;
- Submission of a list of responsible contact persons;
- Submission of a list of all online platforms used to advertise the listing.

Respectfully submitted,



Councillor Isitt

Attachments

1. City of Vancouver staff report, "Regulating Short-Term Rentals in Vancouver," July 5, 2017
2. City of Toronto Executive Committee Decision, "Proposed Regulations for Short-term Rentals," June 19, 2017





# RR-1



## POLICY REPORT LICENSING

Report Date: July 5, 2017  
Contact: Kathryn Holm  
Contact No.: 604.873.7545  
RTS No.: 11705  
VanRIMS No.: 08-2000-20  
Meeting Date: July 11, 2017

TO: Vancouver City Council  
FROM: General Manager of Development, Buildings and Licensing  
SUBJECT: Regulating Short-Term Rentals in Vancouver

### **RECOMMENDATION**

- A. THAT the Director of Planning be instructed to apply to amend the Zoning and Development By-law and the Zoning and Development Fees By-law to implement the recommendations set out in this Report regarding Short-Term Rentals and that the application be referred to Public Hearing.
- B. THAT the Director of Legal Services be instructed to prepare amendments to the Zoning and Development By-law, Licence By-law, Ticket Offences By-law, and Zoning and Development Fees By-law to implement the recommendations set out in this Report regarding Short-Term Rentals, for consideration at public hearing.
- C. THAT the Director of Legal Services be instructed to bring forward the amendments to the Licence By-law and the Ticket Offences By-law to implement the recommendations set out in this Report regarding Short-Term Rentals at the time of enactment of the amendments to the Zoning and Development By-law and the Zoning and Development Fees By-law.

### **REPORT SUMMARY**

Short-term rentals (i.e. < 30 days per stay) are currently not allowed in Vancouver, outside of licenced hotels and bed and breakfasts, yet 5,927 short-term rental ("STR") units are posted on sites like AirBnB and VRBO.<sup>1</sup> Vancouver, like other cities around the world, must address the challenges posed by this emerging industry, and establish policies to ensure STR Operators (or "hosts") operate responsibly.

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<sup>1</sup> Host Compliance LLC (April 2017).

This report proposes a framework to enable STR in Vancouver. Proposed regulations and processes were developed based on extensive engagement, policy review, comparative analysis of other cities, and in coordination with other City of Vancouver initiatives such as Housing Vancouver and the Empty Homes Tax. The following guiding principles informed the proposed approach: protecting long-term rental supply; encouraging neighborhood fit; enabling supplemental income; supporting the tourism industry; ensuring health and safety; promoting tax and regulatory equity; and encouraging compliance.

The proposed regulations allow residents to STR their Principal Residence Unit (i.e. the main dwelling unit where they live), provided they obtain a business licence. STR would not be allowed by commercial operators. Owners would not be able to STR investment properties, non-principal secondary suites or laneway houses, although they may rent these dwelling units to long-term tenants. Non-principal residential units would not be eligible to STR even if the Empty Homes Tax is paid.

This report provides an implementation plan for the proposed regulations, covering compliance strategies, enforcement processes, resourcing and costing, system requirements, implementation timing, licence fees, and required by-law amendments. The report also includes a proposal for a transaction fee of up to 3% of STR booking prices to be collected and remitted by STR Platforms.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

On April 6, 2016 Council directed staff to study the issue of short-term rentals ("STR") in Vancouver and develop a plan to bring these units into a regulatory framework.

On October 5, 2016 the Standing Committee on Policy and Strategic Priorities reviewed a staff presentation on the impacts of STR and a draft regulatory framework which allows for the STR of the Principal Residence Units<sup>2</sup> of owners and renters, but does not allow STR of non-principal secondary suites<sup>3</sup> or laneway houses, secondary residences, and investment properties. The Committee also heard from community members, local stakeholder groups, and a representative from AirBnB. The Committee's direction to staff was to continue consultation and report back with proposed regulations, and a corresponding implementation plan, schedule, and resourcing proposal.

### ***CITY MANAGER'S/GENERAL MANAGER'S COMMENTS***

The City Manager and General Manager of Development, Buildings and Licensing support the proposed STR regulations, and acknowledge the delicate balancing act of regulating STR to enable supplemental income for residents, economic development, and tourism; without undermining the long-term rental market or neighbourhood fit in residential areas. The proposed regulations would bring the STR industry in Vancouver into a legal framework, benefitting from research of other jurisdictions to support compliance.

<sup>2</sup> Note: "Principal Residence Unit" is "the usual dwelling unit where an individual makes his or her home, being the dwelling unit where an individual lives and conducts his or her daily affairs, such as paying bills and receiving mail, and is generally the residence used for government records for things like income tax, Medical Services Plan, driver's licence and vehicle registration".

<sup>3</sup> Note: "Secondary Suites" are "a smaller dwelling within a larger one-family dwelling or two-family dwelling, which must have separate external access and may have shared internal access".

## REPORT

### *Background/Context*

In the last decade, there has been rapid growth of online global marketplaces that connect people looking for short-term accommodation with people who want to short-term rent their homes. STR Platforms like AirBnB.com, VRBO.com, HomeAway.com and Flipkey.com have expanded rapidly, from around 300,000 STR listings worldwide in 2008 to over 4,500,000 in 2016.<sup>4</sup>

STR Platforms are currently used in Vancouver in various ways: individuals rent a bedroom in their home while they are there, or rent their entire home while they are away. Some people with second properties are renting them to others when not in use; and some commercial operators or property investors are operating full-time STR units.

The economic impact of STR is heavily debated, especially in expensive cities. As the largest global player in the STR market, AirBnB has published a considerable number of reports suggesting positive impacts, including that STR expands the tourism market, supports local businesses in non-tourist neighborhoods, and helps residents gain additional income to support their costs of living.

However, independent researchers question the bias of these reports. For example, some suggest that STR may negatively impact hotel revenues, especially for small local hotels, and are beneficial only as overflow accommodation during peak tourism periods.<sup>5</sup> A 2016 study of Los Angeles found that the rapid growth of the STR market is putting upward pressure on rent, particularly in high-interest neighborhoods (i.e. beach communities).<sup>6</sup> In addition, many stakeholders in Vancouver are concerned, particularly in light of the current housing crisis, that long-term rental housing stock may be converted to STR units, and that STR may result in nuisance and safety issues in residential neighbourhoods.

STR Platforms are active and growing in Vancouver, even though the current Zoning and Development By-law prohibits accommodation rentals for less than 30 days unless the Operator holds a business licence as a hotel or bed and breakfast.<sup>7</sup> Despite existing regulations, the STR market has grown to supply an estimated 29% of Vancouver's accommodation for tourists and other transient guests.<sup>8</sup> If AirBnB were a hotel, it would be Vancouver's single largest hotel.<sup>9</sup>

### *Short-Term Rental Regulations in Other Jurisdictions*

In most major cities in North America, thousands of residents are currently operating transient-use rental accommodation via STR Platforms, often without regard for existing by-laws which prohibit STR.

Cities are struggling to adjust to this new accommodation marketplace. Most urban land use, licensing, and enforcement tools are not equipped to support or regulate the "sharing

<sup>4</sup> Source: Host Compliance LLC (April 2017).

<sup>5</sup> Source: Nicole Gurrán and Peter Phibbs (2017) When Tourism Moves In: How Should Urban Planners Respond to AirBnb, *Journal of the American Planning Association*, 83:1, 80-92, DOI: 10.1080/01944363.2016.1249011.

<sup>6</sup> Lee, D. (2016). How Airbnb short-term rentals exacerbate Los Angeles's affordable housing crisis: Analysis and policy recommendations. *Harvard Law & Policy Review*, 10, 229 - 253. Retrieved from [http://harvardlpr.com/wp-content/uploads/2016/02/10.1\\_10\\_Lee.pdf](http://harvardlpr.com/wp-content/uploads/2016/02/10.1_10_Lee.pdf).

<sup>7</sup> Note: Section 10.21.6 of the Zoning and Development By-law states, "No person shall use or permit to be used any dwelling unit for a period of less than one month unless such unit forms part of a hotel or is used for bed and breakfast accommodation." Section 10.20.5 sets the same 30 day rental minimum for housekeeping units (i.e. private rooms).

<sup>8</sup> Note: Assuming 14,511 hotel rooms, 5,927 STR Units, and 106 bed and breakfasts rooms in the City of Vancouver.

<sup>9</sup> Note: Assuming 82% market share for the AirBnB platform.

economy". Many cities have implemented policies on STR, spanning a broad spectrum from permissive to restrictive approaches, while many other cities have yet to address STR, despite their prevalence. The general consensus among policy-makers and academics is that STR is complex and difficult to regulate, and that no one city has developed a policy framework to effectively enable and enforce STR activity.

New York City and Berlin are generally perceived as examples of restrictive STR regulations. New York does not allow STR in all multi-family buildings, and Berlin has banned STR of all entire units. Other cities have more permissive regulations. For example, Austin, Texas allows STR in non-principal residences, and allows units to be operated by third-party Operators (note: Austin has set an annual "night cap" to minimize negative neighbourhood impacts related to absentee Operators).

There were many policy options from other jurisdictions reviewed in developing the proposed STR regulations. Some cities have proposed licensing STR Platforms in addition to STR Operators (e.g. Toronto and Chicago), whereas most other cities focus on licensing or registering Operators. Quebec has so far adopted a Provincial approach, although individual municipalities are revising zoning regulations to control the STR market. Some jurisdictions have developed specific taxation programs for STR (e.g. Chicago, New Orleans), whereas most others have adapted existing tax programs. The figure below summarizes STR policy across jurisdictions. Detail is provided in Appendix G.

*Figure 1: Review of STR Regulations Across North American Jurisdictions<sup>10</sup>*

Jurisdiction	Operator Licence/Registry	Company Licence	Principal Residence Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
Vancouver (Proposed)	✓	✗	✓	✗	✓	✓	✗	Under review
Toronto (Proposed)	✓	✓	✓	✗	✓	✓	✗	Under review
Province of Quebec	✓	✗	✗	✗	✗	✗	✓	✗
Austin	✓	✗	✗	✗	✓	✓	✓	✗
Chicago	✓	✓	✗	✗	✓	✓	✓	✓
Denver	✓	✗	✓	✗	✗	✗	✓	✗
Los Angeles (Proposed)	✓	✗	✓	✓	✓	✓	✓	✗
Nashville	✓	✗	✗	✗	✓	✓	✓	✗
New Orleans	✓	✗	✗	✓	✓	✓	✓	✓
New York City	✗	✗	✓	✗	✓	✗	✓	✗
Philadelphia	✓	✗	✓	✓	✓	✓	✓	✗
Portland	✓	✗	✓	✓	✓	✗	✓	✗
San Francisco	✓	✗	✓	✓	✓	✗	✓	✗
Santa Monica	✓	✗	✓	✗	✓	✓	✓	✗
Seattle (Proposed)	✓	✓	✗	✗	✓	✗	✓	✗

✓= Included in STR Regulations

✗= Not Included in STR Regulations

<sup>10</sup> Source: City of Toronto, Jurisdictional Scan of Short-Term Rental Regulations (June 2017). Updated with proposed City of Vancouver STR regulations.



### *Short-Term Rentals in the Context of Vancouver's Housing Crisis*

Vancouver is in the midst of a housing crisis that is threatening the diversity of our communities, the strength of our economy, and the vibrancy of our City. The cost of home ownership has outpaced the means of many local residents, and a tight rental market is putting significant pressure on renters. Finding an appropriately-sized home, in the right location, at an affordable cost has become a significant challenge for local households.

Vancouver has the highest rents and lowest rental vacancy rate of any major city in Canada.<sup>11</sup> Those trying to access Vancouver's rental housing market, or move within it, currently face a rental apartment vacancy rate of 0.8%, which means that at any time there is on average 8 out of every 1,000 rental apartment units vacant and available for rent.<sup>12</sup> Many renters in Vancouver live with little security of tenure and limited protection from increases to rents. Close to 50,000 households are currently spending more than 30% of their income on rent.

Rental housing is an important part of the City's housing stock; as 51% of households in Vancouver are renters. The City is working to both protect the existing affordable rental stock and add new supply. Council's approval of programs and policies such as Rental 100, Rate of Change, the Tenant Relocation and Protection Policy, and the Empty Homes Tax has been instrumental in this regard, and the proposed STR regulations are another important example of how the City is working to take a 'secure homes first' approach, and to dis-incentivize the use of housing as a commodity.

The first guiding principle for the proposed STR policy is to protect the supply and affordability of Vancouver's long-term rental housing stock. In 2016 there were 283,916 private occupied dwelling units in Vancouver<sup>13</sup>; 146,087 (51%) of which were estimated to be occupied by renters.<sup>14</sup> These rented units include a wide variety of housing types such as purpose built rental apartments, secondary suites, laneway houses, and rented houses and condominiums. With a current STR market of 5,927 units, and an annual pace of growth of more than 10%, the long-term rental market may be at risk if the STR market is left unregulated.

### *Secondary Suites and Laneway Houses*

Secondary suites and laneway houses have been of particular concern to staff during the STR regulatory review. The City's laneway housing and secondary suite programs has enabled thousands of units of rental housing in neighbourhoods across the city, in line with Council's priority to create much-needed affordable rental housing.

Secondary suites and laneways houses provide unique housing options for a diverse range of people, including lower and moderate income households, seniors, and young families wanting to live in detached housing. When asked about future moves in the recent Housing Vancouver survey, 21% of renter respondents indicated that they would look for a secondary suite, and 26% would look for a laneway or coach house. When asked about factors that would make them consider leaving the City, 63% of renters (vs 28% of owners) indicated that they would consider moving because they can't afford to live in a neighbourhood of their choice.<sup>15</sup>

<sup>11</sup> Source: Canada Mortgage and Housing Corporation (October 2016).

<sup>12</sup> Source: Canada Mortgage and Housing Corporation (October 2016).

<sup>13</sup> Source: Statistics Canada, Census (2016).

<sup>14</sup> Source: Vancouver Housing and Homelessness Strategy Reset – Housing Vancouver Emerging Directions (March 2017).

<sup>15</sup> Housing Vancouver Talk Vancouver Survey Results

Aside from affordability, lack of neighbourhood choice was the most commonly identified issue for renters in Vancouver.<sup>16</sup>

As secondary suites and laneway houses cannot be strata titled and sold separately, they are important types of housing that increase the supply and diversity of long-term rental units across the city, and provide opportunities for renters to live in ground-oriented housing in established neighbourhoods. These units also create flexible options for family use by elderly parents, caregivers or adult children, and as a potential source of supplemental income they can also support affordability for owners.

## STRATEGIC ANALYSIS

### *Financial Incentives for Short-Term Rentals*

Staff analysis of average monthly rent and nightly short-term rental rates showed that the STR of a one bedroom unit for 9 to 12 days per month generates the same revenue as renting the same property on a long-term basis (gross of transaction costs).<sup>17,18</sup> For two bedroom units, the break-even point is between 7 and 11 days, and for studio units it is between 7 and 15 days.<sup>19</sup> Factoring in transaction costs, which are generally higher for STR than for long-term rentals, staff estimate that STR units generate approximately 200% to 300% more net income than long-term rental units over the same time period. This break-even analysis shows there is a strong financial incentive to rent short-term in Vancouver.

*Figure 2: Estimated Long-Term and Short-Term Rental Gross Revenue*

	Long-Term Rental (over one month)		Short-Term Rental (< 30 days) (full-time STR over one month)	
	One Bedroom	Two Bedrooms	One Bedroom	Two Bedrooms
Downtown	\$1,434	\$2,222	\$4,302	\$6,888
Kitsilano / Point Grey	\$1,314	\$1,818	\$3,614	\$5,000
East Hastings	\$1,000	\$1,305	\$2,500	\$3,263

### *Short-Term Rental Market in Vancouver*

It is difficult to accurately measure the STR market, because online data is often incomplete and challenging to aggregate consistently across multiple Platforms. Further, academic analysis of the STR market is limited (but growing), as is credible published information about Vancouver-specific impacts.

On April 14, 2017, Host Compliance LLC (a third-party contractor) provided a report analyzing data collected on STR Platforms in Vancouver, including the number and types of STR units and Operators. This analysis replicated work completed previously by Host Compliance in June 2016, providing insight into changes in Vancouver's STR market. Key facts from this report are summarized in the table below, and the full report from Host Compliance is provided in Appendix E.

<sup>16</sup> Housing Vancouver Talk Vancouver Survey Results

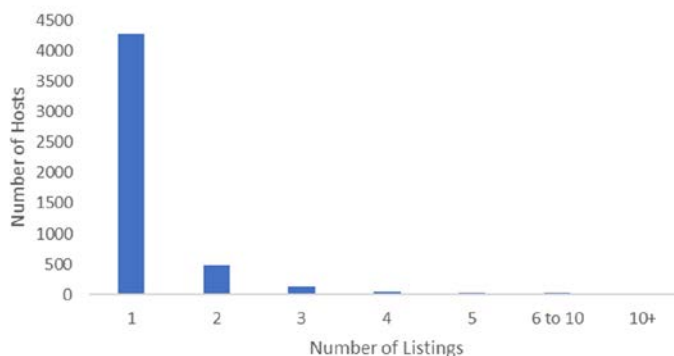
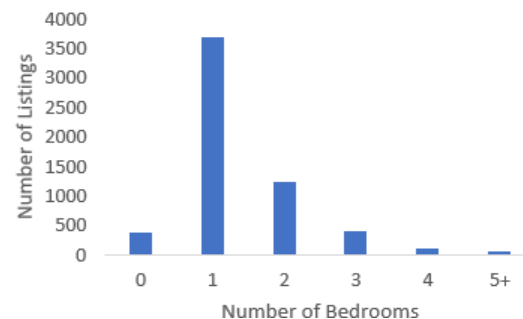
<sup>17</sup> Note: This analysis assumes the income in both scenarios is declared and taxed in the same way. It also assumes costs such as unit repairs and upgrades, utilities, and cleaning between tenancies is similar in both cases.

<sup>18</sup> Source: Canada Mortgage and Housing Corporation (October 2016).

<sup>19</sup> Source: Regulating Short-Term Rentals in Vancouver - 11421 (October, 2016).

*Figure 3: Key Facts on the Short-Term Rental Market in Vancouver<sup>20</sup>*

Metric:	June 2016	April 2017
Online STR Units in the City of Vancouver	5,353	5,927
STR Operators Managing Online Units	4,471	4,948
Estimated Annual Market Growth Between 2016 and 2017	n/a	13%
Estimated Annual Market Growth Between 2013 and 2015 <sup>21</sup>	n/a	86%
Percentage of STR Units Advertised as "Entire Units"	74%	72%
Percentage of "Private Bedrooms" or "Shared Units"	26%	28%
Percentage of STR Operators Managing Only One Listing	83%	85%
Percentage of STR Operators Managing Two Listings	10%	10%
Percentage of STR Operators Managing Three or More Listings	7%	5%
Number of STR Operators Controlling More than Ten Listings	25	13
Largest Number of STR Listings Controlled by a Single Operator	28	35
Estimated Annual STR Units Turnover	n/a	91%
Estimated Annual STR Operator Turnover	n/a	72%

*Figure 4: Number of Listings per Operator**Figure 5: Number of Bedrooms per Listing*

Overall, the Host Compliance analysis shows a very dynamic market, with high turnover in terms of both STR units and their Operators - a trend observed in other cities, including Toronto. It also shows that while the STR market continues to grow, it is growing at a slower rate than in the previous three years, suggesting some stabilisation within this new industry. Importantly, the data shows that 85% of the STR market in Vancouver is comprised of Operators who have a single STR unit, which in most cases is believed to be a Principal Residence Unit. Since the City announced its intention to disallow commercial or multi-listing Operators, and stepped up efforts to enforce against such Operators, the total number of hosts with three or more listings has decreased, and the number of hosts with 10 or more listings has been reduced by nearly half.

<sup>20</sup> Source: Host Compliance LLC (April 2017).

<sup>21</sup> Note: Data supporting this figure was provided by Airbnb to the City of Vancouver in 2016, and is not analyzed in the Host Compliance report.

### *Number of Non-Principal Residence Units in the Short-Term Rental Market*

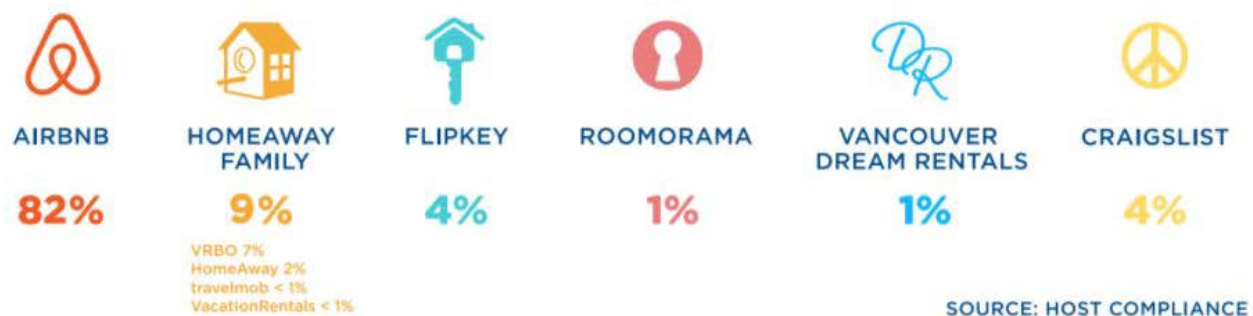
There is limited data available to estimate the number of non-Principal Residence Units currently being advertised on STR Platforms. According to data provided by AirBnB, 27% of STR units are booked for more than 90 days in a year, and 39% of dwelling units are booked for STR for more than 60 days. This information can be used to roughly approximate if the STR unit is a Principal Residence Unit, given that residents are unlikely to rent their entire home for that length of time. With 5,927 active STR units, and an estimated 4,285 units (72%) where the entire unit is advertised<sup>22</sup>, then 1,156 ( $4,285 \times 27\%$ ) to 1,671 ( $4,285 \times 39\%$ ) STR units are estimated to be non-Principal Residences Units. These units have the potential of being added or returned to the long-term rental market.

### *Market Share of Short-Term Rental Platforms in Vancouver*

Host Compliance found six STR Platforms which were active in Vancouver as of April 2017 (the same Platforms were also active in June 2016). Despite existing regulations, STR has grown to supply approximately 29% of Vancouver's accommodation for transient guests.

AirBnB is by far the largest player in Vancouver with 82% of the listings active in April 2017. AirBnB listings in Vancouver have almost doubled each year since 2013.<sup>23</sup> If AirBnB were a hotel, it would be Vancouver's single largest hotel. Other top sites are owned by Expedia: the Homeaway sites make up 9% of the market (7% of listings are on VRBO) and 4% of listing are on Flipkey. Craigslist also holds 4% of listings. Other platforms include Roomorama, Vancouver Dream Rentals, and TripAdvisor (which launched recently). This market share is relatively consistent with the initial study of online STR listings in Vancouver in June 2016, and with market share in other large cities in North America.<sup>24</sup>

*Figure 6: Market Share of Short-Term Rental Platforms in Vancouver:*



<sup>22</sup> Source: Host Compliance LLC (April 2017).

<sup>23</sup> Host Compliance, Short-Term Rental Market Overview For Vancouver (August 2016).

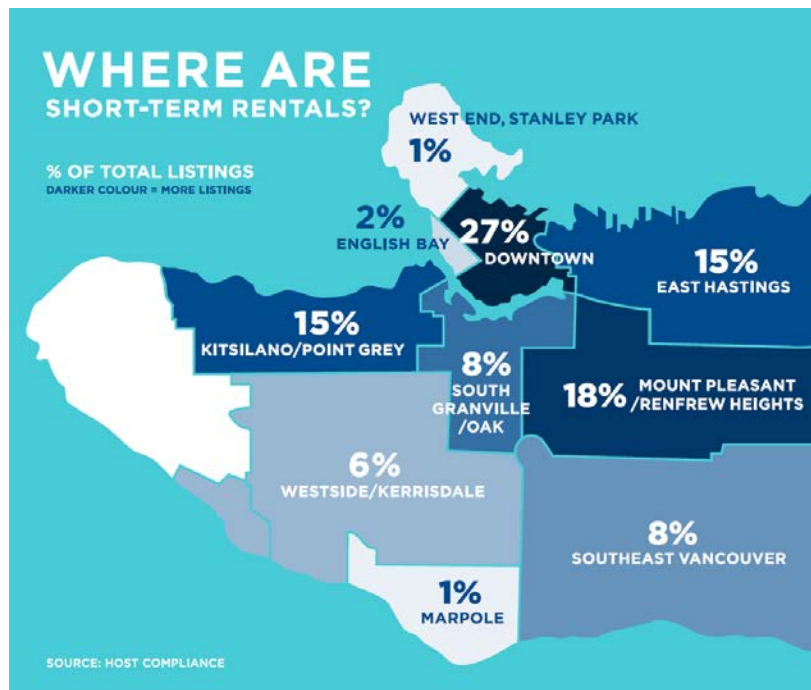
<sup>24</sup> Source: Host Compliance LLC (April 2017).



### *Geographic Distribution of Short-Term Rental Units*

The highest concentration of STR units is Downtown (27%); the next highest concentrations are in Mount Pleasant/Renfrew (18%), Kitsilano/Point Grey (15%), East Hastings (14%), Southeast Vancouver (8%), and South Granville/Oak (8%). When the data is segmented by entire units vs. private/shared rooms, analysis reveals fewer private/shared room listings Downtown and more of such units in residential neighbourhoods.

*Figure 7: Where are Short-Term Rentals in Vancouver?*



*Figure 8: Active Unique Short-Term Rental Units by Neighbourhood<sup>25</sup>*

Neighbourhood	Active Units	% of Total
Downtown	1,570	26.5%
Mt. Pleasant / Renfrew Heights	1,063	17.9%
Kitsilano / Point Grey	870	14.6%
East Hastings	853	14.4%
Southeast Vancouver	479	8.2%
South Granville / Oak	446	7.5%
Westside / Kerrisdale	343	5.8%
English Bay	168	2.8%
Marpole	84	1.4%
West End, Stanley Park	51	0.9%
<b>TOTAL</b>	<b>5,927</b>	<b>100.0%</b>

<sup>25</sup> Source: Host Compliance LLC (April 2017).

*Changes in Geographic Distribution of STR Listings Between June 2016 and April 2017*

Between the first study of STR listings in June 2016 and the second in April 2017, Marpole, Southeast Vancouver, and Westside/Kerrisdale have all experienced >35%+ growth in listings. Mt. Pleasant/ Renfrew Heights, East Hastings and Kitsilano/Point Grey experienced 29%, 14%, and 6% growth respectively. Downtown experienced no material change. Units declined by 4% in English Bay, 9% in South Granville/Oak, and 23% in West End/Stanley Park.

*Figure 9: June 2016 – April 2017 Growth in STR Listings by Neighborhood<sup>26</sup>*

Neighbourhood	Active Unique STR Units as of June 2016	Active Unique STR Units as of April 2017	Incremental Active Unique STR Units	% Change in Active Unique STR Units
Marpole	59	84	+25	+42.4%
Southeast Vancouver	346	479	+133	+38.4%
Westside / Kerrisdale	251	343	+92	+37.7%
Mt. Pleasant / Renfrew Heights	824	1,063	+239	+29.0%
East Hastings	746	853	+107	+14.3%
Kitsilano / Point Grey	818	870	+52	+6.4%
Downtown	1,578	1,570	-8	-0.5%
English Bay	175	168	-7	-4.0%
South Granville / Oak	490	446	-44	-9.0%
West End / Stanley Park	66	51	-15	-22.7%
<b>TOTAL</b>	<b>5,353</b>	<b>5,927</b>	<b>+574</b>	<b>+ 10.7%</b>

*Broader Economic Impact of Short-Term Rentals in Vancouver*

Tourism is an important economic sector in Vancouver and British Columbia. In Metro Vancouver, the tourism industry contributes approximately \$6.1 billion annually to the local economy and provides over 66,000 full-time jobs.<sup>27, 28</sup>

The availability and type of visitor accommodation is one of the factors that determine Vancouver's appeal as a tourist destination. In 2016, the average occupancy rate for hotels in Downtown Vancouver was 77%<sup>29</sup> and many properties were fully booked in peak periods.<sup>30</sup> Occupancy rates for STR listings are similarly high in the same peak periods. Airbnb reports that in June, 2016, 88% of the 3,172 entire unit listings with availability hosted at least one booking that month.

<sup>26</sup> Source: Host Compliance LLC (April 2017).

<sup>27</sup> Source: Regulating Short-Term Rentals in Vancouver - 11421 (October 2016).

<sup>28</sup> Note: 2013 numbers based on actual 2012 data <http://www.tourismvancouver.com/media/corporate-communications/vancouver-tourism-industry-fast-facts/>

<sup>29</sup> Source: Destination British Columbia, "Provincial Tourism Indicators: August 2016".

<sup>30</sup> Source: <http://business.financialpost.com/personal-finance/mortgages-real-estate/vancouver-hotel-room-rates-hottest-in-canada-amid-all-round-property-boom>

## **CONSULTATION FINDINGS**

### **Overview**

Vancouver residents hold diverse opinions regarding STR. Through consultation and stakeholder engagement, there were difficult trade-offs which emerged. Some stakeholders expressed that STR is a threat to the long-term rental market, and risks further accelerating home prices, making Vancouver even less affordable. Others believed that STR is part of the solution to affordability challenges, and that the supplemental income provided by STR allows people to stay in their homes.

Some stakeholders were deeply concerned that STR is happening in residential neighbourhoods, as opposed to areas of the City zoned for hotels, and that transient tenants are creating nuisance and potential safety issues within their communities. Others believe that STR is key to driving tourism in Vancouver, especially in peak periods or during events, and that STR tenants and hosts support local businesses often based outside of traditional tourism destination areas.

The City engaged with residents and stakeholders regarding STR in a variety of ways over more than a year. As the City seeks to implement a policy framework for STR that enables most residents to legally STR their homes, there are related initiatives that will provide opportunities for additional engagement, including the Housing Vancouver engagement sessions planned for the Fall of 2017.

### **Consultation Approach**

The City of Vancouver's stakeholder and public consultation process regarding STR includes:

**Talk Vancouver Public Survey.** Staff coordinated a Talk Vancouver survey which received 6,475 responses.<sup>31</sup> The survey focused on perceptions of STR in relation to affordable housing, protection of the long-term rental stock, tourism, economic development, building safety, and the neighbourhood and community impact of STR.

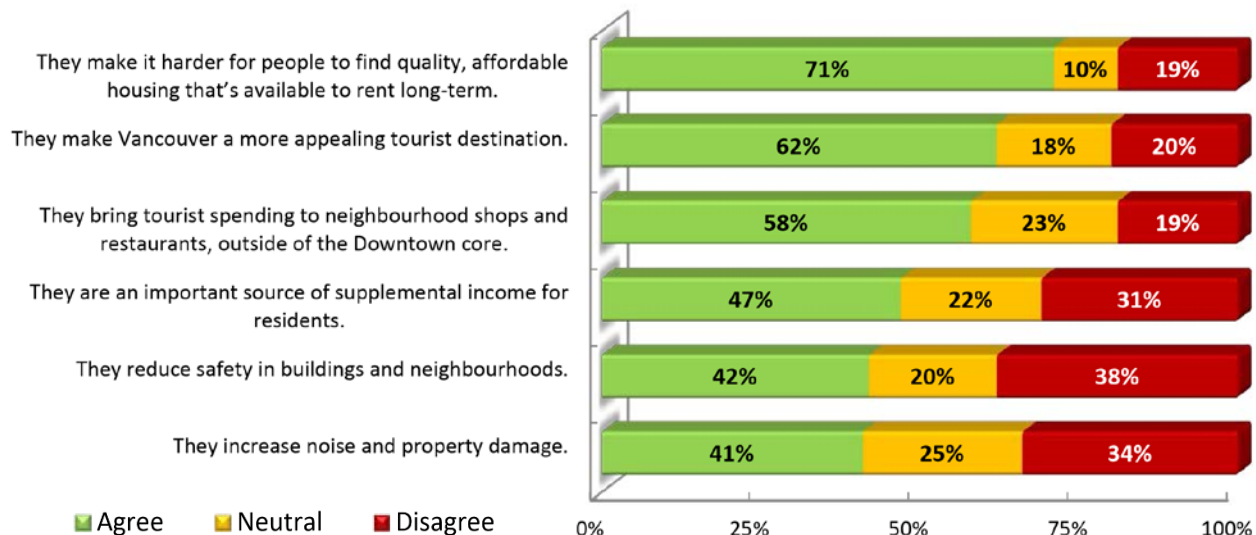
**Stakeholder Consultation.** Staff consulted with Tourism Vancouver, the Hotel Association of Vancouver, the Condominium Homeowners Association of BC, LandlordBC, the Renters Advisory Committee, the Tenant Resource and Advisory Centre (TRAC), the BC Technology Industry Association, STR Platforms (AirBnb, Expedia, Sonder have participated to-date), CertiStay, BC Housing, the Federation of Canadian Municipalities (FCM), and several City of Vancouver departments. Staff also consulted with approximately 30 STR Operators (coordinated by AirBnB) to understand the benefits of STR from the host perspective, and to review how the proposed regulations may impact the existing STR market.

<sup>31</sup> Note: See the October 5, 2016 Council Report for a summary of stakeholder consultation and the results of the Talk Vancouver survey.

### Talk Vancouver Public Survey

Members of the public were invited to comment on the perceived impacts of STR via a Talk Vancouver online survey in July and August, 2016. 6,475 individuals completed a survey in a 14-day period. Survey responses were balanced across age groups, genders, and between home owners and renters. Of the total respondents, 10% indicated they have operated an STR unit in the last 12 months.

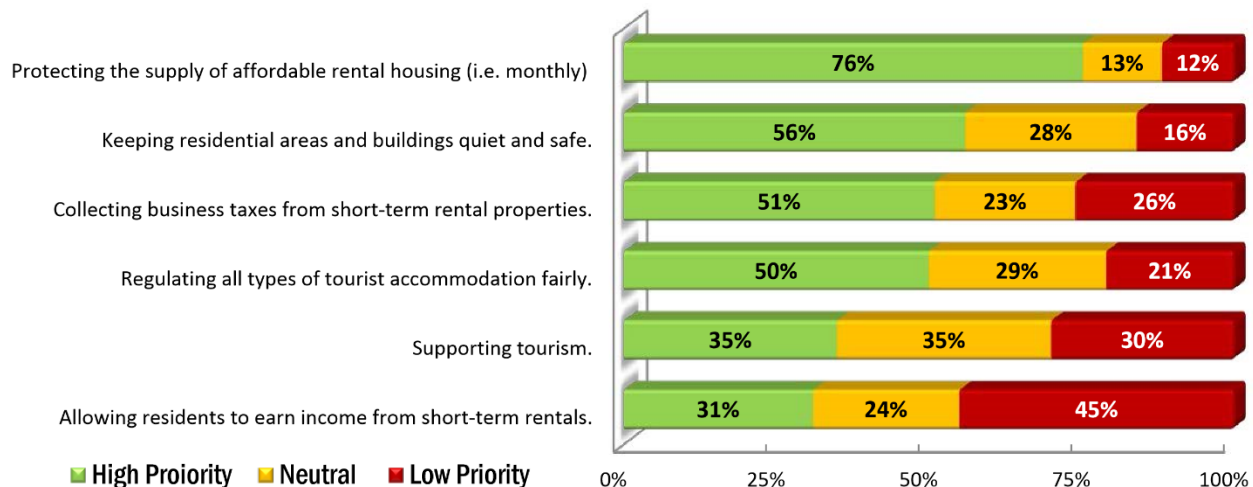
*Figure 10: General Perceptions of Short-Term Rentals<sup>32</sup>*



### Informing the Guiding Principles for Short-Term Rental Regulations

Vancouverites informed the guiding principles for the proposed regulations: to protect long-term rental supply; encourage neighborhood fit; enable supplemental income; support the tourism industry; ensure health and safety; promote tax and regulatory equity; and encourage compliance.

*Figure 11: Priorities for New Short-Term Rental Regulations<sup>33</sup>*



<sup>32</sup> Source: Talk Vancouver Public Survey (August 2016).

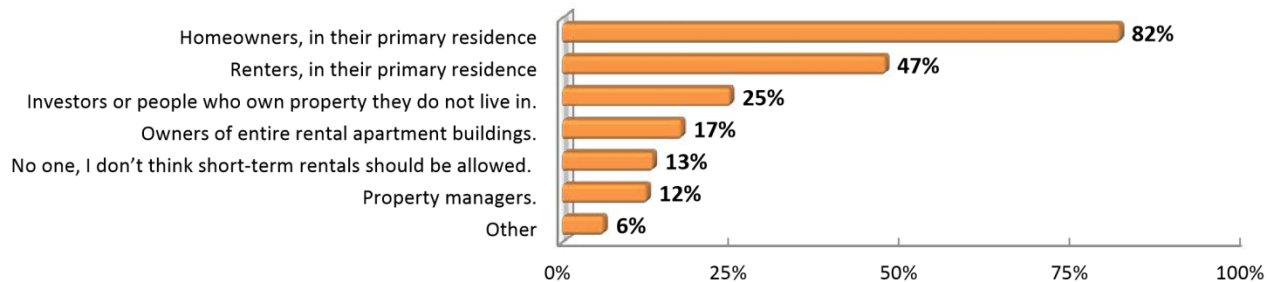
<sup>33</sup> Source: Talk Vancouver Public Survey (August 2016).



### *Support for a Principal Residence Requirement*

As Figure 12 shows, there was strong support among survey respondents for allowing STR in the homeowner's principal residence. More than 80% of respondents said a homeowner should be allowed to STR their principal residence and 47% said renters should be allowed to do the same.

*Figure 12: Who should be allowed to offer units on the short-term rental market?*



### *Stakeholder Consultation*

The City sought to consult a diverse group of organizations and individuals to gather a fulsome set of perspectives on STR. Staff completed two rounds of consultation: one in the Fall of 2016 and another more extensive round in the Spring of 2017. Key findings from the second round of consultation in the Spring of 2017 are summarized in the following sections. See the October Council report on STR for a summary of the first round of consultation.

### *Impact on Long-Term Rental Stock and Affordability*

Stakeholders recognize that many people who live and work in Vancouver are currently struggling to find affordable rental housing. Rental advocates highlight that a healthy rental market is considered by the Canada Mortgage and Housing Corporation (CMHC) to have a 3% rental vacancy rate, whereas the rental vacancy rate in Vancouver in October 2016 was only 0.8%.<sup>34</sup>

While there is limited data to assess and quantify the impact of STR on the long-term rental housing stock and affordability, there are reports of tenants being evicted so that landlords can operate STR units. There is also concern that the earning potential of STR units, which typically generate 200% to 300% more net income than long-term rental units over the same time period, may become reflected in the price of homes, further impacting affordability, in particular for homes with secondary suites or laneway houses (i.e. units which the Operator could STR full-time).

Rental advocates also view existing non-principal STR units as an important stock of potential long-term rental housing. In November 2016, the Renter's Advisory Committee passed a motion supporting the City's proposed approach to regulating STRs, recognizing the importance of limiting STR activity to principal residences in order to protect long-term rental stock, in particular for secondary suites and laneway houses.

<sup>34</sup> Source: Canada Mortgage and Housing Corporation (October 2016).

### *Neighbourhood Fit*

Public complaints regarding STR are rare but becoming more common. The number of complaints received via 3-1-1 pertaining to STR in 2016, 2015, and 2014 was 144, 19, and 4 respectively (see page 29 for a summary table of 3-1-1 complaints). So far in 2017, the City has received 150 complaints. Based on feedback from residents, STR in some cases has resulted in negative personal impacts, affecting residents' sense of comfort and security in their homes. Staff have heard from residents regarding negative experiences with STR in residential and mixed-use areas including excessive noise, increased garbage, parking issues, and safety concerns around unknown guests. Many stakeholders have commented that negative experiences are more prevalent if the STR Operator is not present or if the unit is not a principal residence.

Some stakeholders expressed that STR should be limited to the areas of the City currently zoned for hotels, to keep transient tenants outside of residential areas. Other stakeholders, in particular AirBnB hosts, believed that STR actually contributes to neighbourhood fit, and that STR guests tend to become more immersed in local communities compared to hotel guests, and that the role of STR Operators is to serve as "ambassadors for Vancouver" helping guests familiarize themselves with the City.

### *Supplemental Income for STR Operators*

STR Operators participating in consultation believed there are many benefits from STR, however the most common reason provided for operating STR units was to supplement their income in a City perceived as becoming less affordable. Airbnb reported in that a "typical" Vancouver Operator in 2015 earned \$6,500, and more than half of Operators surveyed reported using proceeds to cover housing costs. A typical senior Operator (> 64 year old) makes about \$12,000 annually or \$1,000/month on the Airbnb platform.<sup>35</sup> 47% of Talk Vancouver survey respondents feel that STR is an important source of supplemental income for Vancouver residents.

Other stakeholders commented that while the supplemental income generated through STR may improve affordability for existing homeowners, it also may have the effect of driving up home prices, further decreasing affordability for renters and aspiring home owners. While there is limited data to determine the impact of STR on housing prices, it is clear that STR significantly increases the earning potential of an investment property or secondary residence compared to operating a long-term rental unit. For this reason, some stakeholders believe that STR has partly contributed to the recent growth of residential property values in Vancouver.

### *Tourism and Economic Development*

58% of respondents to the 2016 public survey believed that STR brings tourist spending to neighbourhood shops and restaurants outside of the downtown core. Tourism and technology advocates commented during consultation that they agree with this finding, that STR helps local businesses in areas underserved by hotels or with little tourism traffic, and generally view STR as supporting tourism.

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<sup>35</sup> Source: AirBnB (2016).

Tourism advocates commented that the availability and type of visitor accommodation is one of the factors that determines Vancouver's appeal as a tourist destination. In 2016, the average occupancy rate for hotels in Downtown Vancouver was quite high at 77%<sup>36</sup> and many properties were fully booked in peak periods.<sup>37</sup> Tourism advocates highlighted that temporarily repurposing residential rooms and units for visitor accommodation is an effective way of increasing accommodation supply during event-related peaks (e.g. major sporting events). It appears, in peak periods at least, that STR units accommodate visitors that would not otherwise be able to stay in Vancouver.

### ***Building Safety***

Some stakeholders are concerned about building safety, and regulatory equity between buildings with comparable uses (e.g. hotels, bed and breakfasts, STR). Stakeholders in the hotel industry expressed that, given transient guests are unfamiliar with short-term accommodations, there is currently enhanced building safety requirements for transient use buildings, which are typically subject to a pre-inspection before the transient use can occur. Some stakeholders recommend that the City require enhanced building standards similar to bed and breakfasts, requiring STR Operators in some cases to make significant investments in building retrofits.

On the other hand, there were stakeholders concerned that if building requirements are too stringent, it may limit compliance levels and result in the persistence of an illegal STR market outside of the business licensing program - which may actually be less safe compared to having more achievable building requirements. STR Platforms suggest that the STR regulatory framework should initially focus on achieving a "critical mass" of compliance with the new regulations, and then gradually increase building safety requirements over several years once STR Operators have obtained a licence.

### ***Taxation***

Stakeholder groups including Tourism Vancouver and the Hotel Association of Vancouver expressed during consultation that (recognizing the City of Vancouver does not have legal authority to implement a sales tax or transaction tax on STR) the Provincial Government should review tax equity between bed and breakfasts, hotels, and STR, including review of the Municipal Regional Development tax ("MRDT") or the "Hotel Tax". There were also suggestions that the City share its STR registry with the Canada Revenue Agency (CRA) to check the non-employment income of STR Operators.

While Vancouver's tax authority in this context is limited, stakeholders in the hotel and tourism sectors identified the potential for the City to work with STR Platforms to coordinate a voluntary program similar to the local 1.5% Destination Marketing Fee (DMF), and apply a transaction fee on STR which could be used to fund local housing initiatives.

### ***Compliance***

Stakeholders are generally pessimistic regarding the City of Vancouver's ability to enforce compliance in the STR market, and many commented that - even if the City can identify STR Operators from their online advertisements (which is not always possible) - existing

<sup>36</sup> Destination British Columbia, "Provincial Tourism Indicators: August 2016".

<sup>37</sup> Source: <http://business.financialpost.com/personal-finance/mortgages-real-estate/vancouvers-hotel-room-rateshottest-in-canada-amid-all-round-property-boom>

enforcement powers and processes would limit compliance measures. Many stakeholders highlighted the City's ongoing enforcement challenges with commercial STR operators and rental building operators, suggesting enforcement powers are weak even when the Operator is known and the suspected offenses are well-documented.

It is worth noting that during consultation with AirBnB (with 82% market share) and Expedia (with 9% market share) both companies offered to support the City of Vancouver to promote compliance. However, while partnership with STR Platforms can facilitate compliance measures, many stakeholders commented that the City's compliance and enforcement strategy should not rely on private sector partner support.

### *Additional Opportunities for Engagement*

#### *Housing Vancouver Stakeholder Engagement*

Halfway through the 2012-2021 Housing & Homelessness Strategy, the housing challenges that people are facing in Vancouver require that the City formulate a new approach. In September 2016, the City launched a "Reset" of the strategy. As part of the first phase of work on developing the new Housing Vancouver Strategy, the City began conducting extensive housing demand and supply modelling, and engaging in consultation with local partners and residents, other levels of governments, and housing experts.

The Housing Vancouver work involves exploring a "suite of solutions" for addressing the housing crisis in Vancouver, including the proposed STR regulations. Raising awareness and engaging the public on the proposed approach has been part of the Housing Vancouver consultation plan, which will continue to run through the Fall of 2017.

Results from the recent Housing Vancouver survey indicate that residents desire secure and affordable rental housing, and that supporting renters and ensuring a healthy rental market will be of principal importance in the City's new housing strategy. Despite the current challenges in finding an affordable rental unit, the majority of current renters indicated that they would be looking to continue renting in an upcoming move. 93% of all respondents agreed with the identified value of "security - that housing is about 'homes first' and security of tenure". Second only to affordability, "ensuring a healthy rental market through security and protection for renters" was a top priority chosen by respondents.

#### *Public Hearing on Zoning and Development By-law Amendment*

Section 566 of the Vancouver Charter requires a public hearing prior to amending the Zoning and Development By-law.

### **PROPOSED REGULATIONS**

#### *Overview*

Research, comparative analysis, and stakeholder feedback have informed the following recommendations, which seek a balanced approach to enabling STR in the City of Vancouver. The following key seven guiding principles shape the policy and program recommendations found herein, with a key focus on the first principle:

1. Protect long-term rental supply.
2. Ensure health and safety.
3. Encourage neighborhood fit.



4. Promote tax and regulatory equity.
5. Enable supplemental income.
6. Support the tourism industry.
7. Encourage compliance.

The basis of the proposed regulations is to allow for residents to STR their Principal Residence Unit<sup>38</sup> (i.e. the main dwelling unit where they live), subject to obtaining a business licence. Of the 5,927 STR units in Vancouver<sup>39</sup>, the proposed regulations would allow an estimated 72% (4,256) to 80% (4,771) to continue operating.<sup>40</sup> Operators of the estimated 1,156 to 1,671 non-Principal Residence Units currently used for STR could rent on the long-term market instead.

In summary, the proposed regulations for STR:

- Require STR Operators to obtain a business licence and pay an annual licence fee.
- Require STR Operators to comply with requirements covering building and fire safety, neighbourhood fit, and STR advertising and bookings (see Appendix B).
- Enable STR of Principal Residence Units<sup>41</sup> in all residential building types.
- Enable both owners and renters to STR (with renters requiring permission from the owner).
- Prohibit STR of investment properties and secondary residences (even if the Empty Homes Tax is paid).
- Prohibit STR of secondary suites or laneway houses which are not Principal Residence Units.

The City recommends that STR Operators be required to pay taxes per existing Federal and Provincial laws. Recognizing that the City of Vancouver does not have sales tax authority, staff are recommending the Provincial Government review tax equity between hotels, bed and breakfasts, and STR (including review of the Municipal Regional Development Tax [MRDT]). In addition, the City of Vancouver is proposing to work with STR Platforms to apply a transaction fee no higher than 3% of booking prices which would be remitted to the City of Vancouver.

The following sections detail the proposed regulations in terms of licensing, zoning, STR unit eligibility, building and fire safety, good neighbour requirements, advertising/booking requirements, taxation, and the impact on STR Platforms and existing Bed and Breakfasts. Implementing the proposed regulations would require amendments to the Zoning and Development By-law and the Licence By-law.

### *Components of the Proposed Regulations*

#### *Licensing*

The proposed regulations establish a new type of business licence for “Short-Term Rental Operators”, requiring licensees to pay an annual fee and meet conditions outlined in the

<sup>38</sup> Note: “Principal Residence Unit” is “the usual dwelling unit where an individual makes his or her home, being the dwelling unit where an individual lives and conducts his or her daily affairs, such as paying bills and receiving mail, and is generally the residence used for government records for things like income tax, Medical Services Plan, driver’s licence and vehicle registration”.

<sup>39</sup> Source: Host Compliance LLC (April 2017).

<sup>40</sup> Note: Based on 5,927 units, 72% of which are entire units, with between 27% and 39% non-Principal Residence Units.

<sup>41</sup> Note: “Principal Residence Unit” is “the usual dwelling unit where an individual makes his or her home, being the dwelling unit where an individual lives and conducts his or her daily affairs, such as paying bills and receiving mail, and is generally the residence used for government records for things like income tax, Medical Services Plan, driver’s licence and vehicle registration”.

Licence By-law and licence agreement. The existing “Bed and Breakfast” business licence would be replaced with the “Short-Term Rental Operator” business licence. All Operators would be subject to compliance and enforcement actions, and existing licence revocation processes, which are intended to allow the City to limit STR activity by Operators who do not comply with the City’s policies and regulations. Operator names would be posted publicly (per existing policy for all business licence holders), however the City would not post Operator addresses publicly.

### ***Zoning***

STR would be added as a new definition to the Zoning and Development By-law, and would be added as a Conditional Approval Use in all residential dwelling units across the following zoning districts: One-Family Dwellings (RS); Two-Family Dwellings (RT); Multiple Dwellings (RM, FM); Limited Agriculture (RA); Comprehensive Development (CD); and Heritage (HA). The Zoning and Development By-law would be amended to require that all rental accommodation be provided for 30 days or more unless for a licenced hotel *or STR Operator*; require that all STR units are Principal Residence Units (which will be defined in the by-law), and allow up to two adults per sleeping room in STR accommodation.<sup>42</sup> Short-Term Rental Accommodation would be exempt from the Development Permit Requirement. Any reference to “Bed and Breakfast” in the Zoning and Development By-law would be replaced with “Short-Term Rental Operator”.

### ***Principal Residence Unit Requirement***

The STR Operator Business Licence would only permit the STR of Principal Residence Units, defined as *“the usual dwelling unit where an individual makes his or her home, being the dwelling unit where an individual lives and conducts his or her daily affairs, such as paying bills and receiving mail, and is generally the dwelling unit used for government records for things like income tax, Medical Services Plan, driver’s licence and vehicle registration”*. A Principal Residence Unit is defined as a sub-component of a Principal Residence. Whereas Principal Residence refers to a property or parcel, the Principal Residence Unit refers to an individual dwelling unit based on that property. For properties that have more than one legal dwelling unit, only one could be declared per occupant as their Principal Residence Unit. The objective for this requirement is to improve neighbourhood fit by ensuring personal accountability for the dwelling unit, and to protect the long-term rental housing market by prohibiting STR in investment properties and secondary dwelling units.

### ***Secondary Suites and Laneway Houses***

Owners could not STR secondary suites<sup>43</sup> or laneway houses unless the unit is a Principal Residence Unit, but could rent these units to long-term renters. If a legal secondary suite or laneway house is a Principal Residence Unit of a long-term renter, then the renter would be eligible to apply for a STR Operator business licence to STR the unit with the owner’s permission (note: the renter would be subject to audits and inspections to determine principal residency). STR in illegal secondary suites or laneway houses is not permitted, regardless of whether they are Principal Residence Units. This policy is intended to limit long-term housing stock from being converted to accommodation for tourists, and to return or add

<sup>42</sup> Note: Currently Sections 2 and 10.21.1 of the Zoning and Development by-law prohibit more than five unrelated individuals occupy a dwelling unit, regardless of the number of sleeping rooms in the dwelling units.

<sup>43</sup> Note: “Secondary Suites” are “a smaller dwelling within a larger one-family dwelling or two-family dwelling, which must have separate external access and may have shared internal access”.

some non-Principal Residence Units to the long-term rental housing stock for people who live and work in Vancouver.

The City will continue to review the policy on the STR of secondary suites and laneway houses as the housing market changes and the vacancy rate improves.

### ***Property Owner and Strata Council Permission***

Both owners or renters would be eligible for the STR Operator business licence. Property Owners would not be required to allow long-term renters the ability to STR, and renters must get permission from the property owner to do so. Strata Council permission would also be required where applicable. Property owners and strata councils may file a complaint with the City via 3-1-1 regarding suspected STR activity which has not been permitted. If non-compliance is determined upon audit and/or inspection, the STR Operator may be issued an enforcement order to cease STR activity and a Municipal Ticket Information or "MTI" (of \$1,000 per violation). If the STR activity persists, licence revocation proceedings may be initiated, and the Operator and complainants may be requested to appear before Council.

### ***Building and Fire Safety***

Although the primary use of all licenced STR units will be as a personal home, and not as a transient use building such as a hotel or bed and breakfast (due to the Principal Residence Unit requirement), the City of Vancouver will require enhanced building and fire safety standards in addition to existing Code for all Principal Residence Units used as STR accommodation. By applying for an business licence, Operators would be agreeing to the following requirements:

1. The STR unit must be a legal dwelling unit, as defined by the City's Zoning, Building, and Fire codes.
2. All STR units require a fire safety plan clearly posted by all entrance/exits (note: a template will be posted on [www.vancouver.ca/short-term-rentals](http://www.vancouver.ca/short-term-rentals)).
3. All STR units require interconnected smoke alarms on every floor and in every bedroom.
4. All STR units require at least one working and accessible fire extinguisher on every floor.
5. Units with any gas appliance(s) require carbon monoxide detectors on every floor.
6. Fire alarms are required in buildings with more than three dwelling units, or in all STR units with more than eleven occupants. (per existing code)
7. All STR units adjoined to other dwelling units require either fire separation (45 min. or 1h standard depending on the unit) or automated sprinkler systems by January 1, 2023.
8. All STR units shall have a maximum occupancy of two adults per sleeping room.<sup>44</sup>
9. Operators must provide guests with contact information of a designated person associated with the property who could be reached 24 hours per day during the rental period if needed.
10. STR Operators must provide access for building and fire inspections of the unit within 14 days of being requested by the City.
11. All STR Operators would be subject to a regular system of audits and inspections.

<sup>44</sup> Note: The Fire By-law currently restricts occupancy to 2 people per sleeping room in all Vancouver dwelling units.

### *Good Neighbour Requirements*

The following requirements are proposed to help minimize negative community experiences associated with STR in residential and mixed-use areas including excessive noise, increased garbage, parking issues, and safety concerns around unknown guests:

12. The STR Operator is responsible for ensuring compliance with all City of Vancouver by-laws.
13. The STR Operator assumes all liability for any costs or damages resulting from STR.
14. The STR Operator is responsible for ensuring no unreasonable disturbance or nuisance.
15. Vehicle parking for STR tenants must be restricted to the property and where on-street parking is permitted (note: STR tenants are not considered "residents of the block").
16. Strata Council permission for STR activity is required, if applicable.
17. Property owner permission for STR activity is required, if applicable.
18. STR Operators are required to obtain an appropriate insurance policy covering STR.

### *Advertising and Booking Requirements*

Staff are proposing the following requirements to govern the advertisement of STR units online (and offline), and limit advertisement and bookings with unlicensed Operators or on unlicensed Platforms:

19. STR Operators must not advertise without a valid licence, regardless of whether the advertisement results in a booking.
20. STR Operators must provide their business licence number in all advertisements for the STR listing (i.e. either in a field created by the Platform, or in the unit description).
21. Only one STR unit may be advertised per licence (unless you apply for an exception as an existing bed and breakfast).
22. STR Operators must post a hard copy of their business licence in the STR unit.

### *Taxation*

Taxation of short-term accommodation for hotels and bed and breakfasts in Vancouver currently includes Federal and Provincial<sup>45</sup> sales and income tax, and the Municipal and Regional District Tax (MRDT) (a 3% sales tax used to promote tourism).<sup>46</sup> In addition, many of the hotels in Vancouver have voluntarily coordinated a 1.5% Destination Marketing Fee (DMF) used to fund international marketing.

Recognizing the City does not have sales tax authority, staff are recommending the Provincial Government review tax equity between hotels, bed and breakfasts, and STR (including review of the Municipal Regional Development Tax [MRDT]). In the interim, staff recommend the Provincial and Federal Government take steps to ensure that STR Operators pay sales and income tax per existing laws, including requesting access to City licensing information as required.

In addition, staff are proposing to work with STR Platforms to apply a transaction fee no higher than 3% of STR booking prices which would be remitted to the City of Vancouver. Staff recommend coordinating joint meetings with STR Platforms to develop a Memorandum of

<sup>45</sup> Note: PST applies only Operator is renting four or more units and GST only applies if the Operator earns more than \$30,000.

<sup>46</sup> Note: The MRDT does not apply to a person or bed and breakfast who offers less than four units of short-term accommodation in BC.

Understanding outlining how the proposed transaction fee would be implementation and governed.

### ***Short-Term Rental Platforms***

The City of Vancouver requires a licence for any business conducted in the City, even if the business office is located outside of the City. However, there is an ongoing legal debate on whether online platforms (e.g. AirBnB, Craigslist, Uber, etc.) are actually “conducting business in Vancouver”, or whether they are merely providing a platform which enables their users to conduct business. Business licences are currently required if STR Platforms have offices or staff based in Vancouver, but licensing requirements are unclear for Platforms based outside of the City. In this context, the City will continue to review whether to require business licences for STR Platforms servicing Operators in Vancouver, and will work with participating STR Platforms to develop Memorandums of Understanding to help govern STR activity and support compliance with the proposed regulations.

### ***Bed and Breakfasts***

The proposed STR regulations would replace existing regulations governing the operations of traditional bed and breakfasts, although the City would allow all existing bed and breakfasts to operate as they do currently. Existing Bed and Breakfasts would have the “grandfathered” ability to advertise and make bookings for more than one STR unit (up to two sleeping rooms). The existing requirements to provide breakfast for guests, and to occupy the bed and breakfast during the stay, would no longer apply. The goals for including bed and breakfasts under the STR Operator business licence are to rationalize the number of licences issued by the City, and to support regulatory equity for short-term rental accommodation.

## ***IMPLEMENTATION PLAN***

Implementing the proposed STR regulations requires collaboration across several City departments, including Development, Buildings, and Licensing; Planning; Legal; Community Services; Housing; Urban Design and Sustainability; IT; Fire and Rescue Services; Finance; and Communications. While not essential, the implementation plan also benefits from partnership external stakeholders, particularly STR Platforms (e.g. AirBnB, HomeAway, Flipkey, others), to support implementation and compliance measures. In preparation for this report, staff have consulted with all involved City departments and stakeholders to compile implementation requirements.

The proposed implementation plan includes the following sections:

- A. **Guiding Principles for STR Compliance and Enforcement.** The proposed guiding principles to support the development and implementation of compliance and enforcement measures.
- B. **Stakeholders Involved in Supporting Compliance.** Summarizes the stakeholders with an interest in supporting compliance and enforcement with STR regulations.
- C. **STR Compliance Framework.** A framework prioritizing enforcement actions for commercial operators, unlicensed operators, and licensed operators subject to community complaints.



- D. **Online Licence Application.** An overview of the proposed technology solution, and a summary of the implementation approach and timeline.
- E. **Proposed Implementation Schedule.** A summary of the implementation milestones leading up to the expected enactment of proposed regulation on April 1, 2018.
- F. **Resourcing and Costing.** A summary of the expected resourcing needs and other costs required for the implementation and ongoing management of the proposed regulations.
- G. **Proposed Licence Fee.** The proposed business licence fee for STR Operators.
- H. **Proposed Transaction Fee.** A proposal for a transaction fee of up to 3% of booking prices which would be remitted voluntarily by STR Platforms to the City of Vancouver.

#### ***A. Guiding Principles for Short-Term Rental Compliance and Enforcement***

Through consultation with City department, STR Platforms, the public, and local stakeholder groups, staff have developed the following proposed guiding principles to support compliance and enforcement measures:

1. Bring the STR industry into a regulatory framework;
2. Ensure the Principal Residence Unit requirement is met to protect long-term rental stock;
3. Improve building and fire safety;
4. Encourage neighbourhood fit;
5. Optimize enforcement capacity while ensuring regulatory equity;
6. Increase public understanding of the repercussions of non-compliance;
7. Harmonize and integrate compliance efforts (e.g. Empty Homes Tax);
8. Recover costs over the long-term, but not necessarily in the first year.

#### ***B. Stakeholders Involved in Supporting Compliance***

Recognizing the City's Zoning and Standards of Maintenance By-laws were developed prior to the emergence of the STR market, staff recommend expanded approaches to compliance and enforcement, leveraging an 'enforcement ecosystem' with external stakeholders. The City will expand partnerships and communication with stakeholders who will play a role in supporting compliance with STR regulations, including:

- **Community Members.** Staff have heard from residents regarding negative experiences with STR in including excessive noise, increased garbage, parking issues, and safety concerns around unknown guests. Community members are encouraged to communicate with their neighbours regarding perceived nuisances, and to work with the City if non-compliance is suspected.
- **Landlords.** If the property owner's permission is provided, a long-term tenant is eligible to apply for an STR business licence. In either case, Landlords are encouraged to actively communicate with their tenants regarding their tenancy agreement, and to work with the City if non-compliance is suspected.
- **Strata Councils.** Strata permission is required for STR Operators to obtain a licence. Strata Councils may file a complaint with the City regarding unpermitted STR activity so that the City may pursue enforcement measures. The City also encourages Strata Councils to communicate strata rules to its members on an ongoing basis to support compliance.

- **STR Platforms.** Staff expect that leading STR Platforms will have an interest in promoting compliance, so that the City will maintain its relatively permissive policy regarding STR. STR Platforms are encouraged to actively communicate information regarding local regulations to its account holders and take steps to suspend accounts known for non-compliant activity.
- **Housing Advocates.** Staff have heard from housing advocates regarding concerns that STR may be limiting the long-term rental housing stock. Advocates are encouraged to work with tenants, landlords, and other stakeholders to monitor the impact of STR, and to work with the City regarding options for improving how the proposed STR policy could serve the public good.
- **Tourism Advocates.** The availability and type of visitor accommodation is one of the factors that determine Vancouver's appeal as a tourist destination. Therefore, Tourism advocates would be encouraged to promote STR as an accommodation option in Vancouver, provided they advise tourists to only book with licenced STR Operators.

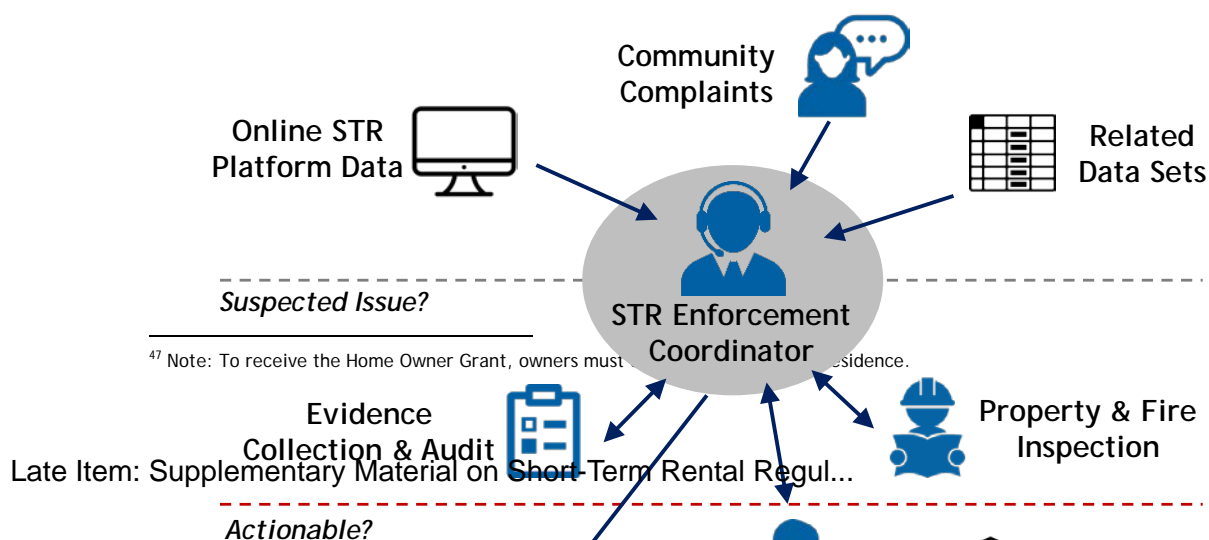
### C. Short-Term Rental Compliance Framework

The proposed compliance framework begins with monitoring. A full-time STR Enforcement Coordinator would continuously monitor online STR Platform data, community complaints via 3-1-1, and data sets including Home Owner Grant<sup>47</sup>, Empty Homes Tax, and compliance records. These inputs enable the STR Enforcement Coordinator to identify suspected issues - whether they relate to potential commercial operators, "nuisance" operators, unlicensed operators, public safety concerns, or other matters.

Once a suspected issue is identified, the STR Enforcement Coordinator would work with the licensing department to review business licence records and potentially complete an audit (if the Operator is known). If the Operator is unknown (i.e. the online advertisement does not include a name or address), the Enforcement Coordinator would collect evidence online and may contact the STR Platform. The Enforcement Coordinator may also work with property use, building, and/or fire inspections to inspect the unit in relation to the by-laws and gather additional evidence related to the suspected issue.

The STR Enforcement Coordinator would assess the degree of the issue and determine whether to issue a ticket or send the case for review by Legal Services, who will determine whether the suspected non-compliance is prosecutable. If so, Legal Services may recommend prosecution or injunction with a Provincial Court.

*Figure 13: Short-Term Rental Compliance Framework*



<sup>47</sup> Note: To receive the Home Owner Grant, owners must reside in the property.

### ***Regular System of Audits and Inspections***

All licenced STR Operators may be subject to a regular system of audits and inspections. To support the audit, City Licensing Clerks will request documentation to prove all declarations made during the licence application (see the Operator requirements checklist in Appendix B). Requested documentation will be focused on proving principal residency within the dwelling unit, and may include property title, government ID, government mail, etc. Documentation may also be requested to support building and fire safety declarations (e.g. pictures of required safety equipment).

All STR Operators will be required to allow City property, building, and fire inspectors to access the dwelling unit within 14 days of being requested by the City. Inspections may aim to confirm compliance with existing building and fire code, or may focus on compliance with the enhanced safety standards which are being recommended for all licenced STR units (see the Operator requirements checklist in Appendix B).

The proposed system of audits and inspections would apply regardless of whether the City has received a complaint from community members related to the STR unit, or whether potential non-compliance is uncovered from other sources. The following sections describe the compliance and enforcement measures which are initiated by specific issues or complaints.

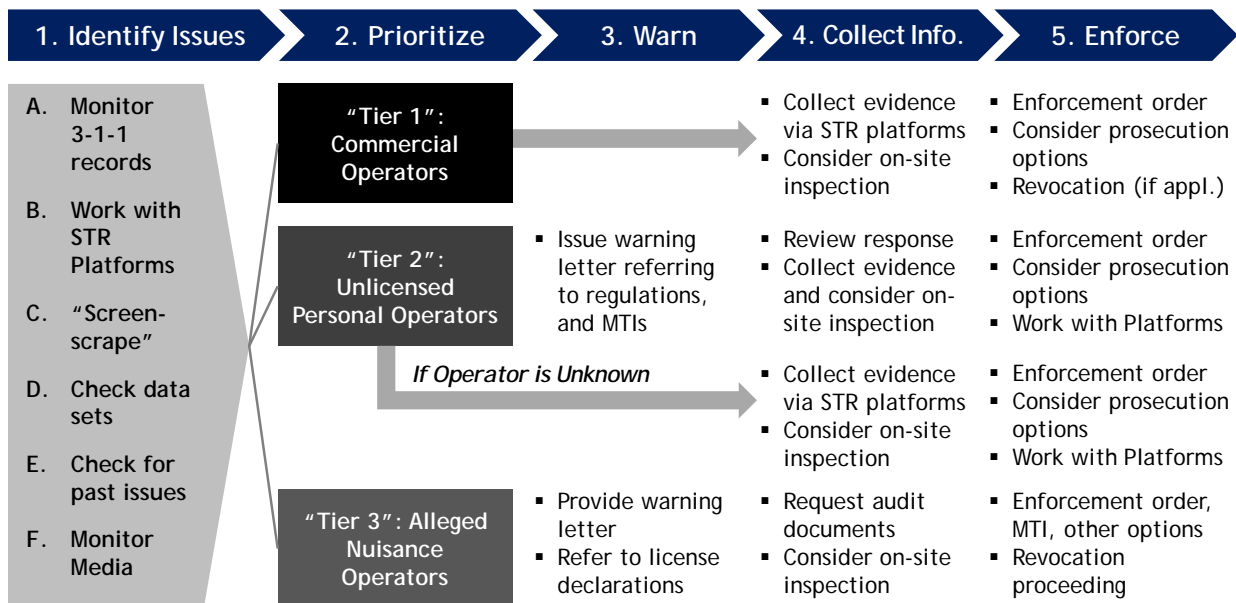
### ***Compliance and Enforcement Measures Initiated by Issues or Complaints***

The proposed STR compliance framework prioritizes enforcement measures for commercial operators, unlicenced operators, and licenced operators who have been subject to community complaints. Enforcement processes are organized around three “tiers” of STR Operators described below.

- **“Tier 1” - Commercial Operators.** Commercial Operators (i.e. illegally operating 2 or more STR units) advertising units without a licence, or having obtained licences through misrepresentation (e.g. via “proxy” renters).
- **“Tier 2” - Unlicenced Personal Operators.** Personal STR Operators (i.e. operating 1-2 units) advertising STR units without a licence, identified by STR Platforms, “screen scraping” of STR Platform websites, and/or community complaints.
- **“Tier 3” - Alleged Nuisance Operators.** Licenced STR Operators subject to a community complaint regarding noise, safety, or other violation of City by-laws or other laws.<sup>48</sup>

Once suspected non-compliance is identified, education, audit, inspection, and enforcement measures will be prioritized across “tiers” (i.e. commercial operators, unlicenced personal operators, etc.).

<sup>48</sup> Note: Unlicenced STR Operators subjective to nuisance complaints are classified as Tier 2.

*Figure 14: Applying the Short-Term Rental Compliance Framework Across Operator Tiers:***Commercial Operators (Tier 1)**

Staff recommend the City proceed directly to evidence-gathering and enforcement measures for commercial operators (i.e. no audit or education process). The enforcement process for Tier 1 Operators involves collecting evidence via the online STR platform, and may include an on-site inspection, recognizing the high standard of evidence required to support prosecution. Once evidence has been collected, the STR Enforcement Coordinator would work with the Licensing Department to issue an enforcement order to the STR Operator, and with Legal Services to review options for an injunction or City prosecution via a long-form Information (up to \$10,000 per violation).

**Unlicensed Personal Operators (Tier 2)**

If the address of the unlicensed STR unit or if the identify of the Operator is known, then the City would provide a letter referring the Operator to the STR regulations, licence application, and applicable repercussions for non-compliance. The City would also request an explanation for the STR activity (e.g. the Operator may respond to indicate a "dormant" STR unit). However, even with support from third party "screen-scraping" technology providers, the City may not be able to determine the address of STR units or the identify of STR Operators using the online listing alone. The location coordinates obtained from "screen-scraping" cannot accurately be used to determine an address in multi-unit buildings.<sup>49</sup> Staff expect several instances where the Operator of online STR listing(s) in Vancouver is unknown, thereby requiring staff to collect evidence to determine the address and the Operator's identify. If non-compliance is determined, either through correspondence with the Operator or otherwise, the Operator may be issued an enforcement order to cease unlicensed business activity and an MTI (\$1,000 per violation). Staff may also work with STR Platforms to remove the listing. Other prosecution options may be considered.

<sup>49</sup> Note: Screen-scraping technology is not expected to be able to determine unit height (i.e. floor number), thus limits its effectiveness in apartment or condo buildings.

***Alleged Nuisance Operators (Tier 3)***

The City will investigate licenced STR Operators subject to community complaints regarding excessive noise, garbage, parking issues, and safety or security concerns, or any violation of City by-laws or other laws. If a credible complaint is received, staff would provide a letter to the STR Operator summarizing the complaint, and referring the Operator to the STR regulations and licence declarations. The City may also request documents to support an audit specific to the complaint (e.g. booking records for the date of the complaint) or consider an on-site inspection. If the activity persists, the STR Operator would be issued an MTI, and potentially an enforcement order to cease STR activity. Revocation proceedings may apply, and the licence may be suspended for one year.

***Note: Update on Ongoing Compliance and Enforcement Measures***

Until a different policy is adopted, short-term rental accommodation is only permitted in licenced hotels and bed and breakfasts, as per the Zoning and Development By-law, Section 10.21.6: *No person shall use or permit to be used any dwelling unit for a period of less than one month unless such unit forms part of a hotel or is used for bed and breakfast accommodation.*

Therefore, anyone else renting residential units for less than 30 days via Airbnb or other STR Platforms is currently doing so illegally. As of April 2017, 5,927 unique STR units were active in Vancouver. Until a finalized policy framework is approved, and subsequent enforcement processes established, staff are focused on enforcing against STR as it is identified.

Because the pending policy changes are expected to legalize STR listings where owners and renters are principal residents of the dwelling unit, enforcement efforts are being prioritized to those listings that would remain illegal under the new policy framework. As a result, enforcement efforts are focused on commercial operators (i.e. multiple listings), unsafe dwellings, and nuisance issues. Enforcement is primarily complaint-driven, based on calls received through 3-1-1, media sources, or direct resident contact with elected officials.

***Current Complaint and Enforcement Activity***

Complaints received through 3-1-1 are increasing annually. Figure 15 summarizes the unique complaints received, as categorized by 3-1-1.

***Figure 15: 311 Complaints Regarding Short Term Rentals***

	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 YTD</b> (as of June 28)
<b>Total complaints</b>	<b>2</b>	<b>4</b>	<b>19</b>	<b>144</b>	<b>150</b>
Suspected STR	1	4	18	104	80
Multiple Listings	0	0	0	31	43
Noise	0	0	1	4	7
Safety Concerns	1	0	0	3	12
Illegal Suite	0	0	0	1	4
Other	0	0	0		4



City staff review each complaint and follow-up with enforcement measures as appropriate. In many cases, complaints are made without sufficient information to take action (e.g. no unit number, no online evidence, etc.). For complaints associated with unsafe conditions or neighborhood nuisance, staff may conduct property inspections. For complaints related to commercial listings, staff first seek to gather additional information online to build a case, and may also conduct inspections<sup>50</sup>.

The City has escalated enforcement for several commercial operators over the last 6 months, including prosecution and fines exceeding \$20,000. Staff will continue to escalate to legal action against commercial operators, until a formal policy and regulatory framework are finalized.

#### ***D. Online Licence Application***

Staff recommend a web-based application form which would allow prospective STR Operators to apply for a business licence online. The application would require the STR Operator to self-declare compliance with the STR Operator Requirements Checklist (see Appendix B), and would compile and forward information via an integration file to the City's licensing system ("AMANDA"). Once in AMANDA, records would be maintained, processed, and reviewed per existing business licence policies.

Information from the application would also be cross-checked against the City registry of compliance cases. If the applicant is in good standing with the registry, the STR Operator business licence number would be issued automatically. If an issue is identified, the licence will not be issued, and the licensing clerk will initiate existing business licence review processes prior to approval. Staff anticipate system development to be completed in the fourth quarter of 2017, with the aim of having sufficient time to test and launch it in the spring of 2018.

#### ***E. Proposed Implementation Schedule***

Following public hearing in the Fall of 2017, the proposed STR regulations are expected to be enacted by April 1, 2018. This rationale for enactment in April compared to the licensing calendar year is to facilitate the implementation of the Empty Homes Tax (expected January 1, 2018) and to allow for the licensing peak period to reside (end of February) before launching the new business licence.

***Figure 16: Proposed Implementation Schedule***

<b>Activity:</b>	<b>Timing:</b>
Compliance Enforcement for Existing Commercial, Nuisance, and Problem STR Operators	Ongoing
Council Presentation of STR Regulatory Framework and Implementation Plan	July 11, 2017
STR Licence Application and Management System Development and Testing	August - October, 2017

<sup>50</sup> Note: Inspections are not always a useful method to confirm and enforce against illegal short-term rentals, especially in large commercial buildings. Without evidence of transient tenants (e.g. suitcases, tourist literature, etc.), it is very difficult to determine how an apartment is being used.

Activity:	Timing:
Public Hearing on Changes to the Zoning and Development By-law	Fall 2017
Housing Vancouver Public Survey and Consultation	Fall 2017
Develop Business and Training Documentation	October - December, 2017
Launch STR-focused Communications and Website Sub-Section	January - March, 2018
End-to-End Licence Applications and Processing Testing	January - March, 2018
Enactment of STR Regulatory Framework <sup>51</sup>	April 1, 2018
First Annual Renewal of STR Business Licence	January 1, 2019

### *F. Resourcing and Costing*

#### *Estimated Implementation Resource Requirements and Cost<sup>52</sup>*

*Figure 17: Estimated Implementation Resource Requirements and Cost*

Resource	FTE - 2017	Cost - 2017	FTE - 2018	Cost - 2018
Project Manager	1.0 (Aug -Dec)	\$53,000	1.0 (Jan -Apr)	\$42,000
Communications Specialist	0.5 (Aug -Dec)	\$45,000	0.5 (Jan - Apr)	\$36,000
Administration	n/a	(existing budget)	n/a	(existing budget)
Legal Support	n/a	(existing budget)	n/a	(existing budget)
IT Implementation Support	n/a	(existing budget)	n/a	(existing budget)
Training/Communication Materials	n/a	\$40,000	n/a	\$40,000
Public Engagement	n/a	\$10,000	n/a	(existing budget)
<b>TOTAL</b>		<b>\$148,000</b>		<b>\$118,000</b>

The estimated 2017 implementation cost of \$148,000 will be funded from within the approved 2017 operating budget. The 2018 implementation cost of \$118,000 (Jan. to Apr.) will be requested through the 2018 budgeting process.

#### *Estimated Ongoing Operations Resource Requirements and Cost*

*Figure 18: Estimated Implementation Resource Requirements and Cost*

Resources	FTE - 2018	Cost - 2018
Enforcement Coordinator	1.0	\$110,000
Administration/Audit	1.0	\$110,000

<sup>51</sup> Note: Assumes to material changes in the proposed STR regulations or implementation timing resulting from the Public Hearing.

<sup>52</sup> Note: One full-time equivalent (FTE) employee works an estimated 1,800 person hours annually. All costs include benefits.

<i>Resources</i>	<i>FTE - 2018</i>	<i>Cost - 2018</i>
<i>Legal Services</i>	<i>1.0</i>	<i>\$203,000</i>
<i>Inspector</i>	<i>1.0</i>	<i>\$125,000</i>
<i>IT Support</i>	<i>n/a</i>	<i>(existing budget)</i>
<i>Communications Specialist</i>	<i>n/a</i>	<i>(existing budget)</i>
<i>Training/Communication Materials</i>	<i>n/a</i>	<i>10,000</i>
<i>Data scraping</i>	<i>n/a</i>	<i>60,000</i>
<b><i>TOTAL</i></b>		<b><i>\$618,000</i></b>

Funding for \$618,000 in estimated 2018 operations costs will be requested through the 2018 budgeting process. The costs of administering the STR licensing and enforcement program will be dependent on the rate of licensing compliance and several other factors. The ongoing operational resource estimates will likely be refined during the course of implementation.

### ***Assumptions Regarding Expected Compliance Rates***

Most cities with zoning by-laws prohibiting rentals less than 30 days, or prohibiting STR in residential areas, currently have compliance rates less than 5%.<sup>53</sup> Other recently-launched, STR-specific regulatory programs have seen compliance rates ranging from 5% to 50%. For example, Quebec's Tourism Department reports 5% compliance for its STR registry since their program took effect April 15, 2016, citing challenges with municipal zoning and licensing requirements. In San Francisco, only 2,100 hosts have registered, while Airbnb alone has more than 8,000 listings.<sup>54</sup> Denver, which has a relatively permissive STR policy, has achieved higher compliance rates estimated at 47% as of February 2017.<sup>55</sup>

Given the level of uncertainty surrounding assumptions, and the lack of directly comparable jurisdictions, it is difficult to estimate the number of STR Operators who will participate in the City's licensing program. For the purposes of this report, based on the experiences of other jurisdictions, staff have assumed 25% of the 4,948 eligible STR Operators in Vancouver at any time will obtain a STR business licence, for an estimated total of 1,225 licensees in 2018. Staff will monitor the STR market and adjust estimates on an ongoing basis.

### ***G. Proposed Licence Fee***

The City's immediate goal is to bring the STR industry into a regulatory framework. To this end, staff are proposing a relatively low business licence fee, at least for the first year, which would not fully recover the annual cost of the licensing program. Staff are proposing an annual licence fee of \$49, plus a one-time application fee of \$54 (which is standard for most business licences). The \$49 proposed annual fee for STR licence fees compares to \$66 for the current Long-Term Rental Unit business licence, and \$47 per Bed and Breakfast accommodation (i.e. \$47 per sleeping room).

<sup>53</sup> Note: Compliance rates are defined as the number of residents conducting STR legally, divided by the total number of residents conducting STR (legally and illegally).

<sup>54</sup> Source: San Francisco City Attorney Dennis Herrera via SF Bay News (2017).

<sup>55</sup> Source: City of Denver (in 2017 reports 2,000 listings); <http://www.denverpost.com/2017/02/21/denver-short-term-rental-fines-violations/> (reports 947 licences).

*H. Proposed Transaction Fee*

Many of the hotels in Vancouver have voluntarily coordinated a 1.5% Destination Marketing Fee (DMF) on the sale of short-term accommodation which is used to fund international marketing efforts.

City staff are proposing to develop a similar model for STR, wherein STR Platforms would apply a transaction fee of up to 3% of booking prices which would be remitted to the City of Vancouver. This would be a voluntary measure, and the City would have no legal authority to force STR Platforms to collect and remit the transaction fee if they were not willing by their own accord. The objectives for the proposed transaction fee would be to offset the costs of administering the short term rental licensing and enforcement program. If the program achieves full cost recovery over time, staff will return to council with recommendations on how to allocate the surplus funding towards initiatives aimed at supporting renters and protecting the long term rental stock.

*IMPLICATIONS/RELATED ISSUES/RISK (IF APPLICABLE)**Financial*

Licence fee revenue is not expected to fully recover the annual cost of the proposed STR regulations. Whereas the estimated cost of implementation in 2018 is \$118,000 with operations cost of \$618,000 in 2018 and future years, licence fees are only expected to generate between \$110,000 - \$140,000 in the first year (depending on compliance levels, market growth, collection of the transaction fee, etc.), leaving an estimated \$480,000 annual ongoing deficit (unless licence fees are increased over time).

Approval of the 2018 budget of \$118,000 for implementation costs, and \$618,000 in operational costs will be requested through the 2018 budgeting process.

The estimated 2017 implementation cost of \$148,000 will be funded from within the approved 2017 operating budget.

*Human Resources/Labour Relations*

Resourcing estimates for the implementation and ongoing delivery of the proposed STR regulations are provided on page 28. Staff are recommending a full-time project manager to support implementation along with a part time Communications Specialist. For ongoing operations, staff are recommending a full-time STR licensing enforcement coordinator, one full-time licensing clerk for administration and audits, one additional inspector, one full-time lawyer, and additional resourcing for administration, enforcement, IT, and communications. There will also be additional utilization of shared services including human resources, finance, and general management.

*Legal*

It is difficult to predict the implications of the proposed STR regulations for the City's legal department, as the STR industry disruption has posed several new and outstanding legal questions. Staff expect a relatively consistent need for legal support for ongoing compliance and enforcement measures reflected in the resourcing estimates on page 30. Furthermore,

many other cities in North America have been subject to legal action by STR Platforms, often related to data availability and privacy issues. While the City believes the likelihood of such cases is low, and has developed “good faith” relationships with the two largest STR Platform companies in Vancouver, there remains a low but material risk that a small number of legal cases may require a significant amount of legal support.

### ***CONCLUSION***

The objectives for the proposed STR regulations are to protect long-term rental supply, encourage neighborhood fit, enable supplemental income, support the tourism industry, ensure health and safety, promote tax and regulatory equity, and encourage compliance. Staff believe the proposed regulations reflect a balanced approach, allowing an estimated 72% to 80% of the current market continue to STR their Principal Residence Unit, provided they obtain a business licence and agree to the City’s requirements. The City of Vancouver is committed to continuous review of the proposed regulations to ensure that policy for this dynamic industry supports the public good over the long-term.

\* \* \* \* \*



## VANCOUVER HOUSING FACT SHEET

City of Vancouver  
Housing Characteristics Fact Sheet  
April 30, 2017

Topic		Fact	Source
General Housing	Total dwellings	In 2016, there were 309,418 total dwellings in Vancouver compared to 286,740 (8% increase). In 2016, there were 283,916 private occupied dwellings in Vancouver compared to 264,575 in 2011 (7% increase).	Census 2016, Statistics Canada
	Housing stock-Apartment	In 2016, 174,635 (62%) of the 283,916 total occupied dwelling units in the City of Vancouver were apartments. 83,250 of these apartments had 5 storeys or more and 91,385 had fewer than 5 storeys.	Census 2016, Statistics Canada
	Housing stock-Ground-Oriented	In 2016, 109,260 (38%) of the 283,916 total occupied dwelling units in the City of Vancouver were ground oriented dwellings. Of these dwellings, 41,330 (15%) dwelling units were single-detached houses, 57,450 (20%) were duplexes and semi-detached houses, 9,845 (3%) were row houses, and 635 (<1%) were other ground-oriented dwellings.	Census 2016, Statistics Canada
	Household size	In 2016, the City of Vancouver had an average household size of 2.2.	Census 2016, Statistics Canada
	One-person households	In 2016, the City of Vancouver had 110,020 one-person households (39% of all households).	Census 2016, Statistics Canada
Rental Housing	Housing Tenure	In 2011, 136,135 (51%) out of 264,575 private households in City of Vancouver were renter households.	NHS 2011, Statistics Canada
	Purpose-built rental	In October 2016, there were 57,343 purpose built rental apartments and row house units in the City of Vancouver, compared with 56,192 units in October 1996. In October 2016, 620 (1%) of these units had three or more bedrooms.	Rental Market Survey, CMHC
	Rental vacancy rate	In October 2016, the rental vacancy rate was 0.8% in the City of Vancouver.	Rental Market Survey, CMHC
	Rental housing starts	Rental units have become a larger share of housing starts. From 2007-2011, rental units accounted for 11% of all starts; however, from 2012-2016, rental units accounted for 23% of all starts.	Housing Starts and Completion Survey, CMHC
	Proposed rental housing	As of April 2017, there were over 2,993 secured market rental housing units under construction in the City and an additional 1,931 units approved but not yet under construction.	CoV Market Rental Tracker, 2016
	Secondary suites	As of 2016, the City of Vancouver had an estimated 30,125 units secondary suites.	Census 2016, Statistics Canada
	Laneway Homes	As of April 2017, there have been 2,735 permits issued to construct laneway homes across the City of Vancouver.	City of Vancouver Housing Policy and Projects Dept. - Estimated
	Rented Condos	As of October 2016, the City of Vancouver had an estimated 28,125 rented condominiums.	Secondary Rental market Survey, CMHC
	Single Room Accommodations	In 2011, there were 4,504 privately owned units designated under the Single Room Accommodation (SRA) Bylaw. In 2016, there was 4,379 privately owned SRA units.	Low Income Housing Survey 2015
	Average rents	In October 2016, the average rent for a two bedroom purpose-built apartment was \$1,757/month in the City of Vancouver, \$114/month more than in October 2015.	Rental Market Survey, CMHC
Non-Market Housing	Social housing and co-op units	As of April 2017, the City had 25,623 non-market housing units. 5,780 of these units were non-market co-operative housing.	Non-Market Housing Inventory, City of Vancouver
	Supportive housing	As of April 2017, there were 4,595 units of supportive housing in the City of Vancouver as defined as a Class 3 supportive housing property by BC Assessment.	City of Vancouver Housing Policy and Projects Dept. - Estimated

Non-Market Housing	Seniors non-market housing	As of April 2017, there were 8,358 social housing units for seniors in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Persons with disabilities non-market housing	As of April 2017, there were 1,186 accessible and 387 adaptable non-market housing units in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Family non-market housing	As of April 2017, there were 8,376 non-market housing units in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Rooming units - non-market housing	As of April 2017, there were 2,845 rooming units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Bachelor units - non-market housing	As of April 2017, there were 7,427 bachelor units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	One bedroom units - non-market housing	As of April 2017, there were 5,683 one bedroom units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Two bedroom units - non-market housing	As of April 2017, there were 4,514 two bedroom units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Three bedroom units - non-market housing	As of April 2017, there were 3,068 three bedroom units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Four bedroom units - non-market housing	As of April 2017, there were 513 four bedroom units of non-market housing in the City of Vancouver.	<i>Non-Market Housing Inventory, City of Vancouver</i>
	Operating Agreement expiration - non-market housing	There are approximately 300 non-market housing projects (14,400 units) in the City of Vancouver with operating agreements that will expire before 2030.	<i>Non-Market Housing Inventory, City of Vancouver</i>
Ownership Housing	Single Detached House	In April 2017, the benchmark price was \$1,474,400 in Vancouver east and \$3,495,800 in Vancouver west for a single detached house.	<i>MLS Home Price Index, Multiple Listing Services</i>
	Apartment	In April 2017, the benchmark price was \$480,300 in Vancouver east and \$718,400 in Vancouver west for an apartment in the City of Vancouver.	<i>MLS Home Price Index, Multiple Listing Services</i>
Growth Projections	Population growth	In 2016, Vancouver had a population of 631,486 (26% of the region). The City of Vancouver's total population is expected to grow from 617,200 in 2011 to 765,000 by 2041. Under a high regional growth scenario, the 2041 projections for Vancouver would increase to 788,000 people.	<i>Metro Vancouver Regional Growth Strategy 2015</i>
	Dwelling growth	In 2016, there were 283,916 private occupied dwellings in Vancouver (30% of the region). The number of dwelling units in the City of Vancouver is expected to grow from 265,100 in 2011 to 362,000 by 2041. Under a high regional growth scenario, the 2041 projections for Vancouver would increase to 373,000 dwelling units.	<i>Metro Vancouver Regional Growth Strategy 2015</i>
Vulnerable Groups	Aboriginal population	In 2011, the City of Vancouver had 11,945 residents of Aboriginal identity (2% of the population).	<i>NHS 2011, Statistics Canada</i>
	Recent Immigrants	In 2011, the City of Vancouver had 42,230 recent immigrants who landed in Canada between 2006-2011 (7% of the population).	<i>NHS 2011, Statistics Canada</i>
	Refugees	From 2010-2013, approximately 292 government assisted refugees settled in the City of Vancouver, which is 11.7% of government assisted refugees who arrived in BC.	<i>Refugee Newcomers in Metro Vancouver 2014, ISSBC</i>
	Disabled persons	In 2012, approximately 10% of the City of Vancouver's population is estimated to have one or more disabilities, and half of this disabled population has either a severe or very severe disabilities.	<i>Survey on Disability 2012, Statistics Canada</i>

Income	Non-family persons incomes	In 2014, the median before-tax income for non-family persons was \$26,720 in the City of Vancouver.	<i>T1 Family File 2014, Statistics Canada</i>
	Couple families incomes	In 2014, the median before-tax income for couple families was \$80,050 in the City of Vancouver.	<i>T1 Family File 2014, Statistics Canada</i>
	Lone-parents incomes	In 2014, the median before-tax income for lone-parents was \$41,550 in the City of Vancouver.	<i>T1 Family File 2014, Statistics Canada</i>
	Renter and owner household incomes	In 2010, the median before-tax household income was \$41,433 for renter households and \$77,753 for owner households in the City of Vancouver.	<i>NHS 2011, Statistics Canada</i>
	Income levels - lone parent-led households with children spending 50% to 99% of income on housing costs	In 2010, there were 2,770 lone-parent led households with children (1,790 had children under 19) in the City of Vancouver spending 50% to 99% of income on housing costs. Of these lone-parent led households with children, 1,890 had before-tax household incomes of less than \$35,000/year, 470 had before-tax household incomes of \$35,000-\$49,999/year and 285 had before-tax household incomes of \$50,000-\$69,999/year.	<i>NHS 2011, Statistics Canada</i>
	Income levels - couple families-led households with children spending 50% to 99% of income on housing costs	In 2010, there were 4,610 couple family households with children (3,745 of which had children under 19) spending 50% to 99% of income on housing costs in the City of Vancouver. Of these couple family households with children, 1,875 had before-tax household incomes of less than \$35,000/year, 1,245 had before-tax household incomes of \$35,000-\$49,999/year and 795 had before-tax household incomes of \$50,000-\$69,999/year.	<i>NHS 2011, Statistics Canada</i>
	Income levels - senior-led households (65+ years old) spending 50% to 99% of income on housing costs	In 2010, there were 4,410 senior-led households spending 50% to 99% of income on housing costs in the City of Vancouver. Of these senior-led households, 3,730 had before-tax household incomes of less than \$35,000/year, 440 had before-tax household incomes of \$35,000-\$49,999/year and 145 had before-tax household incomes of \$50,000-\$69,999/year.	<i>NHS 2011, Statistics Canada</i>
	Income levels - singles living alone spending 50% to 99% of income on housing costs	In 2010, there were 14,830, one person households in the City of Vancouver spending 50% to 99% of income on housing costs in the City of Vancouver. Of these one person households, 13,330 had before-tax household incomes of less than \$35,000/year, 1,125 had before-tax household incomes of \$35,000-\$49,999/year and 285 had before-tax household incomes of \$50,000-\$69,999/year.	<i>NHS 2011, Statistics Canada</i>
	Renters and owners spending 50% to 99% of income on housing costs	In 2010, 18,445 renters (7% of all households) and 10,195 owners (4% of all households) were spending at 50% to 99% of their household income on shelter costs in the City of Vancouver.	<i>NHS 2011, Statistics Canada</i>
	After-tax low income rates	In 2014, the percentage of people in the City of Vancouver with low-incomes based on the low income measure after taxes (LIM-After Tax) were 20% for the general population (117,430 people in poverty), 12% for seniors ages 65 and older (14,470 seniors in poverty), and 15% for children and youth (17,260 children and youth ages 0-17 in poverty)	<i>T1 Family File 2014, Statistics Canada</i>
Housing Needs	Social housing wait lists	In 2016, 4,113 (26%) of the 16,035 total households on social housing waiting lists in BC were from the City of Vancouver. The households on social housing waiting lists in the City of Vancouver included 886 families, 377 single persons, 1,674 seniors (65+ years old), 1,027 persons with a disability and 149 persons with needs for wheelchair accessible units.	<i>Metro Vancouver Housing Data Book</i>
	Homeless count	On March 8th, 2017, there were a total of 2,138 homeless people in the City of Vancouver, which accounted for 60% of the total homeless population in Metro Vancouver. 1,601 homeless people were sheltered and 537 were on the street. 21% of Homeless Count survey respondents in the City of Vancouver identified themselves as aboriginal.	<i>2017 Homeless Count in Metro Vancouver</i>
	SAFER	As of December 2016, 3,199 (15%) of the 21,361 total senior households receiving the SAFER (Shelter Aid For Elderly Renters) rent supplement in BC were from the City of Vancouver. The maximum gross monthly incomes to qualify for SAFER are \$2,550 for single households and \$2,750 for couple households.	<i>BC Housing, December 2016</i>



Housing Needs	RAP	As of December 2016, 1,123 (11%) of the 10,210 total families with children receiving the RAP (Rental Assistance Program) rent supplement in BC were from the City of Vancouver. The maximum gross monthly household income to qualify for RAP is \$35,000 in Metro Vancouver.	<i>BC Housing, December 2016</i>
	*Core housing need	In 2011, 48,645 households (20% of all households) were in core housing need in the City of Vancouver, including 13,575 owner households and 35,075 renter households.	<i>Metro Vancouver Housing Data Book</i>
	*Core housing need - singles, couple family, and lone parent households spending at least half of their income on housing costs	In 2011, there were 11,910 one person households in core housing need and spending at least half of their income on housing costs in the City of Vancouver (the most of any household type), followed by 6,050 couple family households (3,280 of them with children) and 2,410 lone parent family households.	<i>Metro Vancouver Housing Data Book</i>
	*Core housing need - children and seniors (65+ years old) spending at least half of their income on housing costs	In 2011, there were 3,870 senior-led households in core housing need and spending at least half of their income on housing costs in the City of Vancouver.	<i>Metro Vancouver Housing Data Book</i>

**\*Note:**

- A household is said to be in core housing need if its housing falls below at least one of the adequacy, suitability, or affordability standards and it would have to spend 30% or more of its total before-tax income to pay the median rent of alternative local housing that is acceptable (meets all three standards).
- The estimate of the number of households in Core Housing Need is calculated by CMHC based on private households captured in the 2011 National Household Survey. Single Room Occupancy (SRO) units and senior's homes were classified as collective dwellings in the 2011 Census and NHS. Since the 2011 NHS only includes privately occupied dwellings, it did not count SROs and senior's homes.
- Therefore the total number of Households in Core Housing Need in 2011 as calculated by CMHC is likely to underestimate total housing need in the City of Vancouver where there are approximately 4,400 SRO hotel units that were not counted by the 2011 NHS.
- A total of 13,310 people lived in collective households in 2011, and were included in the census, but not the NHS.



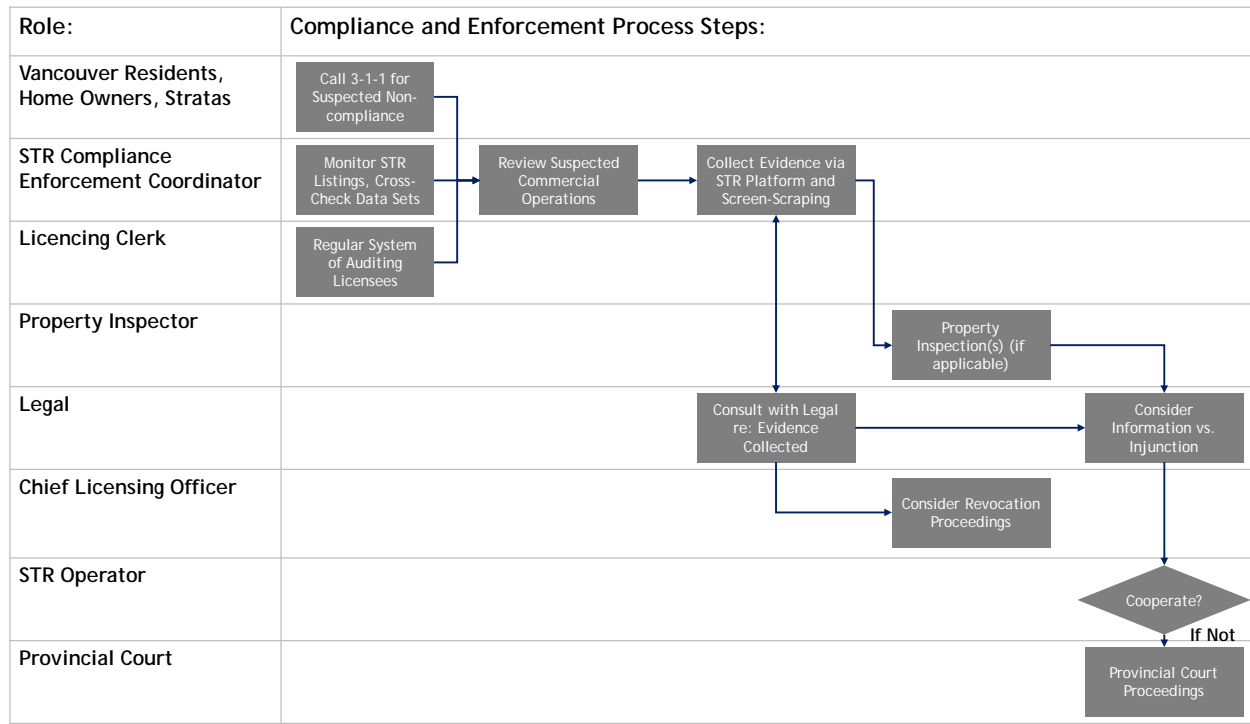
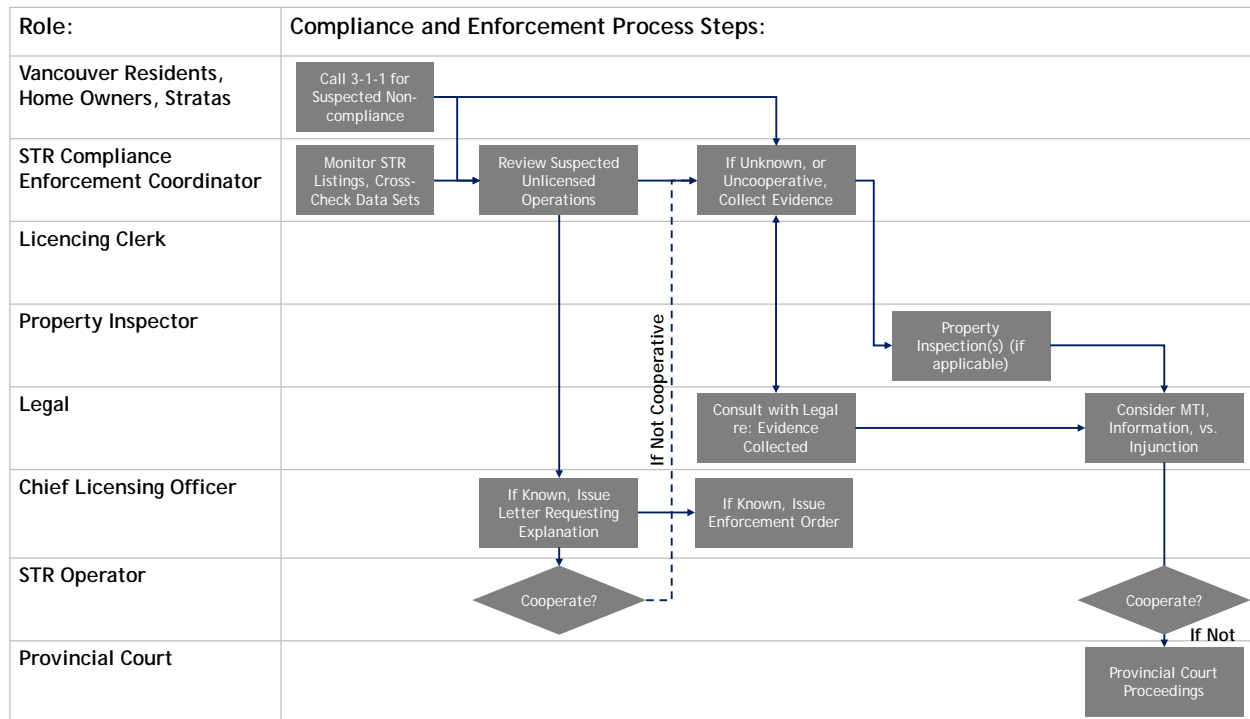
**OPERATOR REQUIREMENTS CHECKLIST**

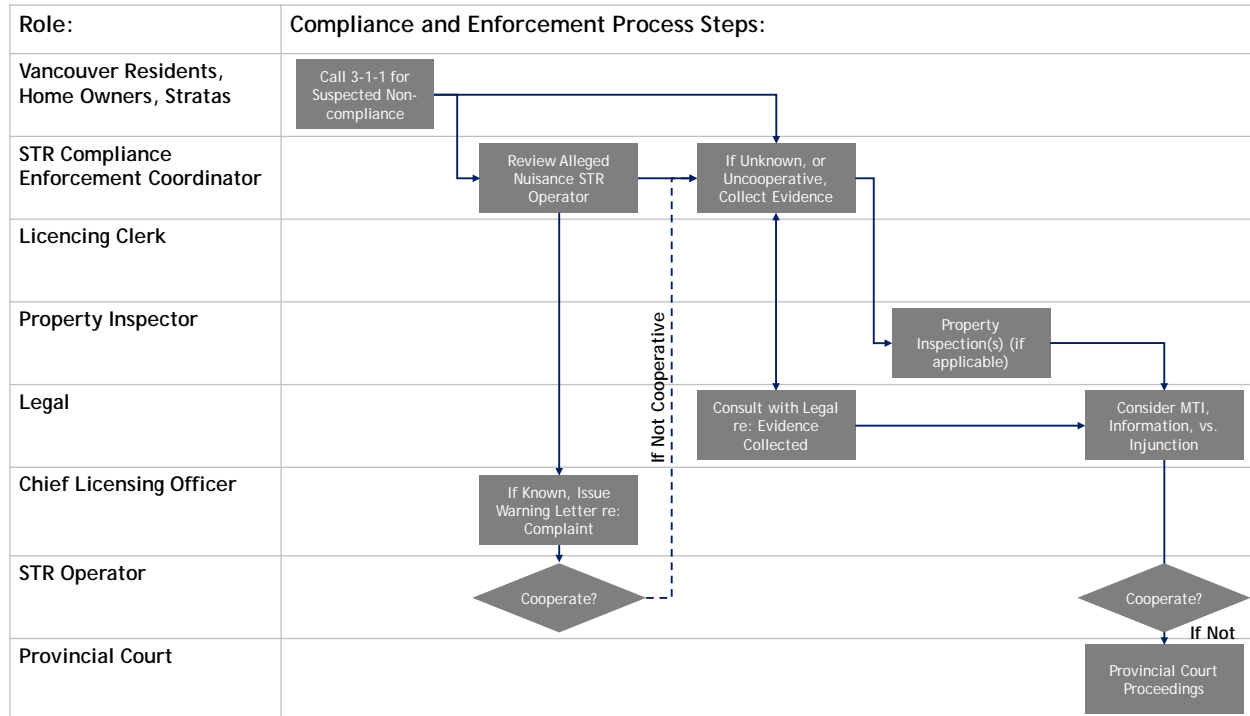
<b>Principal Residence Unit Requirement:</b>	<input type="checkbox"/> I declare that the STR unit is my Principal Residence Unit, or “the usual dwelling unit where I make my home, being the dwelling unit where I live and conduct my daily affairs, such as paying bills and receiving mail, and is generally the dwelling unit I use for government records”.
<b>Building and Fire Safety Requirements:</b>	<input type="checkbox"/> My STR unit is a legal dwelling unit, as defined by the City's Zoning, Building, and Fire codes. <input type="checkbox"/> I will provide a fire safety plan clearly posted by all entrance/exits (note: a template will be posted on <a href="http://www.vancouver.ca/short-term-rentals">www.vancouver.ca/short-term-rentals</a> ). <input type="checkbox"/> I will provide interconnected smoke alarms on every floor and in every bedroom. <input type="checkbox"/> I will provide one working and accessible fire extinguisher on every floor. <input type="checkbox"/> I will provide carbon monoxide detectors on every floor (if unit has gas appliance). <input type="checkbox"/> I will ensure fire alarms are provided in buildings with more than three dwelling units, or in an STR unit with more than eleven occupants (note: multi-unit buildings already require this). <input type="checkbox"/> If my STR unit is adjoined to other dwelling units, I will have either an automated sprinkler system or fire separation between units (45 min. or 1h standard depending on the unit) by January 1, 2023. <input type="checkbox"/> I will ensure maximum occupancy of two adults per sleeping room. <input type="checkbox"/> I will provide guests with contact information of a designated person associated with the property who could be reached 24 hours per day during the rental period. <input type="checkbox"/> I will provide access for building and fire inspections of my unit within 14 days of being requested by the City. <input type="checkbox"/> I agree to be subject to a regular system of audits and inspections.
<b>Good Neighbour Requirements:</b>	<input type="checkbox"/> I am responsible for ensuring compliance with all City by-laws. <input type="checkbox"/> I assume all liability for any costs or damages resulting from STR. <input type="checkbox"/> I will ensure vehicle parking for STR tenants is restricted to the property and where on-street parking is permitted (note: STR tenants are not considered "residents of the block"). <input type="checkbox"/> Strata Council permission for STR activity has been provided (if applicable). <input type="checkbox"/> Property owner permission for STR activity has been provided (if applicable). <input type="checkbox"/> I will obtain an appropriate insurance policy covering all STR activity.
<b>Advertising and Booking Requirements:</b>	<input type="checkbox"/> I will not advertise without a valid licence, regardless of whether the advertisement results in a booking. <input type="checkbox"/> I will always provide my business licence number in all advertisements for the STR listing (i.e. either in a field created by the Platform, or in the unit description). <input type="checkbox"/> I will only advertise one unit per licence (unless I have applied for an exception as an existing bed and breakfast). <input type="checkbox"/> I will post a hard copy of my business licence in my STR unit.



**STR BUSINESS LICENCE ELIGIBILITY SCENARIOS**

Scenario:	Eligible for Licence?
Owner or renter (with permission) wanting to STR a dwelling unit which is their Principal Residence Unit.	Yes - Principal Residences Units are eligible for STR by the owner or renter (with permission).
Owner wanting to STR a secondary suite or laneway house on the same property as their Principal Residence Unit (note: owner does not live in the secondary suite or laneway house).	No - Owners may not STR their secondary suite or laneway house unless it's a Principal Residence Unit.
Long-term renter wanting to STR a secondary suite which is their Principal Residence Unit, on the same property as their Landlord's main house and Principal Residence Unit which they also STR.	Yes - Principal Residences Units are eligible for STR by the long-term renter (with permission).
Owner wanting to STR a secondary suite which is their Principal Residence Unit on the same property as their main house which is not their Principal Residence Unit.	Yes - Principal Residences Units are eligible for STR, even for an owner in a secondary suite.
Owner living in a secondary suite which is their Principal Residence Unit wanting to STR their main house which is not their Principal Residence Unit.	No - Owners may not STR a unit which is not their Principal Residence Unit.
Owner wanting to STR a condo unit which is their Principal Residence Unit without their Strata Council's permission.	No - Owners may not STR their Principal Residence Unit without Strata permission.
Long-term renter wanting to STR a condo unit without the unit owner's permission AND the Strata Council's permission.	No - Renters may not STR without Owner AND Strata permission (if applicable).
Owner or renter wanting to STR a Principal Residence Unit, who is away on business from Monday to Thursday every week, year-round, staying in hotels in other cities.	Yes - Principal Residences are eligible for STR, for as many nights as the owner or renter chooses.
Owner or renter wanting to STR a Principal Residence Unit, who every year spends the winter in Arizona.	Yes - Principal Residences Units are eligible for STR, for as many nights as the owner or renter chooses.
Owner wanting to STR a secondary residence or investment property who has paid the Empty Homes Tax.	No - Owners may not STR their secondary residence even if the Empty Homes Tax is paid.

**PROPOSED ENFORCEMENT PROCESSES<sup>56</sup>****Commercial Operators (Tier 1)****Unlicensed Personal Operators (Tier 2)**<sup>56</sup> Note: Working draft subject to ongoing review.

*Alleged Nuisance Operators (Tier 3)*

*HOST COMPLIANCE REPORT ON STR IN VANCOUVER*

1 City of Vancouver: Short-Term Rental Market Overview



## City of Vancouver: Short-Term Rental Market Overview

***April 2017 Update***

By Host Compliance, LLC



## Correction Notice

In connection with the work on this follow-up report to the August 2016 report titled *City of Vancouver: Short-Term Rental Market Overview* it was discovered that certain neighborhood level short-term rental counts were misstated in last year's report due to a transcription error between the analytics software and the report publication software. This error affected the following neighborhood level unique and active listings counts shown on page 10: Kitsilano/Point Grey, Westside/Kerrisdale, Mt. Pleasant/Renfrew Heights, East Hastings and Southeast Vancouver. For three of these five neighborhoods, the error caused a discrepancy of less than +/- 10%. For Westside / Kerrisdale and Southeast Vancouver, the error caused a discrepancy of -27% and +38% respectively. While we obviously regret these errors, taken together, we do not believe that these discrepancies affect the overall conclusions of last year's report or should have any impact on policy. Specifically, the conclusion that Downtown, Mt. Pleasant/Renfrew Heights, Kitsilano/Point Grey and East Hastings were the neighborhoods with the most short-term rental units as of the summer of 2016 still stands.

This follow-up report naturally contains the corrected numbers. Please keep this in mind in case you need to compare this and last year's reports in detail.

Best regards,

Ulrik Binzer

President & CEO, Host Compliance LLC



**3** City of Vancouver: Short-Term Rental Market Overview**Contents**

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## 1. Executive Summary

In April 2016, the City of Vancouver began a review of the city's short-term rental regulations which currently only allow licensed hotels and bed and breakfasts to rent rooms for fewer than 30 days. To provide a fact-base for the review, the City engaged Host Compliance to provide a detailed analysis of the city's short-term rental market. In June 2016 the first assessment of the short-term rental market in Vancouver was made. The report was subsequently published in August 2016. The purpose of this report is to update these findings and provide an up-to-date overview of the short-term rental market in Vancouver as of mid-April 2017.

Vancouver's short-term rental market continues to grow. Since June of 2016 there has been a net growth of 4% in the number of total listings while there has been an 11% growth in the number of unique rental units actively marketed for rent on a short-term basis. While 11% net growth in less than a year is noteworthy, it is also worth noting that the growth has been significantly higher in Marpole, South East Vancouver, Westside/Kerrisdale and Mt. Pleasant/Renfrew Heights which experienced 42.4%, 38.4%, 37.7% and 29.0% growth respectively.

The Vancouver short-term rental market is extremely dynamic as short-term rental properties are constantly being listed and de-listed. In fact, 64% of Vancouver's current listings were not active in June of 2016. Likewise, 75% of the listings that were active in June 2016 are no longer to be found online. On an annualized basis, this implies that the turnover rate of the short-term rental market in Vancouver is ~93%. This annualized listing turnover rate is relatively high when compared to other major North American cities.

With 82% market share, Airbnb is still the biggest player in Vancouver's short-term rental market, followed by the listing websites owned by the Expedia group and TripAdvisor. In total there are 7 short-term rental platforms with 1% or larger market shares in the Vancouver market.

The distribution of short-term rentals in the different neighborhoods of Vancouver has remained relatively unchanged with a small relative decrease for Downtown and a small relative increase for Mt. Pleasant/Renfrew Heights. On a city-wide basis, no significant changes in the types and sizes of units offered for short-term rent have been found.

Like the number of unique rental units actively listed, the number of active Hosts has grown by 11% same over the past year. As was also the case a year ago, a large majority (85%) of hosts manage only one listing while, 10% manage 2 listings and 5% manage 3 or more listings.

The following sections provide a more detailed overview of the current state of the Vancouver short-term rental market, including in-depth analyses of the city's various neighborhoods.



## 2. Background & Methodology

### 2.1. Background

As a software, data and consulting services provider exclusively focused on helping local governments overcome the challenges associated with short-term vacation rentals, Host Compliance LLC has developed a set of proprietary data and analytics tools that can provide deep insights into the scale and scope of the short-term rental activity in any community. In this report, we will provide an update of our findings from reports commissioned by the City of Vancouver in the summer of 2016, with the hope that this updated fact-base will help inform the debate about how short-term rentals should be regulated in the city in the years to come.

### 2.2. General Methodology

Host Compliance's data is collected weekly and we currently collect, aggregate and de-duplicate all listing data, reviews, calendar info and photos across the world's 21 top short-term rental listing sites<sup>1</sup>. We estimate this represents ~94% of the total vacation rental universe in the City of Vancouver's jurisdiction.

In order to avoid overstating the scale of the short-term rental phenomena, Host Compliance de-duplicates its data to eliminate duplicate listings (units that are listed more than once on the same listing site or within the same "listing site family"<sup>2</sup>) and avoid double-counting cross-listed properties (i.e. units that are listed on more than one listing site).

To focus the analysis on properties that are actively being rented, data is segmented into active and passive listings. A listing is considered active if either: a) the listing has received a review in the past 12 months, or b) the listing description or calendar has been updated in the past 12 months.

Host Compliance's raw, de-duplicated and activity-based data can be segmented and analyzed by a number of parameters including:

- Listing site
- Location (as defined by a boundary box or polygon i.e. a neighborhood)
- Property type (e.g. apartment, house, condo)
- Room type (e.g. entire home, private room, shared room)
- Number of bedrooms and bathrooms
- Minimum number of nights available for rent
- Host Name/ID

<sup>1</sup> Airbnb.com, Flipkey.com, HolidayLettings.com, HouseTrip.com, Niumba.com, HomeAway.com, VRBO.com, VacationRentals.com, travelmob.com, BedandBreakfast.com, HomeAway.co.uk, OwnersDirect.co.uk, HomeAway.de, Abritel.fr, Homelidays.com, HomeAway.es, Toprural.es, AlugueTemporada.com.br, HomeAway.com.au, Stayz.com.au and Bookabach.co.nz

<sup>2</sup> By "listing site family", we refer to the fact that TripAdvisor and Expedia each own multiple listing websites.



**6** City of Vancouver: Short-Term Rental Market Overview

- Number of reviews
- First review date
- Last review date
- Date the property was first active

The data contained in this report is believed to be accurate and representative of the scale and scope of the short-term rental activity in the City of Vancouver as of the date of this report.

### 2.3. Data Used For This Report

The data contained in this report was collected during the weekend of April 14<sup>th</sup>, 2017. Given that the Vancouver short-term rental market is extremely dynamic and listings come, go and change daily, the data in this report should be viewed as a "point in time snapshot" of the market and an update to the June 24, 2016 data published in August 2016. That said, given the large number of listings in the city, the patterns, themes and ratios outlined in this report are believed to be fully representative of the current state of the market.

*Unless noted otherwise, the analysis in this report is based on active listings de-duplicated within and across platforms. Due to rounding, some data tables may not sum up to 100%.*

### 2.4. Team

The analysis contained in the report was led by Host Compliance's team of data and short-term rental experts including:

#### **Jeffrey Goodman**

Jeffrey is an urban planner and considered one of North America's leading authorities on short-term rentals and how they impact communities. He has previously contracted with both the City of New Orleans and Airbnb, and advised researchers on short-term rentals in range of cities including San Francisco, Pasadena, Portland, New Orleans, and New York. Jeff has spoken about short-term rentals across North America, including at the APA's National Planning Conference. He graduated from Yale College and earned his Masters of Urban Planning from Harvard University. He is the author of a recent [featured article in Planning Magazine on the topic of STR regulation](#).

#### **David Marcus**

David is a Caltech Applied and Computational Math graduate working at the intersection of data science and geospatial information management with eight years of experience building well-architected, scalable software. Prior to Host Compliance, David founded Routefriend.com, a web-based application for planning trips on buses and trains, serving 1.5 million monthly users. David's most recent experience was at DwellAware where he served as the Lead Data Scientist for the data analytics company building products to quantify housing risks and costs for businesses and their customers in the residential real estate sector. Prior to DwellAware, David served in various technical roles at a number of software companies including aboutLife, UrbanMapping, AmericanTowns.com, Nielsen Analytic Consulting and Hewitt Associates. David earned his BS Degree in Applied & Computational Mathematics at California Institute of Technology and his MA in Anthropology from University of Kent.

**7** City of Vancouver: Short-Term Rental Market Overview**Ulrik Binzer**

Ulrik is the Founder and CEO of Host Compliance, the industry leader in short-term rental monitoring and compliance solutions for local governments. A pioneer in the short-term rental enforcement solution space, Ulrik developed the first short-term rental compliance monitoring tools and now uses his expertise and insights to help local governments across North America implement, monitor and enforce short-term rental regulation. Ulrik previously served in a variety of leadership roles in management consulting, private equity, startups and the military and developed his strategic and analytical skill-set at McKinsey & Company and the Harvard Business School.

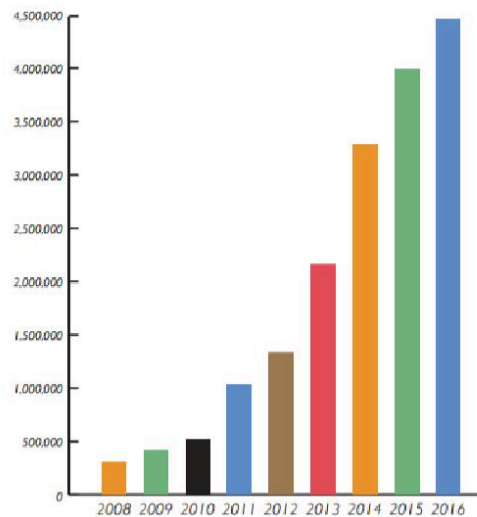




### 3. Market Overview

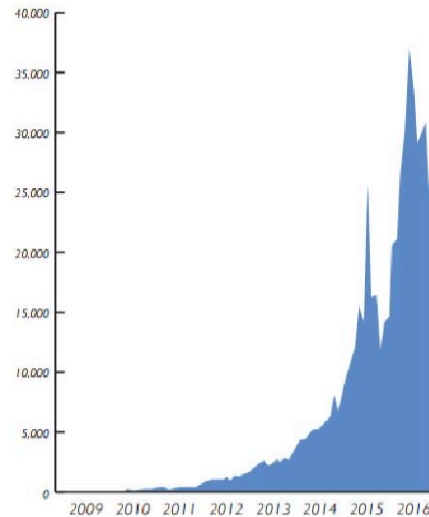
#### 3.1 Global Context

*Global listings on top four platforms\*  
(2008 - 16)*



\*Airbnb, VRBO, Flipkey, HomeAway

*Global listings created by month  
(Airbnb 2009 - 16)*



Though people have been renting spare rooms for centuries, the creation of Internet-based platforms have greatly expanded the availability of short-term rentals worldwide. Backed by large public companies or venture capitalists, sites like Airbnb.com, VRBO.com, HomeAway.com and Flipkey.com have expanded rapidly, from around 300,000 short-term rental listings worldwide in 2008 to over 4,500,000 in 2016. This pace of change - Airbnb added nearly 35,000 listings per month in 2016 - has turned a traditional local resort community industry into a global marketplace with active listings in more than 34,000 cities around the world. In North America, the growth has been equally astounding, and in the U.S. and Canada, there are now more than 2,700 cities with more than 50 active short-term rental listings.



### 3.2 Platforms Active in Vancouver



In June 2016, six of the 18 sites surveyed by Host Compliance were active in the City of Vancouver. In April 2017 we surveyed 21 sites in total and found that the same six sites were still active in Vancouver: Airbnb (82%), VRBO (7%), Flipkey (4%), HomeAway (2%), VacationRentals.com (< 1%) and Travelmob (< 1%). In addition, staff manually re-surveyed three additional short-term rental websites with listings in Vancouver i.e: Craigslist, Roomorama and Vancouver Dream Rentals. The three additional websites previously counted for 1% market-share each. As of April 2017, Craigslist now has 4% of the city's total listings, Roomorama holds less than 1% of all the listings and Vancouver Dream Rentals is still good for 1% of all short-term rental listings in the city.

These market-share figures and changes are consistent with the figures from most other large urban cities in North America. A comparison of the distribution of listings over the different platforms can be found on the next page.

## 10 City of Vancouver: Short-Term Rental Market Overview



Platform	% of Listings June 2016	% of Listings July 2017
Airbnb	~85%	~82%
Home Away Family (VRBO, Home Away, Vacation Rentals, travelmob)	~9%	~7%
Flipkey	~4%	~4%
Craigslist	~1%	~4%
Roomorama	~1%	~1%
Vancouver Dream Rentals	~1%	~1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

\* Percentages do not add to 100% due to rounding

The 3 largest players in the Vancouver short-term rental market remain the same and are all multi-billion dollar companies backed by large investors. In the case of Airbnb, the company is currently valued at USD 30 Billion and backed by major private venture capital investors. The companies in the HomeAway family were recently acquired by the travel company Expedia (Nasdaq:EXPE) for close to USD 4 Billion, and FlipKey was sold to TripAdvisor (Nasdaq:TRIP) in 2008 for an undisclosed amount.

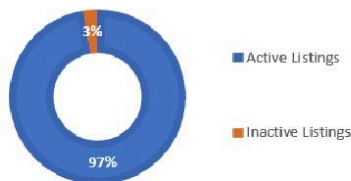
### 3.3 Listing Counts and Growth

#### 3.3.1 Total vs. Active vs. Unique

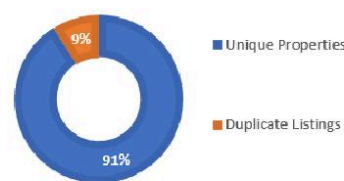
On April 14<sup>th</sup>, 2017 there were 6,518 online rental listings in the City of Vancouver on the 22 sites surveyed. This represents a 4% net increase over the 6,269 online listings identified in June 2016.

Because listings do not expire on many platforms, the raw number alone can give a false impression of activity, as orphaned and abandoned and unused listings still appear in searches. For this report, a listing was deemed active if the listing description or calendar was updated in the last 12 months, or if the listing received a review in the last 12 months. 97.5%, or 6,354 of the total identified listings in Vancouver were active in the last year.

ACTIVE LISTINGS



TOTAL &amp; UNIQUE LISTINGS



## 11 City of Vancouver: Short-Term Rental Market Overview



From the listing data it is possible to refine this number further by filtering out duplications, either the same unit posted across multiple platforms or the same unit posted in different ways on the same platform. This analysis shows that there were 5,927 active and unique short-term rental units advertised in Vancouver at the time of data collection. This means approximately 9% of total listings were duplicates. In June 2016, the corresponding numbers were 5,353 and 13% respectively. This means there has been a 10.7% increase in the number of active and unique short-term rental units in the last 12 months. In the remainder of this report, we will focus our analysis on these 5,927 listings that represent active and unique rental units.

The growth in Vancouver's short-term rental market has not been universal, and has been concentrated in Marpole, Southeast Vancouver, Westside/Kerrisdale and Mt. Pleasant/Renfrew Heights which have all experienced ~30%+ growth in the last year. On the contrary, the number of active unique rental units has declined by 9% in South Granville/Oak and 22.7% in West End/St Stanley Park. In terms of absolute unit growth since last year, the largest increases were found in Mt. Pleasant/Renfrew Heights (+239), Southeast Vancouver (+133) and East Hastings (+107).

## June 2016 – April 2017 Growth By Neighborhood

Neighbourhood	Active Unique Rental Units as of June 2016	Active Unique Rental Units as of April 2017	Active Unique Rental Units	% Change in Active Unique Rental Units
1. Marpole	59	84	+25	+42.4%
2. Southeast Vancouver	346	479	+133	+38.4%
3. Westside / Kerrisdale	251	343	+92	+37.7%
4. Mt. Pleasant / Renfrew Heights	824	1,063	+239	+29.0%
5. East Hastings	746	853	+107	+14.3%
6. Kitsilano / Point Grey	818	870	+52	+6.4%
7. Downtown	1,578	1,570	-8	-0.5%
8. English Bay	175	168	-7	-4.0%
9. South Granville / Oak	490	446	-44	-9.0%
10. West End / Stanley Park	66	51	-15	-22.7%
<b>TOTAL</b>	<b>5,353</b>	<b>5,927</b>	<b>+574</b>	<b>+ 10.7%</b>

While the overall 10.7% net growth rate of short-term rentals in the City of Vancouver might appear manageable, this net growth rate doesn't properly account for the very large amount of month-to-month and quarter-to-quarter turnover in the Vancouver's short-term rental market. Specifically, the 10.7% net growth rate doesn't show that a total of 4,703 listings have been



## 12 City of Vancouver: Short-Term Rental Market Overview



deactivated between June 24, 2016 and April 14, 2017 while a total of 4,182 new listings have been created and 774 previously inactive listings have been reactivated in Vancouver over the same time period. This implies that 64.2% of Vancouver's current listings are new within the last ~10 months. Equally important, 75% of the listings that were active last summer are now no longer active. Finally, over the ~10 month time-period covered by this report, a total of 11,225 listings were active in the Vancouver market. These are important facts to keep in mind as they paint a clearer picture of 1.) the transitory and seasonal nature of the market, and 2.) the importance of constantly monitoring the Vancouver STR market place for compliance if/when the new rules are adopted. Below, please find more details on this analysis.

Vancouver's Listings Turnover Rate	
<b>Total Listings as of June 24, 2016</b>	<b>6,269</b>
Less: Repositioned listings	-4
Plus: New listings added since June 24, 2016	+4,182
Plus: Listings re-activated since June 24, 2016	+774
Less: Listings that became inactive between June 24, 2016 and April 14, 2017	-4,703
<b>Total Listings as of April 14, 2017</b>	<b>6,518</b>
<b>Total # of Listings active between June 24, 2016 and April 14, 2017</b>	<b>11,225</b>

To compare the rate of change in the Vancouver short-term rental market to the rate of change in other comparable markets, one needs a standard measure. One such metric is what we refer to as the Annualized Listing Turnover Rate. Akin to the Annualized Employee Turnover Rate metric used by human resources departments to describe change in employee populations, we define the Annualized Listing Turnover Rate as the annualized ratio of the total number of listings that have become inactive over a certain time-period to the average number of total listings over that same time-period:

# of Listings that became inactive between June 24, 2016 and April 14, 2017	4,703
Divided by: The average number of Total Listings	6,393.5
= Listing Turnover Rate between June 24 <sup>th</sup> , 2016 and April 14 <sup>th</sup> , 2017	73.6%
# of days between June 24 <sup>th</sup> , 2016 and April 14 <sup>th</sup> , 2017	294
<b>Annualized Listing Turnover Rate i.e. 73.6% *365 / 294</b>	<b>91.3%</b>

Comparing Vancouver's Annualized Listing Turnover Rate to that of other comparable cities, Vancouver ranks between Toronto and Los Angeles, which have experienced turnover rates at 82.9% and 99.4% respectively. Also noteworthy, at 91.3% Vancouver's Annualized Listing Turnover Rate is significantly higher than cities such as Edmonton, Seattle and Nashville which have experience annualized listing turnover of between 40% and 55%

City	Annualized Listing Turnover Rate
Nashville	41.9%
Seattle	43.7%
Edmonton	54.9%
Toronto	82.9%



## 13 City of Vancouver: Short-Term Rental Market Overview



<b>Vancouver</b>	<b>91.3%</b>
Los Angeles	99.4%

Analyzing this same data for hosts, it shows an Annualized Unique Host Turnover rate of 58.1%. Said differently, 2,736 of hosts that were active on June 24, 2016 are not actively listing any short-term rental properties as of April 14, 2017 while 2,718 new hosts have entered the market and 495 hosts that were dormant on June 24, 2016, have since re-listed at least one rental unit.

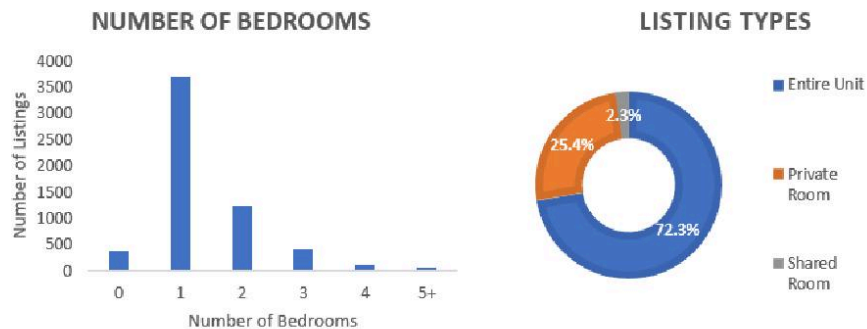
**Vancouver's Annualized Host Turnover Rate**

<b>Unique Hosts on June 24, 2016</b>	<b>4,471</b>
Plus: New Unique Hosts since June, 24 2016	+2,718
Plus: Hosts re-activated since June 24, 2016	+495
Less: Unique Hosts that have become inactive since June 24, 2016	-2,736
<b>Unique Hosts as of April 14, 2017</b>	<b>4,948</b>
 Annualized Unique Hosts Turnover	 72.1%

**3.4 Listing Types****3.4.1 Entire Units vs. Private/Shared Rooms**

Most platforms allow hosts to label their units as different kinds of spaces: entire unit, which could be whole apartments, condos, or houses; private room, a bedroom within a larger unit; or a shared room, such as a bed in a bedroom or a couch in a living room.

Of the 5,927 unique short-term rental units currently being advertised, 4,288 or 72.3% were for entire units - The other 27.6% of listings were for either private bedrooms (25.4%) or listings or shared rooms (2.3%). This is similar to the data from June 2016.

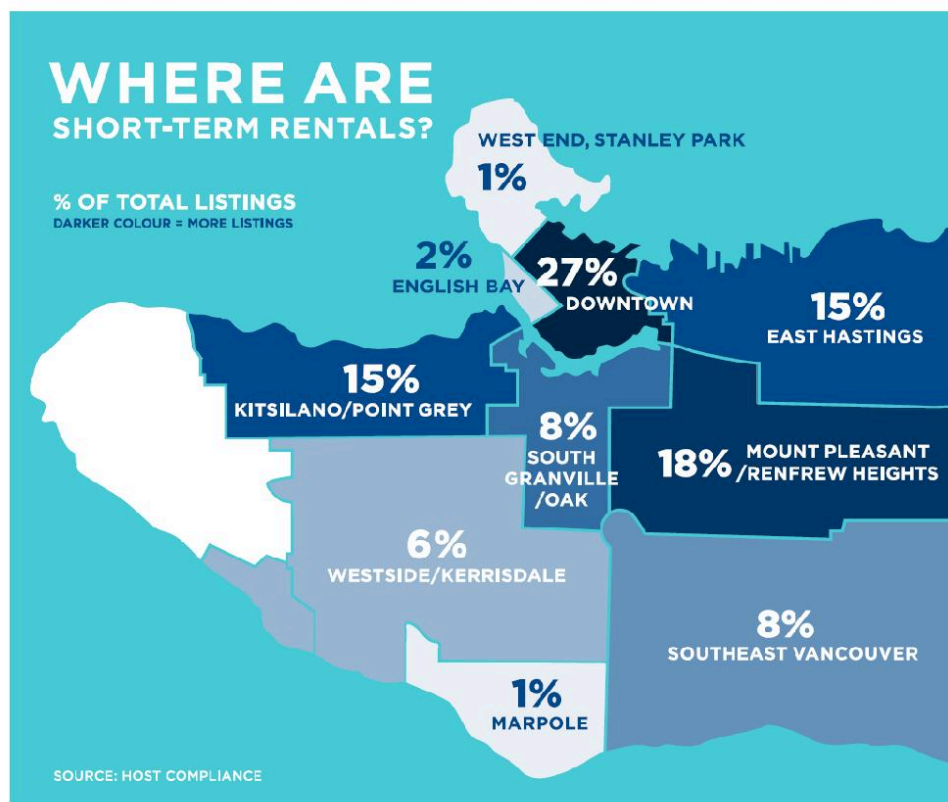




### 3.4.2 Number of Bedrooms

The number of advertised bedrooms still varies considerably. A large majority of the unique rental units have either one bedroom (62.4%) or two bedrooms (21%). Of the remaining, nearly four hundred listings are for small studio sized units whereas almost a hundred listings have five or more bedrooms, with one listing offering an eight bedroom unit. Similar results were found in June 2016. For a small number of listings (<.1%), the number of bedrooms are unknown.

## 3.5 Listings/Units by Location



Three quarters of Vancouver's unique short-term rental units are located in four neighborhoods: Downtown (27%), Mt. Pleasant/Renfrew Heights (18%), East Hastings (15%) and Kitsilano/Point Grey (15%). This represents relatively minor changes in the distribution since June 2016. Downtown shows a slight relative decrease (minus 4 percentage points). The biggest relative growth is found in Mt. Pleasant/Renfrew Heights (plus 3 percentage points).

The geographic distribution remains largely the same when the data is segmented by entire units vs. private/shared rooms, although the analysis reveals fewer private/shared room listings

## 15 City of Vancouver: Short-Term Rental Market Overview



in Downtown and more of such units in Mt. Pleasant/Renfrew Heights. The tables on the following page show this neighborhood-level analysis in more detail. The '% of Total' refers to the totals within each table.

**Active Unique Rental Units By Neighborhood**

Neighbourhood	Active Unique Rental Units	% of Total
1 - West End, Stanley Park	51	0.9%
2 - English Bay	168	2.8%
3 - Downtown	1,570	26.5%
4 - South Granville / Oak	446	7.5%
5 - Kitsilano / Point Grey	870	14.6%
6 - Westside / Kerrisdale	343	5.8%
7 - Marpole	84	1.4%
8 - Mt. Pleasant / Renfrew Heights	1,063	17.9%
9 - East Hastings	853	14.4%
10 - Southeast Vancouver	479	8.2%
<b>TOTAL</b>	<b>5,927</b>	<b>100.0%</b>

**Active Unique Entire Unit Rental Units By Neighborhood**

Neighbourhood	Active Unique Rental Units	% of Total
1 - West End, Stanley Park	38	0.9%
2 - English Bay	138	3.3%
3 - Downtown	1,278	30.6%
4 - South Granville / Oak	316	7.6%
5 - Kitsilano / Point Grey	625	15%
6 - Westside / Kerrisdale	191	4.6%
7 - Marpole	34	0.8%
8 - Mt. Pleasant / Renfrew Heights	708	16.9%
9 - East Hastings	634	15.2%
10 - Southeast Vancouver	213	5.1%
<b>TOTAL</b>	<b>4,175</b>	<b>100%</b>

**Active Unique Private Room or Shared Room Rental Units By Neighbourhood**

Neighbourhood	Active Unique Rental Units	% of Total
1 - West End, Stanley Park	13	0.7%
2 - English Bay	30	1.7%
3 - Downtown	292	16.7%
4 - South Granville / Oak	130	7.4%
5 - Kitsilano / Point Grey	245	13.9%
6 - Westside / Kerrisdale	152	8.7%
7 - Marpole	50	2.8%
8 - Mt. Pleasant / Renfrew Heights	355	20.3%
9 - East Hastings	219	12.6%
10 - Southeast Vancouver	266	15.2%
<b>TOTAL</b>	<b>1,752</b>	<b>100%</b>

## 16 City of Vancouver: Short-Term Rental Market Overview



## ZONE 1: WEST END, STANLEY PARK

At the time of data collection there were 51 unique short-term rental units in West End, Stanley Park (represented by 52 active listings). This represents 1% of Vancouver's total unique short-term rental units and makes this neighborhood, together with Marpole, the neighborhood with the least short-term rental units in the City. Zone 1 also shows the biggest relative decrease in units on the neighborhood level. Specifically, since June 2016 there has been a decrease of 22.7% in the number of short-term rental units (15 units in total). Currently, 38 listings (81%) are for entire units. This is similar to the unit profile from last year where 79% of the total were for entire units.

## Listings and Active Unique Rental Units by Listing Type

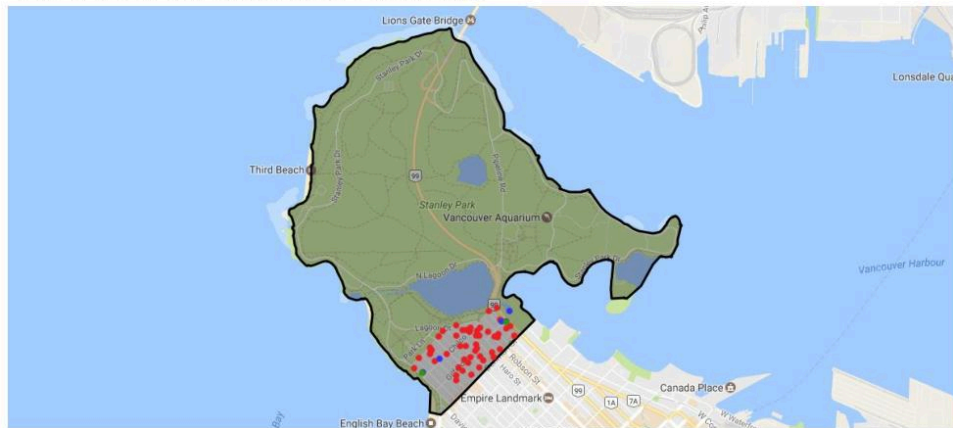
	Active Unique Rental Units	Listings
Entire Units	38	39
Shared Units	13	13
<b>TOTAL</b>	<b>51</b>	<b>52</b>

## Active Unique Rental Units by # of Bedrooms

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
5	42	3	0	0	1
9.8%	82.3%	5.9%	0.0%	0.0%	2.0%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 1: West End, Stanley Park STR Listings





## 17 City of Vancouver: Short-Term Rental Market Overview



## ZONE 2: ENGLISH BAY

At the time of data collection there were 168 unique short-term rental units in English Bay (represented by 171 active listings). This represents around 3% of Vancouver's total unique short-term rental units. Since June 2016 there has been a decrease of 7 short-term rentals in Zone 2 which equals a 4% decrease within the neighborhood. Currently, 138 listings or 82% are for entire units, and the majority of units (69.6%) offers one bedroom. This is a small relative increase from June 2016 where 75% of the rental units in this neighborhood were for entire units.

## Listings and Active Unique Rental Units by Listing Type

	Active Unique Rental Units	Listings
Entire Units	138	141
Shared Units	30	30
<b>TOTAL</b>	<b>168</b>	<b>171</b>

## Active Unique Rental Units by # of Bedrooms

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
37	117	12	2	0	0
22.0%	69.6%	7.1%	1.2%	0.0%	0.0%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 2: English Bay STR Listings





## 18 City of Vancouver: Short-Term Rental Market Overview

**ZONE 3: DOWNTOWN**

At the time of data collection there were 1,570 unique short-term rental units in Downtown Vancouver (represented by 1,755 active listings). This represents 26.5% of Vancouver's total unique short-term rental units, and making it the neighborhood with the most short-term rental units in City. In terms of distribution and growth there are no significant changes for Zone 3. Since June 2016 there has been a minor decrease of short-term rentals in Zone 3 of 0.5% (minus eight units in total). 81% of the listings in this neighborhood are currently for entire units compared to 84% in June 2016. The majority of units (63.8%) offers one bedroom.

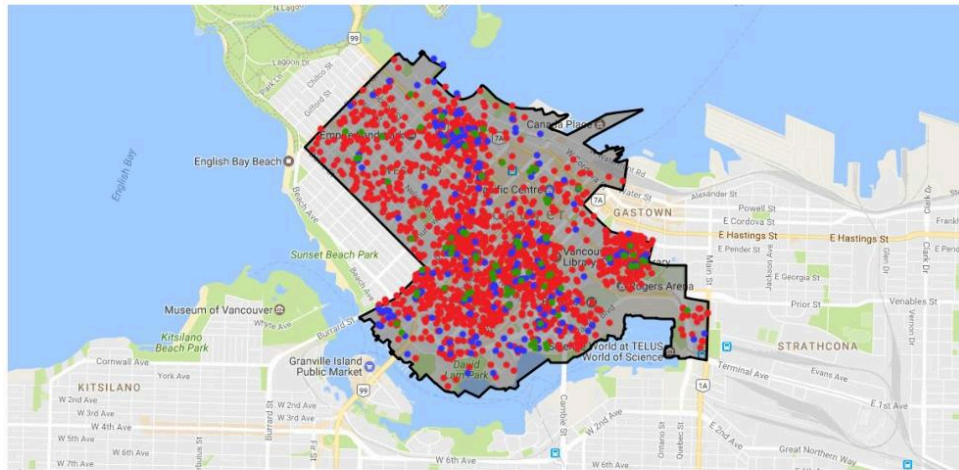
**Listings and Active Unique Rental Units by Listing Type**

	Active Unique Rental Units	Listings
Entire Units	1,278	1,462
Shared Units	292	293
<b>TOTAL</b>	<b>1,570</b>	<b>1,755</b>

**Active Unique Rental Units by # of Bedrooms**

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
135	1,001	370	55	4	2
8.6%	63.8%	23.6%	3.5%	0.3%	0.2%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

**Zone 3: Downtown STR Listings**

## 19 City of Vancouver: Short-Term Rental Market Overview

**ZONE 4: SOUTH GRANVILLE / OAK**

At the time of data collection there were 446 unique short-term rental units in South Granville / Oak (represented by 474 active listings). This represents around 7.5% of Vancouver's total number of unique short-term rental units. Since June 2016 there has been a decrease of 44 short-term rentals. This equals a 9% decrease within this neighborhood. Currently, 316 listings or 71% are for entire units and the majority of units (68.8%) offers one bedroom. As a comparison, in June 2016, 365 listings, or 74.5% of the total were for entire units.

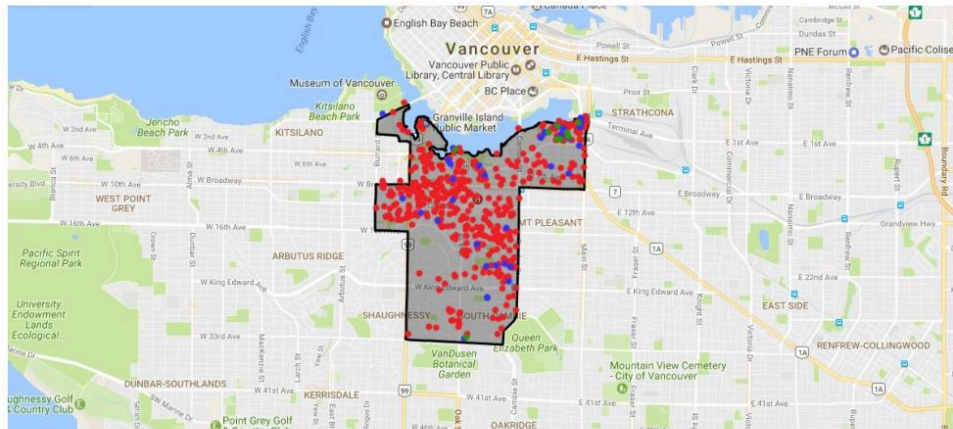
**Listings and Active Unique Rental Units by Listing Type**

	Active Unique Rental Units	Listings
Entire Units	316	344
Shared Units	130	130
<b>TOTAL</b>	<b>446</b>	<b>474</b>

**Active Unique Rental Units by # of Bedrooms**

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
33	307	84	14	5	3
7.3%	68.8%	18.9%	3.1%	1.1%	0.7%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

**Zone 4: South Granville / Oak STR Listings**

## 20 City of Vancouver: Short-Term Rental Market Overview



## ZONE 5: KITSILANO/POINT GREY

At the time of data collection there were 870 unique short-term rental units (represented by 918 active listings). This is 14.6% of Vancouver's total number of unique short-term rental units, and the third most units of any neighborhood (on par with East Hastings). Since June 2016, the total growth in the number of short-term rentals in Zone 5 has been 6.4% (i.e. 52 units in total). 72% of this neighborhood's listings are for entire units. This is similar to the findings in June 2016 when 74% of the listings were for entire units. A large majority of units offer either one or two bedrooms (80.1%) although there are several units with 4+ bedrooms available.

## Listings and Active Unique Rental Units by Listing Type

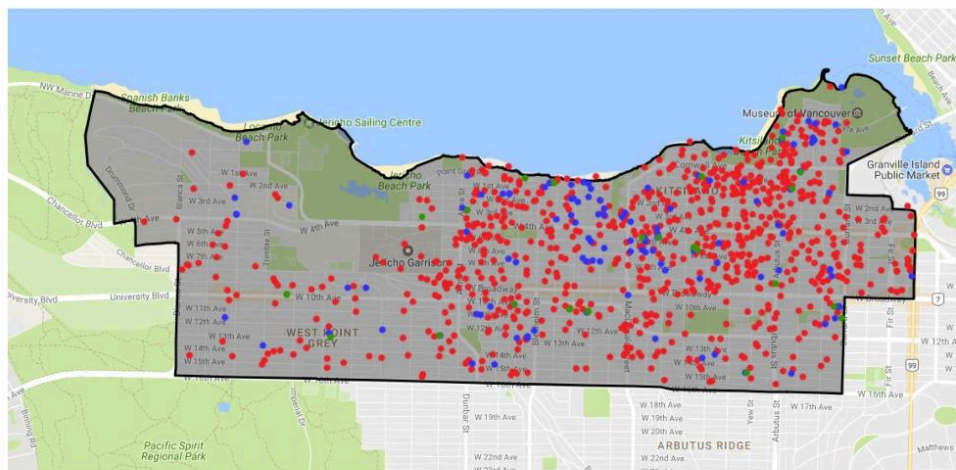
	Active Unique Units	Listings
Entire Units	625	673
Shared Units	245	245
<b>TOTAL</b>	<b>870</b>	<b>918</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
47	504	192	87	30	9
5.4%	58.0%	22.1%	10.0%	3.5%	1.0%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 5: Point Grey/Kitsilano STR Listings





## 21 City of Vancouver: Short-Term Rental Market Overview



## ZONE 6: WESTSIDE/KERRISDALE

At the time of data collection there were 343 unique short-term rental units (represented by 360 active listings). This is 6% of Vancouver's total number of unique short-term rental units. Since June 2016 the total growth in the number of short-term rentals in Zone 6 has been 37.7%, making it the Vancouver neighborhood with the third largest annual growth rate. 55.7% of the listings in Westside/Kerrisdale are for entire units. In June 2016 the comparable number was 69.3%. A majority of the rental units currently on the market offers one bedroom (58%), but with a total of 24.5% of the listings advertising +3BR homes, there are also a relatively large amount of larger homes on the market in this part of the City.

## Listings and Active Unique Rental Units by Listing Type

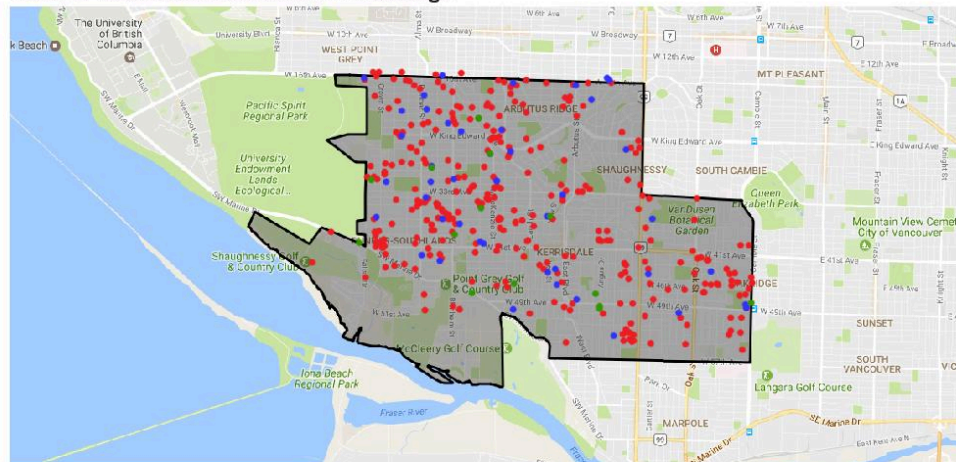
	Active Unique Units	Listings
Entire Units	191	208
Shared Units	152	152
<b>TOTAL</b>	<b>343</b>	<b>360</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
12	199	47	38	26	20
3.5%	58.0%	13.7%	11.1%	7.6%	5.8%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 6: Westside/Kerrisdale STR Listings



## 22 City of Vancouver: Short-Term Rental Market Overview



## ZONE 7: MARPOLE

At the time of data collection there were 84 unique short-term rental units (represented by 90 active listings). This is 1.4% of Vancouver's total unique short-term rental units and one of the city's neighborhoods least affected by short-term rental units (together with West End and Stanley Park). Even though it has relatively few short-term rental units, it did show the largest growth rate of any neighborhood in the City (42.4% or 25 units in total). Around 40.5% of this neighborhood's listings are for entire units, which is lower than in most neighborhoods. This is also a 10 percentage point decrease since June 2016 where approximately half of Marpole's listings were for entire units. 71.4% of the rental units currently advertised have one bedroom.

## Listings and Active Unique Rental Units by Listing Type

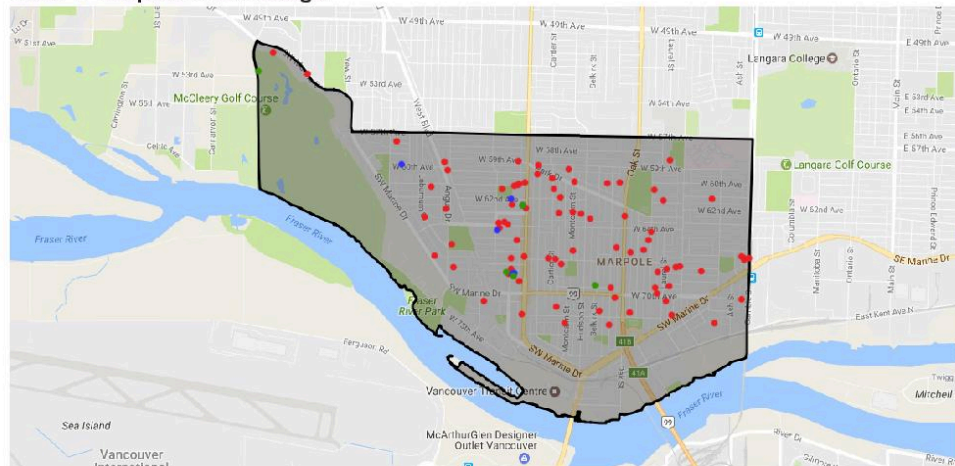
	Active Unique Units	Listings
Entire Units	34	40
Shared Units	50	50
<b>TOTAL</b>	<b>84</b>	<b>90</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
0	60	12	6	2	2
0.0%	71.4%	14.3%	7.1%	2.4%	2.4%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 7: Marpole STR Listings





## 23 City of Vancouver: Short-Term Rental Market Overview



## ZONE 8: MT. PLEASANT / RENFREW

At the time of data collection there were 1,063 unique short-term rental units (represented by 1,119 active listings). This is 17.9% of Vancouver's total number of unique short-term rental units, and the second highest number of available units of any neighborhood. The total growth in short-term rentals in Zone 8 since June 2016 is 29% (an increase of 239 units in total), making it the neighborhood with the fourth highest growth rate. As was the case last year, 72% of this neighborhood's listings were for entire units. The vast majority of rental units have only a few bedrooms with 65.9% offering one bedroom and 17.5% offering 2 bedrooms.

## Listings and Active Unique Rental Units by Listing Type

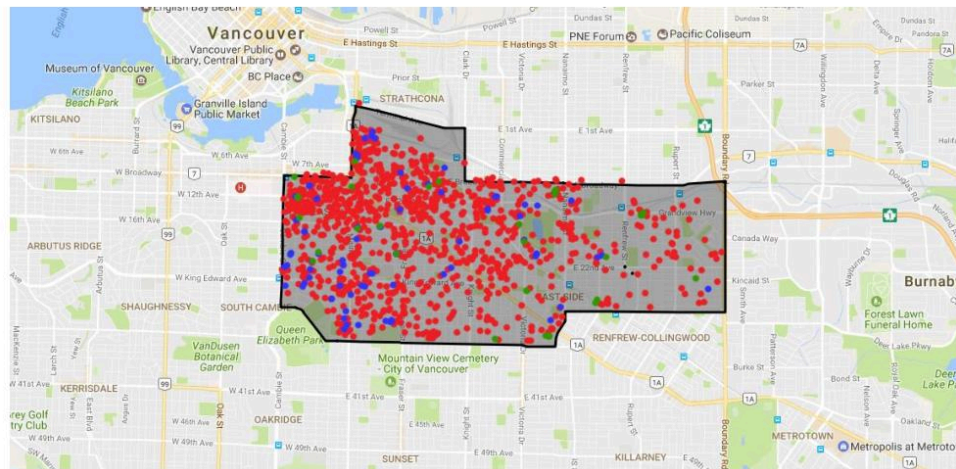
	Active Unique Rental Units	Listings
Entire Units	708	762
Shared Units	355	357
<b>TOTAL</b>	<b>1,063</b>	<b>1,119</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
58	700	187	86	24	7
5.5%	65.9%	17.5%	8.1%	2.3%	0.7%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 8: Mt. Pleasant/Renfrew STR Listings



## 24 City of Vancouver: Short-Term Rental Market Overview



## ZONE 9: EAST HASTINGS

At the time of data collection there were 853 unique short-term rental units (represented by 911 active listings). This is 14.4% of Vancouver's total unique short-term rental units, and the third most units of any neighborhood (on par with Kitsilano/Point Grey). The total growth in short-term rentals in Zone 9 since June 2016 was 14.3%, which represents 107 net new units in total. With this number East Hastings ranks fifth in terms of relative growth rate. Around 72% of East Hastings listings are for entire units. In June 2016 this number was similar (75%). Similarly to Mt. Pleasant/Renfrew, about two thirds of all rental units in Zone 9 are for one bedroom apartments, while another 18.3% of listings are for two bedroom units.

## Listings and Active Unique Rental Units by Listing Type

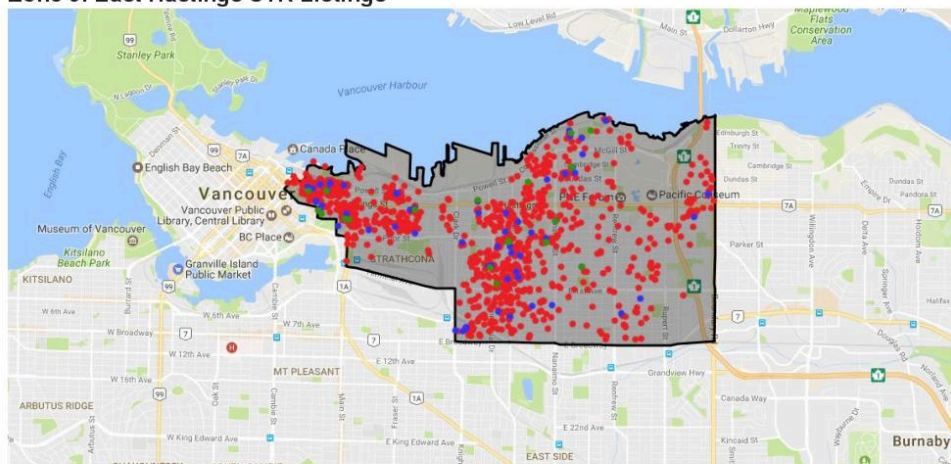
	Active Unique Rental Units	Listings
Entire Units	634	692
Shared Units	219	219
<b>TOTAL</b>	<b>853</b>	<b>911</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
69	557	156	45	16	8
8.1%	65.4%	18.3%	5.3%	1.9%	1.0%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 9: East Hastings STR Listings



## 25 City of Vancouver: Short-Term Rental Market Overview



## ZONE 10: SOUTHEAST VANCOUVER

At the time of data collection there were 479 unique short-term rental units (represented by 504 active listings). This is 8% of Vancouver's total number of unique short-term rental units. The total growth in the number of short-term rentals in Southeast Vancouver since June 2016 has been 38.4% (a 133 net increase), making it the neighborhood that shows the second largest growth rate in the City. 44.5% of Southeast Vancouver's listings are for entire units, which is a lower proportion than in most other Vancouver neighborhoods. For comparison, in June 2016 over half of the listings (55%) were for entire units. The vast majority of rental units currently being advertised offer either one bedroom (69.1%) or two bedrooms (16.7%).

## Listings and Active Unique Rental Units by Listing Type

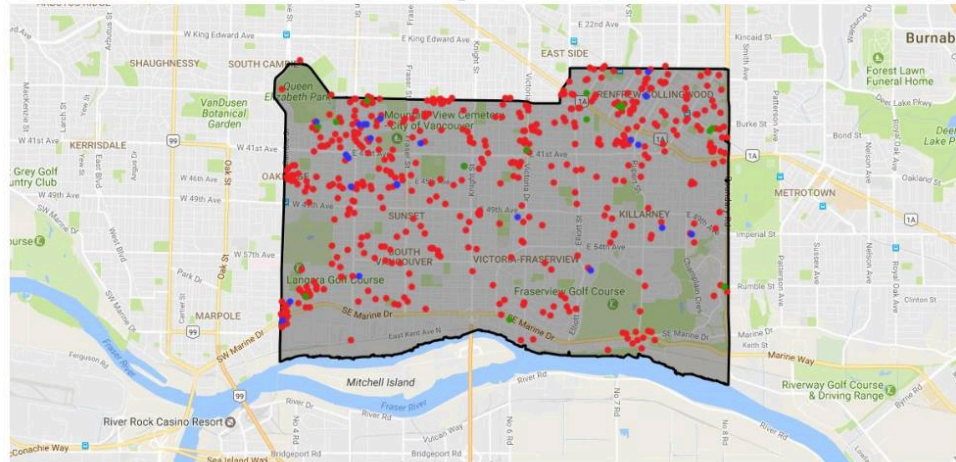
	Active Unique Units	Listings
Entire Units	213	236
Shared Units	260	268
<b>TOTAL</b>	<b>479</b>	<b>504</b>

## Active Unique Rental Units by Bedroom

0 bedrooms	1 bedrooms	2 bedrooms	3 bedrooms	4 bedrooms	5+ bedrooms
9	331	80	39	11	8
1.9%	69.1%	16.7%	8.1%	2.3%	1.7%

- For a small number of listings the number of bedrooms are unknown thus numbers might not add up to 100%

## Zone 10: Southeast Vancouver STR Listings



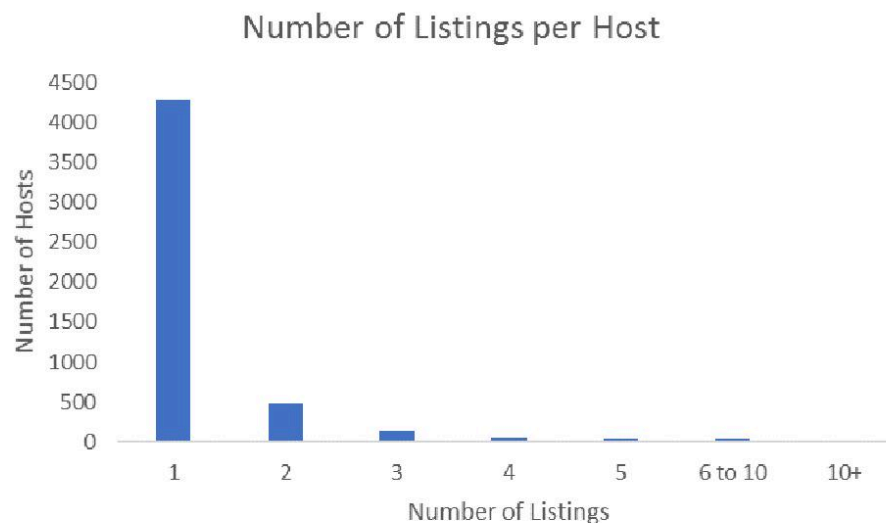




### 3.6 Listing Per Host

Using both published names of hosts in online profiles and the unique id numbers given to hosts on certain platforms, it is possible to get a sense of how many listings each hosts is managing. These numbers are not perfect for a number of reasons - hosts posting under multiple names on one platform or across several, for example - but do give a general sense of the shape of the marketplace.

At the time of data gathering, 4,948 hosts were found in Vancouver. This is a net increase of 10.7% compared to June 2016<sup>3</sup>. Of these hosts, 97% or 4,793 hosts are active. As was also the case in June 2016, a large majority (85%) of hosts manage only one listing. Another 10% operate two listings, and the remaining 5% of hosts have three or more listings. A small number of hosts (13) control more than 10 listings each. The largest number of listings by one host is 35. The average number of listings per host was 1.3 in April 2017 compared to 1.4 in June 2016.



<sup>3</sup> In the August 2016 version of this report we estimated that there were at least 4,393 hosts in Vancouver. That said, our more advanced host de-duplication algorithms has allowed us to refine this June 2016 estimate to 4,471

## TALK VANCOUVER SURVEY RESULTS

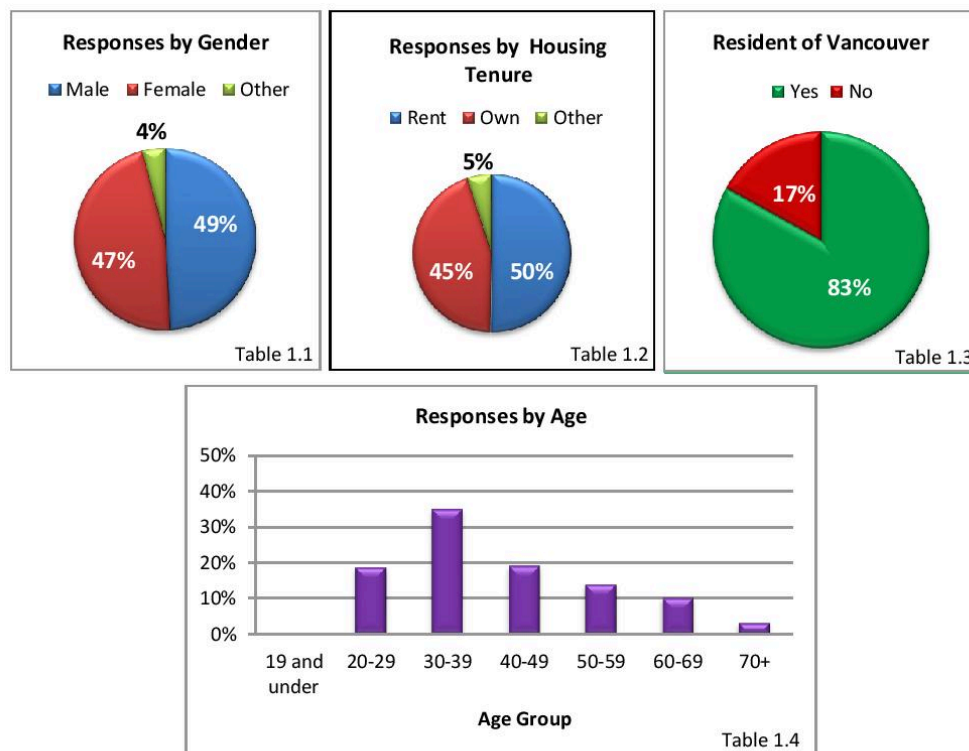
Short-Term Rentals  
Talk Vancouver Survey  
July 20th 2016 - August 3rd 2016

## SUMMARY OF SURVEY RESULTS

## 1. Who We Heard From

## 6475 participants

Responses were even distribution across age, gender, and the tenure of their housing. Additionally, 83% participants were Vancouver residents



## 2. Public Opinion

## We Must Protect Affordable Rental Housing

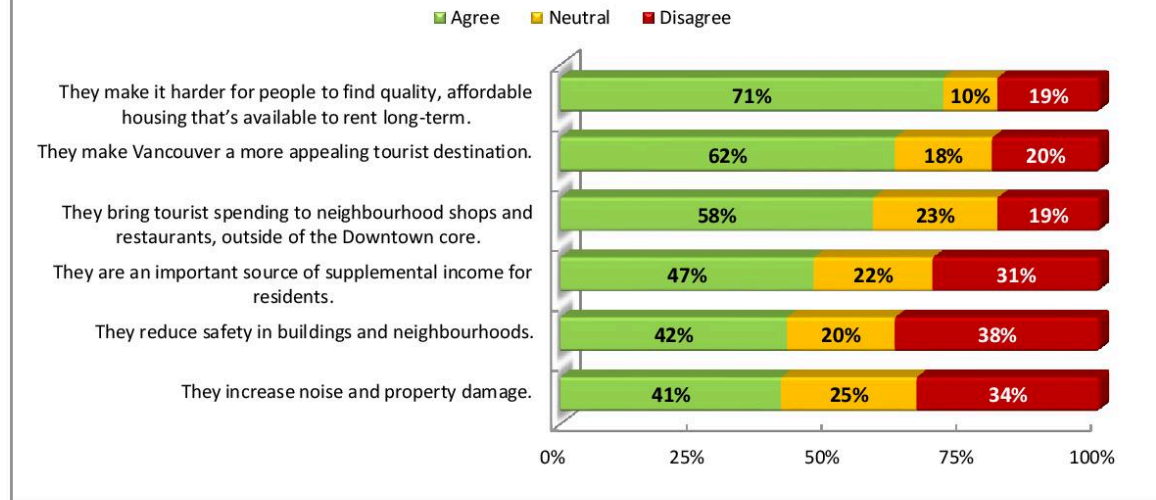
Nearly two thirds of the participants believe that short-term rentals make it **harder for people to find quality, affordable long-term rental housing** (Table 2.1). At the same time the participants believe that short-term rentals are good for the tourism industry, but this a low priority for them as seen in Table 2.2.



Short-Term Rentals  
Talk Vancouver Survey  
July 20th 2016 - August 3rd 2016

General Perceptions of Short-Term Rentals

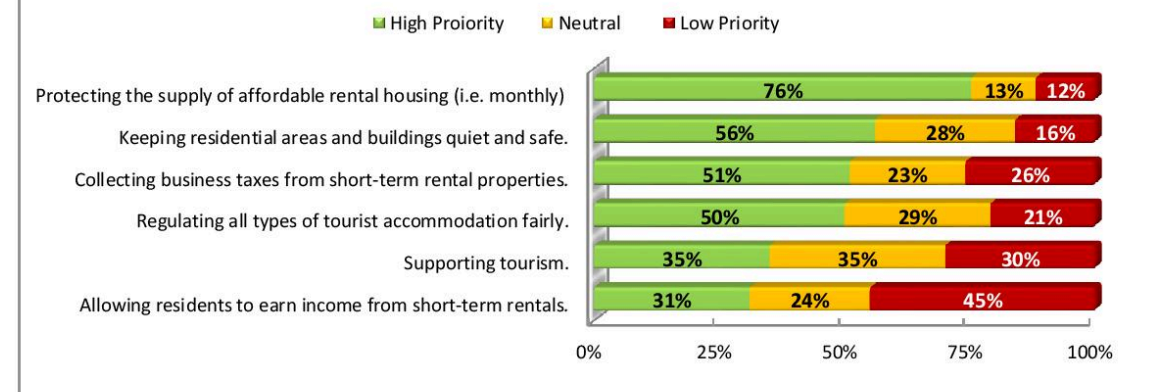
Table 2.1



**Protecting the supply of affordable rental housing** was seen as the top priority with more than three quarters of respondents agreeing. Meanwhile almost half of respondents cited allowing residents to earn income from short-term rentals as the lowest priority. Additionally, the second most important objective was to ensure that residential areas and buildings are kept quiet and safe. However the perceptions above in Table 2.1 noted that safety and property damages are not seen as a major detriment of short-term rentals

How does the public prioritize City policy objectives?

Table 2.2

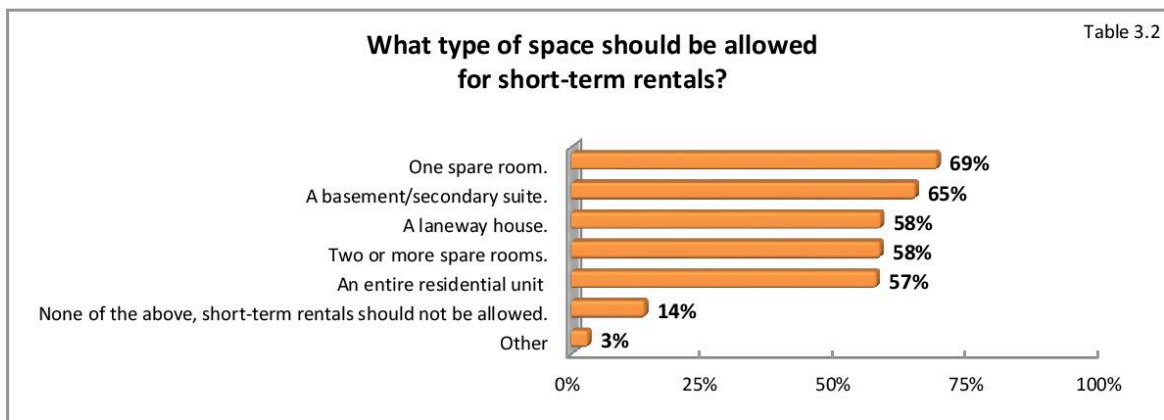
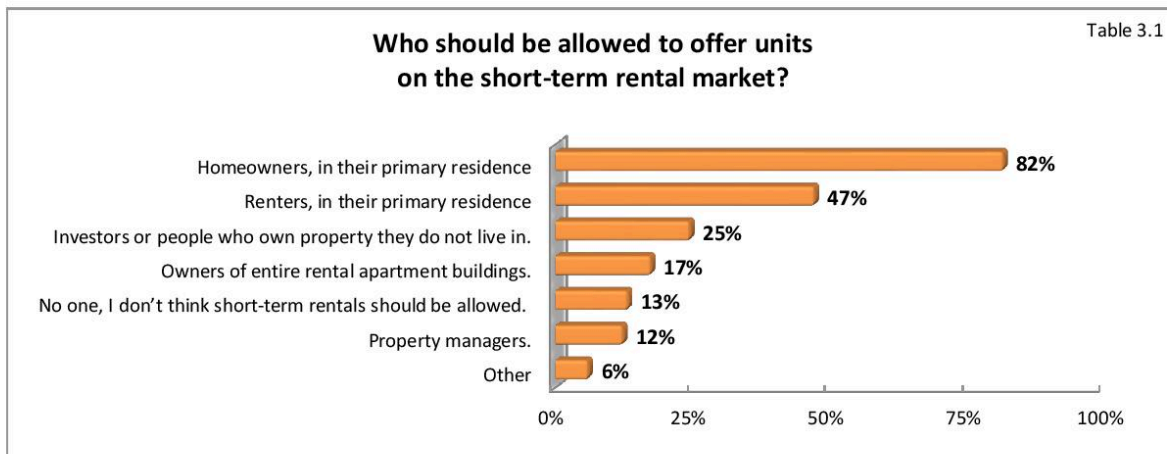


Short-Term Rentals  
Talk Vancouver Survey  
July 20th 2016 - August 3rd 2016

### 3. Policy Options

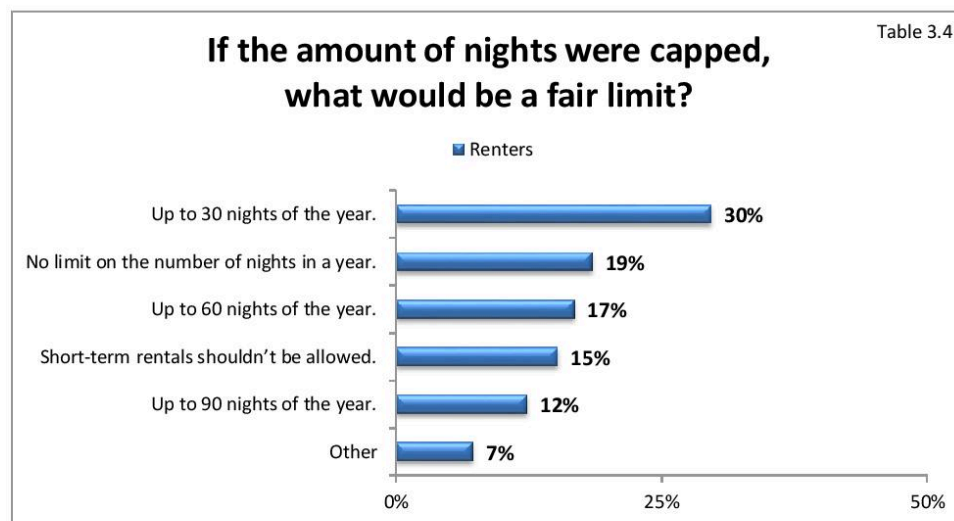
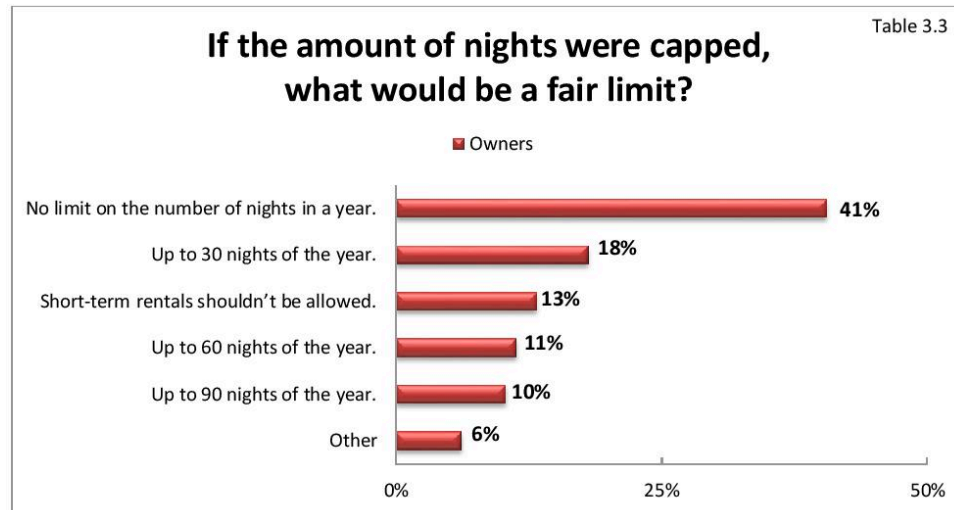
#### Restricting to Primary Residence is the Key

Participants felt strongly that short-term rentals should only take place in the **primary residence** of the operator. Almost everyone agreed that homeowners would be allowed to join to short-term rental market at will, while nearly half also believed renters should be able to participate as well (Table 3.1). As long as the space was the primary residence of the operator, every type of space was deemed supportable by the participants (Table 3.2).



Short-Term Rentals  
Talk Vancouver Survey  
July 20th 2016 - August 3rd 2016

In general renters and owners shared very similar opinions, however when asked about a potential night-cap their opinions diverged. Nearly a third of renters believe nights should be capped at a maximum of 30-nights per year for each short-term rental. On the other hand over a third of home owners believe the number of nights a unit could be listed as a short-term rental should be unlimited (Table 3.3 and 3.4). A possible reason for this variance could stem from the reality of how renters and owners currently utilize their space on the short-term rental market, shown in Table 4.2 and 4.3.

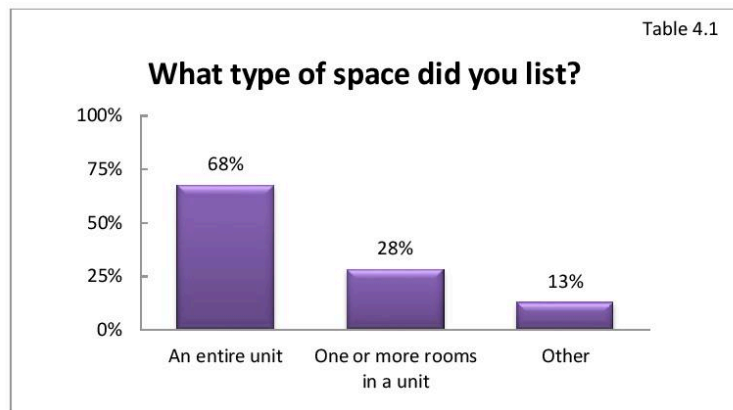


Short-Term Rentals  
Talk Vancouver Survey  
July 20th 2016 - August 3rd 2016

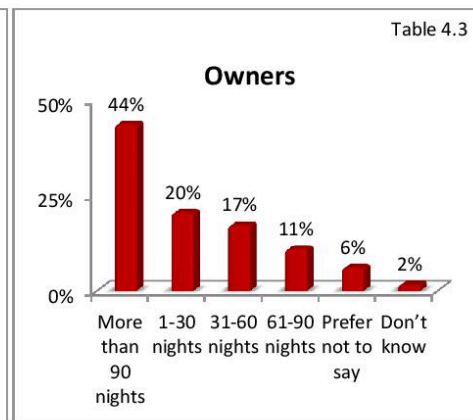
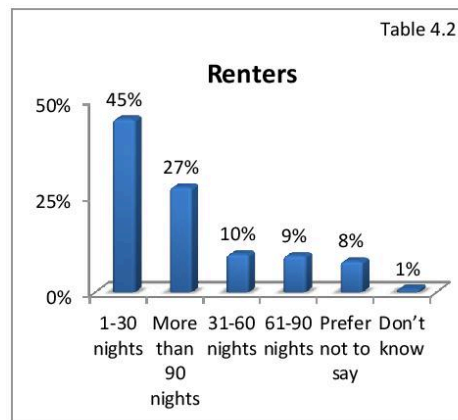
#### 4. Host Profile

##### Vancouver Hosts are benefiting from the Short-Term Rental Market

At the end of the Talk Vancouver Survey, a section was dedicated to those who have hosted a short-term rental in the last twelve months. The results showed 10% of the total 6745 survey respondents, 676 people, had listed a space on the short term rental market. The most common option for a host was to have rented an entire unit, rather than a private or shared room (Table 4.1).



The survey results demonstrated that the total number of nights these hosts rented varied significantly. Renters were most commonly renting their space for less than 30 nights per year (Table 4.2), while owners were most likely to rent their space out for 90 days or more annually (Table 4.3).



**JURISDICTIONAL REVIEW**

Jurisdiction	Operator Licence or Registration	Operator Fees	Company Licence	Principal Res. Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
City of Vancouver (Proposed)	✓ Short-Term Rental Operator Licence	✓ \$49 annual business licence fee plus \$54 one-time application fee	✗	✓ Principal Residence Units Only	✗	✓ Requirements detailed in Appendix B	✓ Emergency contact that is reachable while operator is away	✗	Currently under review
City of Toronto (Proposed)	✓ Operator registry	✓ Fee estimate: \$40 - \$150 annually	✓ Fee estimate: \$5,000 - \$20,000, plus fee per night or listing	✓	✗	✓ Emergency information (911, fire escape route) to guests + Comply with all laws, including Fire Code	✓ Emergency contact that is reachable while operator is away	✗	Currently under review
Province of Quebec	✓ Classification Certificate	✓ \$247.78 annually + \$5.22 per unit annually	✗	✗	✗	✗	✗	✓ 3.5% Lodging Tax	✗
Austin	✓ Short-Term Rental Licence 1. Owner occupied 2. Not owner occupied 3. Multifamily / commercial	✓ \$443 for initial application \$236 renewal fee	✗	✗ 3% cap on non-principal res. rentals by census tract	✗	✓ Property standards/ building reqs.	✓ Regulations regarding noise Cap on number of adults in unit	✓ 9% Municipal Hotel Occupancy Tax 6% State Hotel Occupancy Tax	✗



Jurisdiction	Operator Licence or Registration	Operator Fees	Company Licence	Principal Res. Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
Chicago	✓ Vacation Rental Licence	✓ \$250 every 2 years	✓ \$10,000 + \$60 per unit listed	✗	✗	✓ Fire and property standards/ building reqs.	✓ Provide guest with contact information; renters must have landlord permission; occupancy limits; no hourly rentals	✓ 4.5% Municipal Hotel Tax 1% State Hotel Operators' Occupancy Tax	✓ 4% Shared Housing Surcharge (not applied to shared space within the unit of a permanent resident)
Denver	✓ Short-Term Rental Business Licence	✓ \$50 every 2 years for a Lodger's Tax ID + \$25 annually for the Short-Term Rental Business Licence	✗	✓	✗	✗	✗	✓ 10.75% Municipal Lodger's Tax 2.9% State Lodger's Tax	✗
Los Angeles (Proposed)	✓ Transient Occupancy Registration Certificate	✗ None yet stipulated	✗	✓	✓ 180 nights	✓ Fire and property standards/ building reqs.	✓ The host shall be responsible for any nuisance violations	✓ 14% Municipal Transient Occupancy Tax	✗
Nashville	✓ Short-Term Rental Property Use Permit: 1. Owner Occupied 2. Not Owner Occupied 3. Not Owner Occupied Multifamily	✓ \$50 annual fee	✗	✗ Only 3% of single detached and two-family units may be short-term rentals within each census tract	✗	✓ Fire and property standards/ building reqs.	✓ Abide by noise restrictions and regulations regarding the public peace and welfare	✓ 6% Municipal Hotel Tax \$2.50 per night/unit fee (municipal)	✗

Jurisdiction	Operator Licence or Registration	Operator Fees	Company Licence	Principal Res. Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
New Orleans	✓ Short-Term Rental Licence: 1. Temporary 2. Accessory (secondary suite or room) 3. Commercial (change of use)	✓ 1. Temporary: \$50 for principal residents, \$150 without 2. Accessory: \$200 3. Commercial: \$500	✗	✗ Principal residents pay lower fee	✓ 90 days for temp. licence	✓ Fire and property standards/ building reqs.	✓ Notify neighbours; occupancy limits; noise; odours, glare; vibrations, etc.	✓ 4% Municipal Hotel/Motel Sales Tax \$0.50 Hotel Occupancy Tax per night/unit	✓ \$1 per night fee for Housing Improvement Fund
New York City	✗ Short-term rentals are illegal except when owner occupied (Class A multiple dwellings)	✗ No fee	✗	✓	✗	✓ Fire and property standards/ building reqs.	✗	✓ 5.875% Municipal Hotel Room Occupancy Tax \$2 Municipal charge per day/room (charge graded based on room rental price) \$1.50 State fee per day/unit	✗
Philadelphia	✓ 1. Limited Lodging, Short Term: Primary resident, fewer than 91 nights rented annually 2. Limited Lodging, Home: Primary resident, 91 to 180 days 3. Visitor Accommodation Permit: 180+ nights per year	✓ 1. Limited Lodging, Short Term: no fee 2. Limited Lodging, Home: \$125 annually 3. Visitor Accommodation Permit: \$150 annually	✗	✓ Limited Lodging licences only for primary residents	✓ 90 days for Short Term, 180 days for Home Licence	✓ Fire reqs.	✓ May not disturb neighbours; guests of lodgers only permitted between 8am and 12pm	✓ 8.5% Municipal Hotel Room Rental Tax 6.39% Municipal Business Income Tax	✗

Jurisdiction	Operator Licence or Registration	Operator Fees	Company Licence	Principal Res. Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
Portland	✓ Accessory Short-Term Rental Permit: Type A: No more than 2 bedrooms rented to guests Type B: 3 or more bedrooms rented to guests	✓ For permits in 1 or 2 dwelling structures: \$178.08 fee and \$62 renewal annually For permits in multidwelling structures, \$100 fee and \$62 renewal annually	✗	✓	✓ Principal resident must occupy dwelling for 270 days annually	✓ Fire and property standards/ building reqs.	✗	✓ 11.5% City of Portland and Multnomah County Transient Lodging Tax 1.8% State Lodging Tax	✗
San Francisco	✓ Business Registration Certificate	✓ \$50 annually + Business Registration Certificate ranging from \$91 to \$251 annually based on income	✗	✓	✓ Principal resident must occupy dwelling for 275 days annually	✓ Fire and property standards/ building reqs.	✗	✓ 14% Transient Occupancy Tax	✗
Santa Monica	✓ City Business Licence	✓ \$76 annually	✗	✓	✗	✓ Fire and property standards/ building reqs.	✓ Resident must take responsibility for and prevent any nuisance activities	✓ 14% Municipal Transient Occupancy Tax	✗

Jurisdiction	Operator Licence or Registration	Operator Fees	Company Licence	Principal Res. Only	Night Cap	Safety Provisions	Nuisance Provisions	Hotel Tax Applied to STRs	STR Specific Tax
Seattle (Proposed)	✓ Short-Term Rental Operator Licence	✓ \$55 to \$110 for a Business Licence Tax Certificate based on income (under \$500,000 revenue)	✓ Short Term Rental Platform Licence	✗	✗ Only one short-term rental unit permitted	✓ Fire and property standards/ building reqs.	✗	✓ 0.215% Retail Business Licence Tax	✗ <sup>57</sup>

<sup>57</sup> Source: City of Toronto, Jurisdictional Scan of Short-Term Rental Regulations (June 2017). Updated with proposed City of Vancouver STR regulations.





## Tracking Status

- This item was considered by [Executive Committee](#) on June 19, 2017 and was adopted with amendments.

### Executive Committee consideration on June 19, 2017

EX26.3	ACTION	Amended		Ward:All
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## Proposed Regulations for Short-term Rentals for Consultation

### Committee Decision

The Executive Committee:

- Directed the Chief Planner and Executive Director, City Planning, to prepare amendments to all applicable general zoning bylaws in keeping with the proposed zoning bylaw format outlined in Attachment 1 to the report (June 7, 2017) from the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning, and hold community meetings as required by the Official Plan and a public meeting as required under the Planning Act.
- Directed the Executive Director, Municipal Licensing and Standards, to conduct public consultation on the proposed licensing and registration framework outlined in Attachment 2 to the report (June 7, 2017) from the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning.
- Directed the Chief Planner and Executive Director, City Planning, to report with final zoning amendments to a statutory meeting of Planning and Growth Management Committee and direct the Executive Director, Municipal Licensing and Standards, to report with the licensing and registration requirements to the Licensing and Standards Committee, in the fourth quarter of 2017.
- Directed the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning to consult on and include for City Council consideration in the final report:
  - recommendations for fines and all other available penalties, including provision for special fines, for all contraventions of the by-law, including but not limited to substantial fines for non-compliance by operators and companies who operate without a licence.
  - recommendations for requiring proof of principal residency status to license a short-term rental unit.

### Origin

(June 7, 2017) Report from the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning

## Summary

This report proposes regulations for short-term rentals for consultation.

The short-term rental regulatory approach is premised on the following principles: permit people to rent their homes for short periods; minimize negative impacts on housing affordability and availability; enable greater diversity in tourism accommodations; maintain community stability, including in vertical communities; minimize nuisances; and create regulations and taxation systems that are fair and easy to follow for people and companies.

The proposed regulations are to:

- amend the City's zoning bylaws to create a new land use called "short-term rental" that is permitted in principal residences across the city;
- prohibit short-term rentals that are not in a person's principal residence;
- license companies that facilitate short-term rental activity, like Airbnb; and
- create a registry for anyone who operates a short-term rental in their home.

The proposed zoning framework would permit short-term rentals across the city in the principal residence of any owner or tenant in residential and mixed use zones and in all residential building types. Within their principal residences, people could rent: up to three rooms within a unit, separately; the entire dwelling unit; and lawful secondary suites. A short-term rental would not be permitted in a dwelling unit that is not a principal residence. This restriction limits long-term housing from being converted to accommodation for tourists.

The proposed licensing and registration system would require that all short-term rental operators register with the City and post their registration number in all advertisements. Short-term rental companies would be required to be licensed and only list registered short-term rentals. These regulations strengthen the above zoning amendments and minimize the impacts of short-term rentals on neighbourhoods.

Companies would be required to report quarterly to the City with anonymized data about short-term rental activities, share details about certain listings upon request by the City, remove problem listings and pay a licensing fee. Operators would be permitted to register their principal residence only, and one registration number would apply to all listings associated with that address (renting bedrooms, renting the entire unit, renting secondary suites). Operators would be required to provide appropriate emergency and safety information to guests and pay a registration fee.

Based on information from Airbnb, staff estimate that the proposed regulations would permit approximately 7,600 properties rented on Airbnb in 2016 to continue to operate as they likely occurred in a principal residence. Approximately 3,200 properties rented on Airbnb in 2016 would likely not be able to be registered as they likely did not occur in a principal residence.

Staff propose to consult the public on the proposed zoning bylaw amendments and the licensing and registration system for short-term rental companies and operators. Staff propose to report back to Council with final recommendations to regulate short-term rentals in the fourth quarter of 2017.

Concurrent with the proposed regulations in this report, staff are considering the implementation of a hotel and short-term rental tax, as directed by Council, subject to receiving legislative authority from the Province of Ontario. On April 27, 2017, the provincial budget proposed giving the City the authority to collect a hotel and short-term rental tax by amending the City of Toronto Act. Recommendations for a tax on hotel and short-term rental will come forward later this year.

The recommendations in this report were developed based on research and consultation. Staff sought input from the public and stakeholders through online surveys, public meetings, focus groups with short-term rental operators and users, and meetings with representatives from the short-term rental and tourism industries and community and neighborhood organizations.

The following City divisions were consulted in the preparation of this report: Affordable Housing Office; Corporate Finance; Economic Development and Culture; Legal Services; Shelter, Support and Housing Administration; Social Development, Finance and Administration; Toronto Fire Services; and Toronto Building.

## Background Information

(June 7, 2017) Report and Attachments 1 and 2 from the Executive Director, Municipal Licensing and Standards and the Chief Planner and Executive Director, City Planning on Proposed Regulations for Short-term Rentals for Consultation

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104802.pdf>)

Attachment 3 - Detailed Summary of Research and Consultation Findings

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104803.pdf>)

Attachment 4 - Feedback from public meetings, public survey and stakeholder meetings

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104804.pdf>)

Attachment 5 - Ipsos Public Opinion Research and Focus Group Reports

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104805.pdf>)

Attachment 6 - MaRS Short-term Rental Stakeholder Workshop Report

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104806.pdf>)

Attachment 7 - Jurisdictional Scan of Short-term Rental Regulations

(<http://www.toronto.ca/legdocs/mmis/2017/ex/bgrd/backgroundfile-104807.pdf>)

## Communications

(June 12, 2017) E-mail from Troy Farrell (EX.Supp.EX26.3.1)

(June 12, 2017) E-mail from Mark Jablonski (EX.Supp.EX26.3.2)

(June 12, 2017) Letter from Michael Katchen, Founder and Chief Executive Officer, Wealtheasy (EX.Supp.EX26.3.3)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70632.pdf>)

(June 12, 2017) Letter from Michael Gardner, Chief Executive Officer, Agreement Express (EX.Supp.EX26.3.4)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70662.pdf>)

(June 13, 2017) Submission from Peter Thoma, Partner, urbanMetrics (EX.Supp.EX26.3.5)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70697.pdf>)

(June 13, 2017) Letter from Yannick Bigourdan (EX.Supp.EX26.3.6)

(June 13, 2017) Letter from Shauna Levy, President and Chief Executive Officer, Design Exchange (EX.Supp.EX26.3.7)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70722.pdf>)

(June 13, 2017) Letter from Vicki Saunders, Founder, SheEO (EX.Supp.EX26.3.8)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70774.pdf>)

- (June 14, 2017) E-mail from Saleh Reda (EX.Supp.EX26.3.9)
- (June 13, 2017) Letter from Donna Dooher, Executive Chef/Owner, Mildred's Temple Kitchen (EX.Supp.EX26.3.10)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70840.pdf>)
- (June 14, 2017) E-mail from Lee-Anne Golden, Managing Director, Urban Flats Toronto Inc. (EX.Supp.EX26.3.11)
- (June 14, 2017) E-mail from Terri Frank (EX.Supp.EX26.3.12)
- (June 15, 2017) E-mail from Ben Lichty (EX.Supp.EX26.3.13)
- (June 8, 2017) Letter from Jeff Musson, Founder, Northof41.org (EX.Supp.EX26.3.14)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70854.pdf>)
- (June 15, 2017) E-mail from Ruth Donsky (EX.Supp.EX26.3.15)
- (June 15, 2017) E-mail from Tom and Siobhan Brewer (EX.Supp.EX26.3.16)
- (June 15, 2017) Letter from Davin Michael Garg, Vice President, TSCC 2130, The Residences of Maple Leaf Square (EX.Supp.EX26.3.17)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70861.pdf>)
- (June 15, 2017) Letter from Geoff Kettel and Cathie Macdonald, Co-Chairs, Federation of North Toronto Residents' Association (FoNTRA) (EX.Supp.EX26.3.18)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70862.pdf>)
- (June 16, 2017) E-mail from Pamela Keith-Bruin (EX.Supp.EX26.3.19)
- (June 16, 2017) Letter from Mary Ann B. Passi, Chief Executive Officer, Corporate Housing Providers Association (EX.Supp.EX26.3.20)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70875.pdf>)
- (June 16, 2017) Letter from Karin Ots, Senior Vice President, Regulatory and Government Relations, Aviva Canada Inc. (EX.Supp.EX26.3.21)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70883.pdf>)
- (June 16, 2017) E-mail from Ed Van Gennip (EX.Supp.EX26.3.22)
- (June 16, 2017) E-mail from Brad Edelson (EX.Supp.EX26.3.23)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70885.pdf>)
- (June 16, 2017) Letter from Michael Serbinis, Founder and Chief Executive Officer, League (EX.Supp.EX26.3.24)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70886.pdf>)
- (June 16, 2017) Letter from Margarita Mendez, Executive Director, Nellie's, Shelter, Education and Advocacy for all Women and Children (EX.Supp.EX26.3.25)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70887.pdf>)
- (June 16, 2017) Submission from Tom Slee (EX.Supp.EX26.3.26)
- (June 16, 2017) Letter from Jordan Banks (EX.Supp.EX26.3.27)
- (June 16, 2017) E-mail from David Anderson (EX.New.EX26.3.28)
- (June 16, 2017) E-mail from Jerry Dias, National President, UNIFOR, the Union (EX.New.EX26.3.29)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70923.pdf>)
- (June 16, 2017) E-mail from Barbi Lynn Lazarus (EX.New.EX26.3.30)
- (June 17, 2017) E-mail from Derek C (EX.New.EX26.3.31)
- (June 18, 2017) E-mail from Doug Ewart (EX.New.EX26.3.32)
- (June 18, 2017) Letter from Marilyn Tait-McClellan, President, Bay Cloverhill Community Association (BCCA) (EX.New.EX26.3.33)
- (<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70927.pdf>)
- (June 19, 2017) Submission from Hamish Wilson (EX.New.EX26.3.34)
- (June 19, 2017) E-mail from Suzanne and Steve Krajinovic (EX.New.EX26.3.35)
- (January 7, 2017) Letter from Lindy Davies (EX.New.EX26.3.36)
- (June 19, 2017) Letter from Kenneth Hale, Director of Advocacy and Legal Services and Bahar

Shadpour, Communications Co-ordinator, Advocacy Centre for Tenants  
Ontario (EX.New.EX26.3.37)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70915.pdf>)

(June 18, 2017) Letter from Lisa Marion, Founder and Chief Executive Officer, H&P Properties  
Company Ltd. (EX.New.EX26.3.38)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70916.pdf>)

(June 18, 2017) E-mail from Tom Walters (EX.New.EX26.3.39)

(June 18, 2017) E-mail from Brian Tyndale (EX.New.EX36.3.40)

(June 19, 2017) E-mail from Peter Moore (EX.New.EX26.3.41)

(June 19, 2017) E-mail from Yogi Acharya, Organizer, Ontario Coalition Against  
Poverty (EX.New.EX26.3.42)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70920.pdf>)

(June 19, 2017) E-mail from Gary Edgar (EX.New.EX26.3.43)

(June 19, 2017) E-mail from Lacey Churchill (EX.New.EX26.3.44)

(June 19, 2017) E-mail from Lu-Anne DaCosta (EX.Supp.EX26.3.45)

(June 19, 2017) Letter from Richard Koroscil, Interim President and Chief Executive Officer, Ontario  
Chamber of Commerce (EX.New.EX26.3.46)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70944.pdf>)

(June 19, 2017) Letter from Marianne Moroney (EX.New.EX26.3.47)

(June 19, 2017) E-mail from John Provart (EX.New.EX26.3.48)

(June 19, 2017) E-mail from 68 Communications received from individuals related to "Written  
Submission - Agenda Item # EX26.3" (EX.New.EX26.3.49)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70947.pdf>)

(June 19, 2017) Submission from Lina and Paul Nedoszytko (EX.New.EX26.3.50)

(June 19, 2017) E-mail from Chris Liao (EX.New.EX26.3.51)

(June 19, 2017) E-mail from Doug Frost, President, Federation of Ontario Bed and Breakfast  
Accommodation (FOBBA) (EX.New.EX26.3.52)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70934.pdf>)

(June 19, 2017) Submission from Linda Brett, Bloor Street East Neighbourhood Association  
(BENA) (EX.New.EX26.3.53)

(June 19, 2017) Letter from Carl Szabo, Policy Counsel, NetChoice (EX.New.EX26.3.54)

(<http://www.toronto.ca/legdocs/mmis/2017/ex/comm/communicationfile-70958.pdf>)

## Speakers

Darrell Villa

Barbara Disman

Terry Mundell, Greater Toronto Hotel Association

Linda Brett, Bloor Street East Neighbourhood Association (BENA)

Chris Lehane, Global Head of Public Policy, Airbnb

Alyas Ali

James Miller

Charlene Chalmers

Ben Zifkin, Chief Executive Officer, Hubba

Maxine Louie

Jeff Timmons

Fernando Ruiz

Christina Chan

Ben d'Avernas

Kathleen Le Roux



Alain Pescador  
 Karyn Ruiz  
 Parul Bansal, Sonder  
 Vanessa Tam, Program Coordinator, Ontario Media Development Org.  
 Peter Thoma, urbanMetrics Inc.  
 Diann Emery, Co-partner, Visible Media  
 Kirsten Hildebrandt  
 Caroline Miller  
 Karen Yang  
 Todd Hofley, Airbnb  
 Jane Murdoch Adams  
 John Kiru, Executive Director, Toronto Association of Business Improvement Areas (TABIA)  
 Rigo Seucharan  
 Nick Christoforou  
 Steven Tufts, Fairbnb Coalition  
 Chris Penrose, Producer, DAIS  
 Lis Pimentel, Fairbnb Coalition and Unite HERE Local 75  
 Mike Casey, Share Better Coalition in San Francisco  
 Linda Pinizzotto, Chief Executive Officer and Founder, Condo Owners Association (COA Toronto)  
 Tony Elenis, President and Chief Executive Officer, Ontario Restaurant Hotel and Motel Association (ORHMA)  
 Joseph Montano, Expedia Inc.  
 Venkateswara Bhagavatula  
 Mara Epstein, Bloor East Neighbourhood Association  
 Lisa Marion, H&P Properties  
 Cameron Tabatabai, Guestable  
 Zach Mandlowitz, Guestable  
 Marianne Moroney  
 Anton Zilberberg, Chief Executive Officer, Quick Realty Inc.  
 Councillor Frances Nunziata  
 Councillor Joe Cressy

## Motions

*1a - Motion to Amend Item (Additional) moved by Councillor Ana Bailão (Lost)*

That Executive Committee direct the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning to consult on and include for City Council consideration in the final report:

1. the feasibility, opportunities and impacts of removing secondary suites from potential approval for short-term rentals unless they are separately occupied by a principal resident.

**Vote** (Amend Item (Additional))

Jun-19-2017

<b>Result: Lost (tie)</b>	Majority Required
Yes: 5	Paul Ainslie, Ana Bailão, Frank Di Giorgio, David Shiner, John Tory (Chair)
No: 5	Gary Crawford, Mary-Margaret McMahon, Denzil Minnan-Wong, Cesar Palacio, Jaye Robinson
Absent: 3	Jon Burnside, James Pasternak, Michael Thompson

***1b - Motion to Amend Item (Additional) moved by Councillor Ana Bailão (Carried)***

That Executive Committee direct the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning to consult on and include for City Council consideration in the final report:

1. recommendations for fines and all other available penalties, including provision for special fines, for all contraventions of the by-law, including but not limited to substantial fines for non-compliance by operators and companies who operate without a licence.

**Vote** (Amend Item (Additional))

Jun-19-2017

<b>Result: Carried</b>	Majority Required
Yes: 10	Paul Ainslie, Ana Bailão, Gary Crawford, Frank Di Giorgio, Mary-Margaret McMahon, Denzil Minnan-Wong, Cesar Palacio, Jaye Robinson, David Shiner, John Tory (Chair)
No: 0	
Absent: 3	Jon Burnside, James Pasternak, Michael Thompson

***1c - Motion to Amend Item (Additional) moved by Councillor Ana Bailão (Carried)***

That Executive Committee direct the Executive Director, Municipal Licensing and Standards, and the Chief Planner and Executive Director, City Planning to consult on and include for City Council consideration in the final report:

1. recommendations for requiring proof of principal residency status to license a short-term rental unit.

**Vote** (Amend Item (Additional))

Jun-19-2017

<b>Result: Carried</b>	Majority Required
Yes: 9	Paul Ainslie, Ana Bailão, Gary Crawford, Frank Di Giorgio, Denzil Minnan-Wong, Cesar Palacio, Jaye Robinson, David Shiner, John Tory (Chair)
No: 1	Mary-Margaret McMahon
Absent: 3	Jon Burnside, James Pasternak, Michael Thompson

***2 - Motion to Amend Item (Additional) moved by Councillor Cesar Palacio (Lost)***

That Executive Committee direct the Executive Director, Municipal Licensing and Standards and the Chief Planner and Executive Director, City Planning to consult further on, and include in the final report, an analysis of the implementation, impacts and options for revising the proposed definition of short-term rentals from "principal residence" to a more flexible definition based upon a restriction to "one Toronto residence", where the residence would not otherwise be on the long-term rental market.

**Vote** (Amend Item (Additional))

Jun-19-2017

<b>Result: Lost</b>	Majority Required
Yes: 3	Gary Crawford, Cesar Palacio, Jaye Robinson
No: 7	Paul Ainslie, Ana Bailão, Frank Di Giorgio, Mary-Margaret McMahon, Denzil Minnan-Wong, David Shiner, John Tory (Chair)
Absent: 3	Jon Burnside, James Pasternak, Michael Thompson

*3 - Motion to Adopt Item as Amended moved by Mayor John Tory (Carried)*

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Source: Toronto City Clerk at [www.toronto.ca/council](http://www.toronto.ca/council)



## Committee of the Whole Report

### For the Meeting of July 13, 2017

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**To:** Committee of the Whole **Date:** June 23, 2017  
**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development  
**Subject:** Council Workshop - Draft Gonzales Neighbourhood Plan

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### RECOMMENDATION

That Council:

1. Refer the draft Gonzales Neighbourhood Plan and draft Design Guidelines for Intensive Residential Development - Townhouse and Rowhouse to the Advisory Design Panel for comment.
2. Refer the draft Gonzales Neighbourhood Plan to the Heritage Advisory Panel for comment.
3. Direct staff to create Gonzales-specific guidelines or exemptions for the proposed Heritage Conservation Areas that address feedback from homeowners, community and Heritage Advisory Panel.

### EXECUTIVE SUMMARY

The purpose of this report is to present Council with the draft Gonzales Neighbourhood Plan, receive initial feedback from Council, and receive further direction on the Heritage Conservation Areas proposed in the draft plan.

In the spring of 2016, a joint process was launched to develop a new neighbourhood plan for Gonzales and Fairfield neighbourhoods, involving residents, business owners and community groups. A series of engagement events was held in the fall of 2016 to develop a neighbourhood-specific vision, goals and dig deeper into key planning issues.

In December 2016, the Fairfield and Gonzales processes were separated to reflect the different complexities and pace of planning in each neighbourhood. A ten member Gonzales-specific Working Group was established, composed of original Working Group members and new members appointed following an open call for applications. The Working Group has played an important role contributing to the planning and hosting of engagement events, encouraging members of the community to participate through their networks, and acting as a sounding board on emerging policies.

Based on input from the broader community and the Working Group, staff collaborated across departments to develop a draft Gonzales Neighbourhood Plan (Attachment 1). The draft plan builds on the existing 2003 plan. Key proposed directions include:

- allowing secondary suites in duplexes and small lot houses
- encouraging townhouses, rowhouses and small apartment buildings in certain locations

- completing active transportation connections and addressing “hot spots”
- adding social gathering features to parks
- establishing three new Heritage Conservation Areas
- establishing a new Small Urban Village at Fairfield Road/Lillian Street / Wildwood Avenue
- enhancing facilities, access and ecosystem health at Gonzales Beach
- encouraging housing in Queen Anne Heights / Foul Bay Road / Gonzales Hill that retains remnant open spaces.

This draft plan also proposes an Action Plan with recommendations for implementation actions which may inform future staff priorities, capital budget processes and the adoption of regulatory tools such as zoning and development permit area guidelines. New proposed design guidelines for townhouses and rowhouses are also included, to encourage forms of development are compatible with the existing streetscapes and pattern of development.

The community was invited to review the draft plan from mid-May to mid-June 2017. Over 130 people attended open houses, 112 surveys were completed and over 80 people attended living room meetings hosted by neighbours. Overall, early feedback suggestions positive support for most of the plan directions. Staff are currently analyzing the feedback and a verbal summary of results will be presented to Council during the workshop.

There has been a mix of perspectives on Heritage Conservation Areas (HCAs) and staff are seeking further direction from Council regarding how to proceed. While there is strong support for establishing three new HCAs among the broader community, there is a mix of opinions among property owners in these areas, who provided feedback through a homeowner meeting and correspondence. The highest level of support from property owners was for the Redfern Street and Lower Foul Bay Road areas. While there was some support for a Heritage Conservation Area for Upper Foul Bay Road, there was also strong opposition from some homeowners. Key concerns include restricting rights of property owners, requirements for permits in houses without heritage merit, uncertainty about when a permit is required, and implications for individual property values. Several of these concerns could be addressed through Gonzales-specific revisions to the proposed Heritage Conservation Area guidelines, including requiring newer buildings with no heritage merit to obtain a Heritage Alteration Permit for major exterior changes only such as new construction or major additions.

Following the Council workshop, staff will consider Council direction and public feedback and prepare a final plan for consideration by Council.

## **PURPOSE**

The purpose of this report is to present Council with the draft Gonzales Neighbourhood Plan, receive initial feedback from Council, and report on early community feedback on the draft plan.

## **BACKGROUND**

In the spring of 2016, a joint process was launched to develop a new neighbourhood plan for Fairfield and Gonzales neighbourhoods. A Neighbourhood Working Group was appointed, comprised of a diverse group of residents, business owners, renters, youth, school representatives and the Fairfield Gonzales Community Association and Land Use Committee. The Advisory Group played an important role contributing to the planning and hosting of engagement events, encouraging members of the community to participate through their networks and acting as a sounding board on emerging policies.



**Phase 1: Pre-Planning (April - June 2016)**

- Community meeting to launch project (90 participants)

**Phase 2: Imagine (June - October 2016)**

Numerous joint engagement events were held to identify planning issues for Gonzales and Fairfield and develop neighbourhood-specific goals and a vision for each neighbourhood. Opportunities for input included:

- On-line survey (354)
- Community workshop (100 participants)
- Sounding boards (1190 ideas)
- Citizen-led meetings (3)

**Phase 3: Co-Create (October 2016 - May 2017)**

A series of workshops was held in late fall to explore and dig deeper into key planning issues in both Gonzales and Fairfield, and identify early direction for the neighbourhood plan. Gonzales-focused events included:

- Gonzales: Future of Housing and Urban Villages Forum
- Renters Forum
- Parks, Trees, Open Space and Recreation Forum
- Transportation Forum
- Placemaking, Public Spaces, Arts and Culture Forum
- Heritage Forum
- Sustainability and Neighbourhood Resiliency Forum.

In December 2016, the Fairfield and Gonzales processes were separated to reflect the different complexities and pace of planning in each neighbourhood. A 10-member Gonzales-specific Working Group was established, composed of original Working Group members and others appointed following an open call for applications.

Key tasks during this phase included:

- Analysis of Gonzales-specific community feedback
- Technical studies (viability of redevelopment; future retail needs)
- Analysis of housing options
- Assessment of potential heritage conservation areas
- Plan drafting, in collaboration with City departments
- Working Group review of early draft plan
- Refinements to early draft plan.

The engagement summary of Phases 1, 2 and 3 is available on the City's website.

**Phase 4: Draft Plan Review (May 2017 - present)**

The draft Gonzales Neighbourhood Plan was released to the community for review from May 16 to June 8. The intent of the public review was to receive feedback from the community on the content of the draft plan, to determine if the plan effectively reflects what was heard and the community's vision for the future. Based on this input, a final plan will be brought forward to

Council for consideration of approval later this year.

Staff used a variety of formats, venues and techniques to communicate the contents of the plan and engage with the neighbourhood. Engagement tools include:

- Two formal open houses (130+ participants)
- Two drop-in events outside a coffee shop and grocery store (30 participants total)
- Six "Pizza and a Planner" living room meetings hosted by community members (80 participants)
- On-line survey (112 responses)
- Information session for property owners in proposed Heritage Conservation Areas (17 participants).

Because of the shared engagement with Fairfield earlier in the process, additional efforts were made to raise neighbourhood awareness of the plan. The plan was promoted through:

- Summary brochure mailed to every household and business (1,300 addresses)
- Emails to neighbourhood plan distribution list
- Neighbourhood posters and signs at key locations
- Advertising in the Fairfield Gonzales Observer.

Feedback on the plan was gathered at the events, through an online survey and email correspondence.

Staff are presently compiling the engagement results and will use this feedback, along with direction from the Council workshop, to prepare a detailed engagement summary indicating what was heard and how this feedback influences the final proposed plan. The detailed engagement summary will be presented to Council with the final plan.

## ISSUES AND ANALYSIS

### 1. Proposed Key Moves in the Plan

Based on community feedback, the draft plan proposes new policy direction for some topics such as heritage, urban villages and housing. For other areas, such as transportation and parks, the draft plan builds on existing direction in the existing (2003) Gonzales Neighbourhood Plan. The Plan's Key Moves include:

1. Add housing that fits the neighbourhood's character and increases family housing, homeowner affordability and rental housing supply. The plan proposes:
  - allowing duplexes with secondary suites and small lot houses with secondary suites
  - reducing the size of lot where duplexes are permitted from 555 m<sup>2</sup> to 460 m<sup>2</sup>
  - encouraging rowhouses on wider lots throughout Gonzales
  - encouraging townhouses between Fairfield Road and Richardson Street (west of Richmond Road) and near Glenlyon Norfolk School
  - introducing new design guidelines for townhouses and rowhouses.
2. Make it easier to leave the car behind, including:
  - completing and adding new connections for neighbourhood walking, cycling and transit
  - improving safety at key locations.
3. Create "community living rooms," including:
  - adding new features in parks to encourage residents to gather

- encouraging partnerships to establish an indoor gathering space.
- 4. Celebrate neighbourhood heritage, including:
  - establishing three new Heritage Conservation Areas
  - supporting different housing types on heritage-designated properties.
- 5. Protect existing neighbourhood commercial corners, including:
  - establishing a new small urban village at Fairfield Road / Lillian Road / Wildwood Avenue.
- 6. Enhance Gonzales Beach, including:
  - creating a plan for better access, improved visitor facilities and ecological restoration.
- 7. Protect neighbourhood ecosystems, including:
  - encouraging housing forms and site plans that retain remnant natural areas in Queen Anne Heights / Foul Bay Road / Gonzales Hill area
  - requiring permeable parking areas in new residential development.

## 2. Heritage Conservation Areas

The draft plan proposes that three new areas be added to Heritage Conservation Area 1-Traditional Residential: Redfern Street (11 units on 11 properties), Upper Foul Bay Road (25 units on 21 properties) and Lower Foul Bay Road (11 units on 5 properties). A map and rationale for these areas is in Attachment 2. The areas along Foul Bay Road were identified as potential Heritage Conservation Areas in the existing Gonzales Neighbourhood Plan (2003). Redfern Street was identified through a community workshop on neighbourhood heritage in October 2016. The proposed policies regarding Heritage Conservation Areas are in Chapter 7 of the draft plan.

Property owners from these proposed areas were invited to a meeting to find out more about Heritage Conservation Areas, what this may mean for their property and to provide feedback. Property owners provided additional feedback by phone and email.

### Support from Broader Community

There is positive support from the broader community for establishing the proposed HCAs.

Percentage of survey respondents who “strongly supported” or “supported” HCAs in the following areas (112 responses):

Redfern Street	73%
Lower Foul Bay Road	77%
Upper Foul Bay Road	79%

### Support from Property Owners within Proposed HCAs

Among property owners who provided feedback, the level of support for Heritage Conservation Areas varied based on the area.

- Redfern Street: Support from many, but not all, property owners for proposed Heritage Conservation Areas as a means to conserve the area’s character, recognize the block’s pride and ensure appropriate future development. Concerns included additional permit

requirements, additional costs, potential restrictions on green infrastructure and concern that both sides of the street are not included.

- Lower Foul Bay Road: General support – although not unanimous- for proposed Heritage Conservation Area as a tool to preserve architecture and trees, and to limit inappropriate building design. Concerns that area does not include both sides of the street and that property value may be negatively impacted.
- Upper Foul Bay Road: While there was some support for the value of conserving the character of the area, many property owners expressed opposition to establishing a Heritage Conservation Area. Concerns included the need for permits, infringement on property rights, level of discretion left to City staff / City Council, desire for homeowners to choose designation rather than be part of an HCA, potential impact on property values, the need for houses without historic merit to comply with the same regulations as designated or registered properties, and a lack of clarity about when a Heritage Alteration Permit is required.

A summary of property owner feedback on proposed Heritage Conservation Areas is attached to this report (Attachment 3).

### **3. New Design Guidelines for Townhouses and Rowhouses**

New design guidelines for townhouses and rowhouses are being proposed in conjunction with the draft plan (see Attachment 4). Currently, these forms of development are regulated by DPA 16 (General Form and Character for commercial, industrial and multi-family residential development) which does not include guidelines specific to the types of townhouse or rowhouse typologies that should be encouraged. The new guidelines encourage building design that is friendly to the street and compatible with the surrounding pattern of development. Detailed guidance is provided for building form, siting, building entrances, windows, and open space for new townhouse and rowhouse developments. It is recommended that the Advisory Design Panel review the proposed guidelines and provide comment prior to Council's consideration of the final plan.

### **4. Early Engagement Feedback**

Staff are still analyzing the community feedback on the draft plan and a summary will be presented to Council at the workshop. Early results from the survey and open houses suggest positive support for the plan, with most proposed policies receiving "strongly support" or "somewhat support" rankings from respondents.

Some key comments noted in early results:

- diversity of opinions regarding proposed Heritage Conservation Areas from property owners in these areas (see #3 above)
- better acknowledgement of the 2003 Gonzales Plan and what has changed
- strong support of transportation policies. Identification of additional transportation issues, including tour bus routes, traffic flow, preserving feel of local roads, and parking management
- very strong support for all initiatives relating to more social gathering spaces in parks, Gonzales Park improvements and protecting neighbourhood ecosystems
- some concern regarding proposed small urban village and building heights at Fairfield Road / Lillian Street / Wildwood Avenue

- general support for additional rental suite opportunities with concern about on-street parking impacts
- concern regarding parking and design impacts of townhouses and, to a lesser degree, rowhouses
- concern about loss of traditional streetscape feel with more modern architecture, and general impacts of increased residential density.

## 5. Action Plan

The plan includes a draft Gonzales Action Plan (Chapter 11) to inform future work plan priorities and capital budget processes, and to identify new regulatory tools such as zoning and development permit area guidelines with which to implement the plan. The Action Plan recommends actions for the short term (2017-2019), medium term (2019-2022), or longer term (2022+). Implementation of the Action Plan must be balanced with available resources and City priorities, and will be accomplished through a variety of sources including capital programming, amenity contributions, grants and partnerships.

## 6. Next Steps

Staff will compile and analyse feedback from the Council workshop and complete the analysis of community feedback on the draft plan. Revisions to the draft plan will be considered and incorporated, as warranted.

Staff will then prepare a proposed plan and engagement summary for Council's consideration, with an end of summer target date. This report will contain several components:

- Proposed plan
- Summary of engagement
- Design guidelines for townhouses and rowhouses
- Proposed OCP amendments (e.g. land use, Heritage Conservation Areas)
- Recommendation for consultation on OCP amendments
- Recommendation for a non-statutory public hearing on the proposed Gonzales Neighbourhood Plan.

## OPTIONS AND IMPACTS

### *Heritage Conservation Areas*

There was a mix of opinions among property owners regarding the proposed Heritage Conservation Areas in the draft plan. Key concerns are summarized earlier in this report. Staff are seeking further direction from Council on how to proceed regarding the Heritage Conservation Areas, and have identified several different options for Council's consideration:

**Option 1 (preferred): Revise proposed Heritage Conservation Areas to create Gonzales-specific guidelines or exemptions that address feedback from homeowners, community and Heritage Advisory Panel.**

This option recognizes the support expressed by the broader community and many property owners for conserving the heritage character of these areas, while also acknowledging specific concerns from other property owners. Several concerns could be addressed through Gonzales-specific revisions to Official Community Plan HCA 1 guidelines. These would be in addition to the guidance provided by the *Standards and Guidelines for the Conservation of Historic Places in Canada*.



It is recommended that the draft plan be referred to the Heritage Advisory Panel for comment, which may provide additional suggested changes and feedback for Heritage Conservation Areas.

Staff would develop specific guidelines for Council's consideration when the proposed final plan and proposed OCP amendments are presented to Council. Additional consultation of property owners will be required.

Potential revisions to proposed HCAs in Gonzales	Rationale
For buildings without historic merit, and built after a certain date, require a Heritage Alteration Permit for major exterior changes only (e.g. construction of new building, addition over a certain size).	Addresses homeowner concerns that newer buildings with no historic merit are required to obtain Heritage Alteration Permits (HAP) for most exterior changes, such as new windows or a new deck. These are the same requirements as heritage designated or registered properties.  Requiring an HAP for new construction and major additions would maintain design oversight for compatibility with surrounding historic area.  Heritage-designated and heritage-registered properties would continue to require HAPs consistent with HCA 1.
Broaden HCAs in Redfern Street to include both sides of the street.	Addresses concerns that the design of houses across the street should be compatible with historic properties.
Consider additional guidelines or exemptions to balance sustainability upgrades (e.g. energy-efficient windows, solar panels) with heritage conservation.	Addresses concerns that HAP requirements may limit sustainable or green technologies.  Additional guidelines or exemptions would further clarify high-level guidance in Standards and Guidelines for the Conservation of Historic Places in Canada

**Option 2: Revise the draft Gonzales Neighbourhood Plan to remove Upper Foul Bay Road as a proposed Heritage Conservation Areas and proceed with Redfern Street and Lower Foul Bay areas.**

There was a mix of support for the proposed HCAs on Lower Foul Bay Road and Redfern Street, with a good appreciation of the benefits of HCAs in both areas. Although mixed, there was less support among homeowners for the Upper Foul Bay area. Recommending Redfern and Lower Foul Bay areas as HCAs recognizes the relative level of support and provides the opportunity for property owners and community members to formally share their views with Council through a future public hearing.

*2015 - 2018 Strategic Plan*

This milestone in the Gonzales Neighbourhood Plan process supports Strategic Plan, Objective 3: Strive for Excellence in Planning and Land Use which contains actions and outcomes to undertake local area planning focused on urban villages and transportation corridors.

*Impacts to Financial Plan*

Impacts to the Financial Plan will be outlined for Council when the final Action Plan and proposed final plan are presented to Council for consideration later this year.

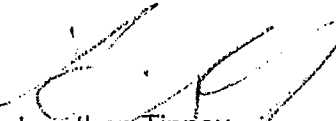
*Official Community Plan Consistency Statement*

Preparation of a new Gonzales Neighbourhood Plan is consistent with the Official Community Plan (OCP), which provides planning direction for ground-oriented housing, small urban villages, transportation network, heritage and other policy areas. While still in draft form, some policies will likely require amendments to the OCP to ensure consistency between the two plans, such as land use designations and new development permit area design guidelines. Key OCP amendments will be brought forward to Council along with final approval of the Gonzales Neighbourhood Plan.

Respectfully submitted,




Kristina Bouris  
Senior Planner  
Community Planning



Jonathan Tinney  
Director  
Sustainable Planning and Community Development

**Report accepted and recommended by the City Manager:**



Date: July 4, 2017

#### List of Attachments

- Attachment 1: Gonzales Neighbourhood Plan, May 2017 Draft
- Attachment 2: Gonzales Proposed Heritage Conservation Areas Map and Description
- Attachment 3: Summary of Property Owner Feedback on Proposed Heritage Conservation Areas
- Attachment 4: Design Guidelines for Intensive Residential Development - Townhouse and Rowhouse
- Attachment 5: Engagement Summary.





# Gonzales

## Neighbourhood Plan

DRAFT

May 2017 **DRAFT**







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# Key Moves in the Plan

**1** Add housing that fits the neighbourhood's character

**2** Make it easier to leave the car behind

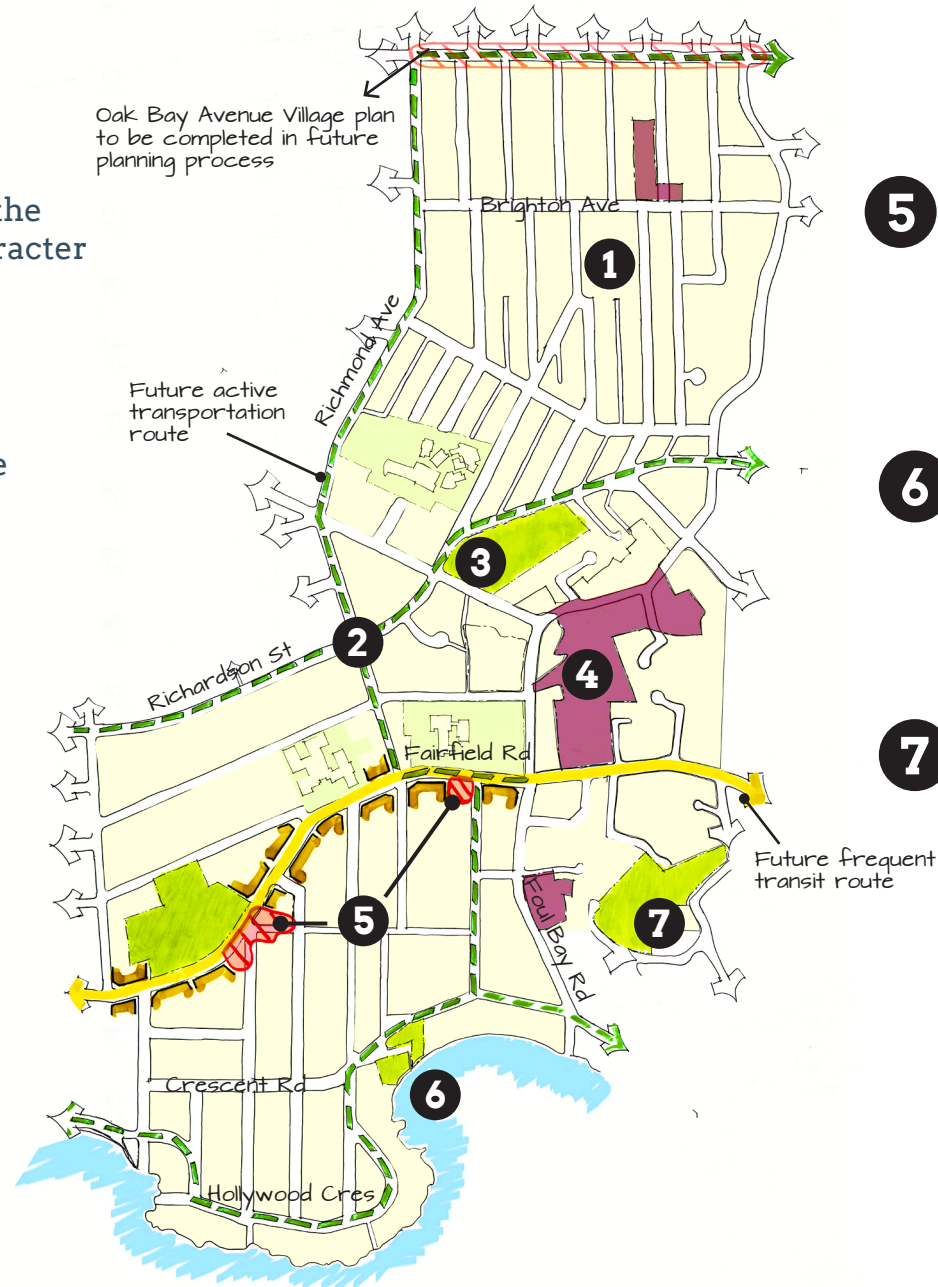
**3** Create community "living rooms"

**4** Celebrate neighbourhood heritage

**5** Protect existing neighbourhood commercial corners

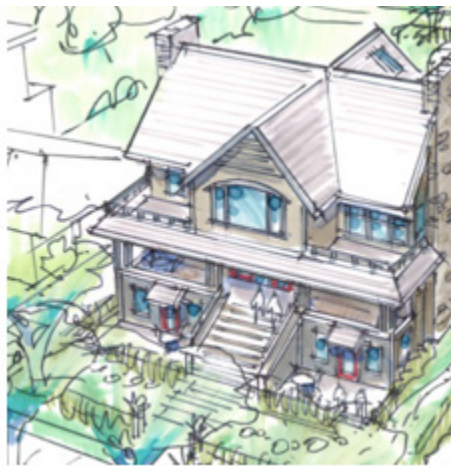
**6** Enhance Gonzales Beach

**7** Protect neighbourhood ecosystems





# Key Moves in the Plan



1

## Add housing that fits the neighbourhood's character

### What we heard

New housing diversity should be encouraged while maintaining the low rise feel of Gonzales. More housing for renters and families is needed. A variety of housing types, such as townhouses and more secondary suites would be suitable in Gonzales. As properties redevelop, the trees and natural environment of the neighbourhood should be retained.

### How the plan addresses what we heard

**In most of the residential area**, the plan introduces new housing types and styles that complement the low-rise feel of Gonzales and encourage more rental housing, more mortgage-helpers and more affordable forms of family-friendly housing, such as townhouses and rowhouses.

The plan proposes:

- Allow secondary suites in small lot houses, and in duplexes on large lots.
- Allow duplexes on standard-sized lots throughout Gonzales (currently only allowed on large lots)
- Support rowhouses on wider lots throughout Gonzales.
- Encourage townhouses between Fairfield Road, Richmond Road, Richardson Road and St. Charles Street, and near Glenlyon Norfolk School to take advantage of nearby transit, schools and shopping areas.

- Introduce new design standards for townhouses, rowhouses and other multi-unit housing to fit in with surrounding streets.

**Along Fairfield Road**, the plan envisions more people living in small apartment buildings and townhouses to support frequent transit and nearby urban villages and parks:

- Create opportunity for small apartment buildings (up to 3 storeys) and townhouses along Fairfield Road between St. Charles Street and Foul Bay Road

**In the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area**, the priority is for housing that minimizes additional impact on tree canopy and green spaces:

- Encourage types of housing and siting that limits disturbance to green space
- Continue to discourage subdivisions in this area to retain green spaces and the large lots

### For more information on this Key Move:

See Chapter 5 – Housing (page 39-50) as well as Appendix B – Design Guidelines for the policies and design guidelines that support this vision.



2

## Make it easier to leave the car behind

### What we heard

Gonzales should move away from being a car-centered neighbourhood. Cycling and walking connections and transit services should be improved. Safety and accessibility improvements and slower traffic are needed at key locations.

### How the plan addresses what we heard

The plan seeks to create better and safer connections to allow for greater mobility choice by:

- Improve walking/cycling routes and develop new ones to better connect neighbourhood destinations to the broader city.
- Identifying key intersections and hot spots to make walking and cycling more comfortable and safer
- Working with BC Transit to improve bus service

### For more information on this Key Move:

See Chapter 3 – Transportation and Mobility (page 23-29) for transportation policies and improvements that support this vision.



3

## Create community “living rooms”

### What we heard

There is a strong desire for more public spaces in Gonzales. There is an opportunity to transform parks and other facilities into social gathering places or “community living rooms”.

### How the plan addresses what we heard

This plan seeks to create and strengthen neighbourhood gathering places by:

- Planning for new features at Pemberton, Hollywood and Gonzales Beach Parks that encourage people of all ages to gather, such as benches, games, public art and picnic tables
- Working with the School District and others to create indoor community space in Gonzales

### For more information on this Key Move:

See Chapter 4 – Parks, Open Space and Urban Forest (page 31-38) for the parks policies and improvements that support this vision, as well as Chapter 9 – Community Facilities (page 63-65) for policies on community gathering places.



# Key Moves in the Plan (cont'd)



4

## Celebrate neighbourhood heritage

### What we heard

Many places in the neighbourhood have strong heritage value, and there is a desire to protect the historic character of special homes and streets.

### How the plan addresses what we heard

This plan seeks to conserve the special historic character of Gonzales by:

- Establishing new Heritage Conservation Areas for three special places:
  - Upper Foul Bay Road
  - Lower Foul Bay Road
  - Redfern Street
- Encourage new types housing, such as a main house + secondary suite + garden suite, for new heritage designated properties

### For more information on this Key Move:

See Chapter 7 – Heritage (page 55-59) for the heritage conservation area policies that support this vision.



5

## Protect existing neighbourhood commercial corners

### What we heard

Neighbourhood “commercial corners” should be enhanced and strengthened over time, so that residents can gather and access shops and services for their daily needs.

### How the plan addresses what we heard

The plan proposes supporting existing commercial areas with new housing options and public space improvements by:

- Designating a new small urban village at Fairfield Rd and Lillian St/Wildwood Ave to support businesses and mixed use buildings along frequent transit route
- Enhancing the urban village at Fairfield Rd and Irving Rd
- Improving village public spaces including wider sidewalks, street trees, seating and lighting
- Preparing a detailed plan for Oak Bay Avenue Village in 2017

### For more information on this Key Move:

See Chapter 6 – Urban Villages (page 51-54) for more policies related to urban villages.



## Enhance Gonzales Beach

### What we heard

Gonzales Beach is a treasure for the neighbourhood and whole region, and it needs improved visitor facilities, better access and a healthier shoreline ecosystem.

### How the plan addresses what we heard

The plan suggests improvements for a future Gonzales Park plan, such as:

- Improved pedestrian and cycling connections to the park
- Improved ramp and trail access
- Enhanced visitor facilities such as washrooms and bike parking
- More features to encourage community gathering
- Strategies for restoration of coastal bluffs and supporting migratory birds

### For more information on this Key Move:

See Chapter 4 – Parks, Open Space and Urban Forest Section 4.2 (page 34) for policies and suggested improvements to achieve this vision.



## Protect neighbourhood ecosystems

### What we heard

The urban forest is an important part of Gonzales. The neighbourhood's green space should be maintained as new houses are built. Green design should be incorporated into new development.

### How the plan addresses what we heard

The plan proposes stewardship and protection of private and public lands, including:

- Restore natural areas in parks
- Require permeable driveways and parking areas to all new housing
- Protect remnant natural areas in Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area by encouraging careful house design and conservation covenants

### For more information on this Key Move:

See Chapter 4 – Parks, Open Spaces and Urban Forest Section 4.7-4.9 (page 35-36) for natural areas in parks policies; Chapter 5 – Housing Section 5.3 (page 42) for housing and urban forest policies for Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area; Chapter 8 – Infrastructure and Green Buildings (page 61-62) for permeable driveways and stormwater management policies.



# 1. Introduction

Gonzales is a neighbourhood located in the southwest corner of Victoria. It is in the traditional territories of the Lekwungen people and has a rich history that stretches back thousands of years.



Since its development as a residential neighbourhood of Victoria, Gonzales has undergone eras of change while maintaining a strong sense of community.

In order to ensure quality of life continues to flourish in Gonzales, careful attention needs to be given to the growing and aging population, housing affordability, a changing climate, an urban forest under pressure, transportation infrastructure and a desire for community gathering places.

The Gonzales Neighbourhood Plan provides direction to help address these challenges in a way that is meaningful and responsive to the unique conditions of the neighbourhood.

The plan, which was launched in April 2016, was developed in collaboration with the community to ensure future growth is shaped by those who know the neighbourhood best. Residents, business owners, school children, employees, and community groups, were all involved in shaping the neighbourhood to keep it a great place to live, work, play and visit



# What is a Neighbourhood Plan?

By 2041, the City of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people should live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around in the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The neighbourhood plan will largely be accomplished through private development. The City uses a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation. Private and public projects will be reviewed for their ability to help achieve the plan's vision and goals.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets, planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Gonzales Neighbourhood Plan provides more certainty about the community's vision for the area – for developers, for the City and for residents.



# Gonzales Plan Process



# A New Neighbourhood Plan

Gonzales Neighbourhood Plan is intended to provide a framework for the development of this area over the next 20-30 years. Gonzales is projected to follow past trends and continue to grow modestly over the next few decades, adding approximately 10-15 housing units per year.

## *Neighbourhood Vision Statement*

*“ In 2041 Gonzales will be a diverse, welcoming, safe and resilient neighbourhood steeped in beauty and nature. It will be filled with connected people of all ages, vibrant community places, and strong local businesses. ”*

This plan builds on the foundation of the previous Gonzales Neighbourhood Plan (2003), which provided a framework to shape the physical, economic and social development of the neighbourhood while maintaining the qualities that contribute to Gonzales' sense of community and character. These qualities include tree-lined streets, attractive low-rise houses, park spaces, small neighbourhood shops and services, bustling Oak Bay Avenue Village, and neighbourhood institutions that complement the low-rise feel of the area. The 2003 plan has led to several made-in-Gonzales initiatives, such as zoning that encourages open space by reducing house sizes, and the introduction of the first legal secondary suites in Victoria, which has since become policy for the entire city.

Gonzales still faces some of the same challenges it faced in 2003, along with some new ones. There is a need for infill, renovation and replacement of housing. The design and fit of new and old is an important neighbourhood concern.

Like the city as a whole, Gonzales has a significant number of secondary suites and houses converted to suites (conversions). These housing options increase housing choice for renters and the affordability of houses for owners, which is a key concern in the face of low vacancy rates and rising land values in Victoria.

Finding ways to balance new housing and the protection of the tree canopy and green, natural features of Gonzales is important to residents. There is a desire to make it easier to bike, walk and

take transit to key neighbourhood destinations, and make it easier to leave the car behind. There is also a desire for parks and other public spaces designed to bring people together.

As Victoria and Gonzales continue to grow, this neighbourhood plan will guide growth in a way that meets the needs of the Gonzales community, Victoria as a whole, and the region.

# Neighbourhood Plan Goals

The following neighbourhood plan goals were developed based on community input.

Topic	Goals	Chapter
<b>Transportation &amp; Mobility</b>	<ol style="list-style-type: none"> <li>1. Make walking and cycling safe, connected and comfortable</li> <li>2. Improve public transit servicing and connectivity to other parts of the city</li> <li>3. Manage traffic to improve safety and neighbourhood livability</li> <li>4. Manage parking to support business vitality and housing affordability</li> </ol>	<b>3</b>
<b>Parks, Open Space &amp; Urban Forest</b>	<ol style="list-style-type: none"> <li>1. Enhance parks as public gathering places for the neighbourhood</li> <li>2. Refresh park facilities to attract diverse ages and activities</li> <li>3. Improve waterfront access and visitor facilities at Gonzales Beach Park</li> <li>4. Maintain Gonzales' urban forest and native ecosystems on private and public land</li> <li>5. Protect coastal ecosystems</li> <li>6. Use public lands to help adapt to climate change</li> </ol>	<b>4</b>
<b>Housing</b>	<ol style="list-style-type: none"> <li>1. Encourage more housing diversity and choice while maintaining the low-rise character of the neighbourhood and streets</li> <li>2. Create more opportunities for more affordable ownership</li> <li>3. Create livable, long-term rental housing</li> <li>4. Encourage new housing for families with children</li> <li>5. Protect historic homes</li> <li>6. Retain the urban forest and historic character in Queen Anne Heights/ Foul Bay Road/Gonzales Hill</li> </ol>	<b>5</b>
<b>Urban Villages</b>	<ol style="list-style-type: none"> <li>1. Retain and strengthen small neighbourhood commercial areas</li> <li>2. Strengthen the design, retail mix and walkability of Oak Bay Avenue Village</li> </ol>	<b>6</b>
<b>Heritage</b>	<ol style="list-style-type: none"> <li>1. Protect the historic character of streets, buildings and other important sites</li> </ol>	<b>7</b>
<b>Infrastructure &amp; Green Buildings</b>	<ol style="list-style-type: none"> <li>1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses</li> <li>2. Use stormwater management to restore ecological processesEncourage, promote, and facilitate the development of green buildings and low carbon housing stock</li> </ol>	<b>8</b>
<b>Community Facilities</b>	<ol style="list-style-type: none"> <li>1. Create more places for residents to gather</li> <li>2. Create more public and private childcare options</li> <li>3. Encourage existing institutions to minimize impacts on surrounding neighbourhood</li> </ol>	<b>9</b>
<b>Arts, Culture &amp; Placemaking</b>	<ol style="list-style-type: none"> <li>1. Encourage public art and placemaking that celebrate Gonzales' identity</li> <li>2. Support creative entrepreneurs</li> </ol>	<b>10</b>



## 2. Neighbourhood Context

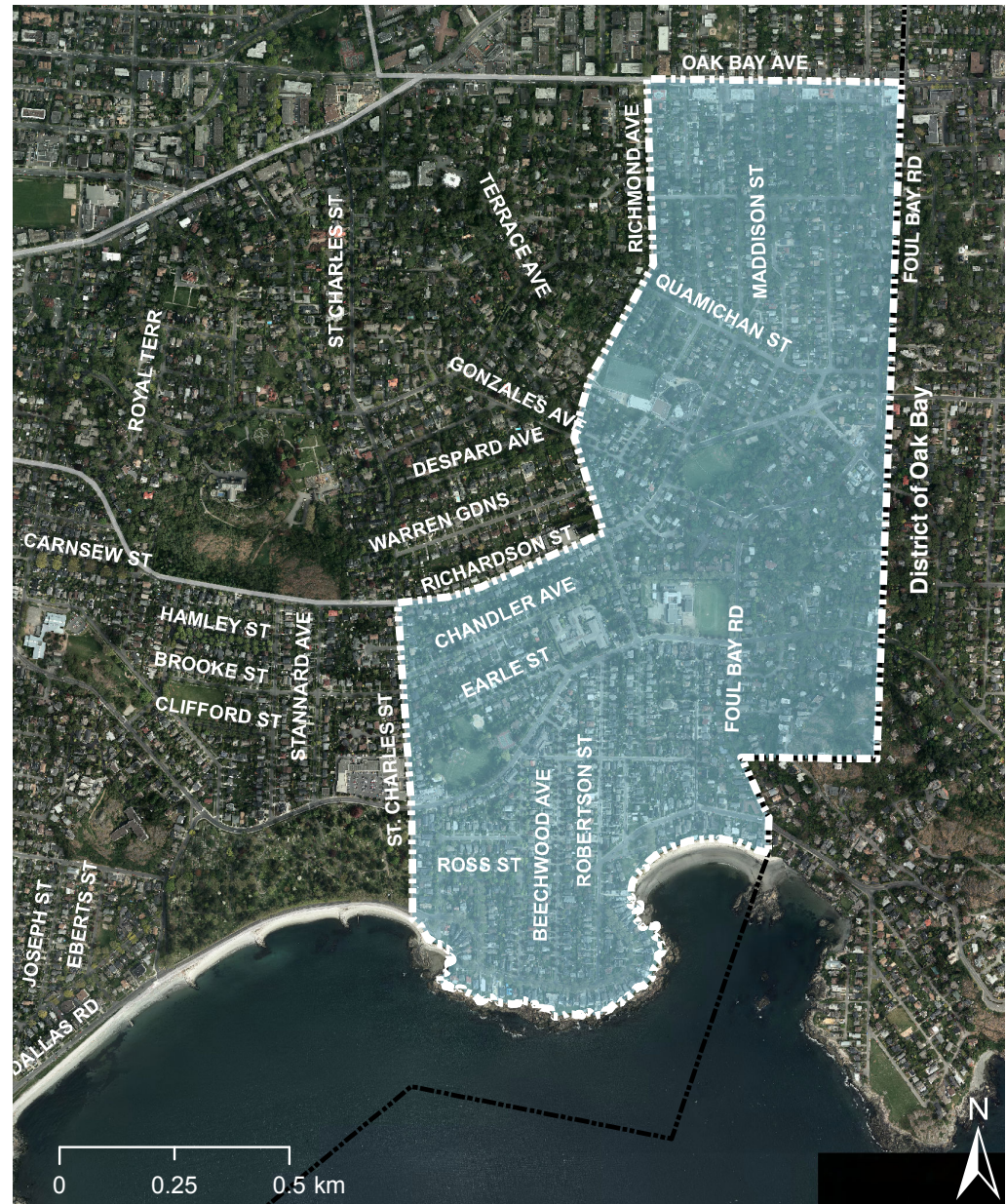
### Plan Area

Gonzales is a neighbourhood of approximately 4,175 residents, representing 5% of the City's population.

The neighbourhood is almost entirely residential, and has the highest percentage of families with children (15% of the neighborhood), the highest percentage of home ownership (70%) and the lowest density in the City.

Within Gonzales there are businesses and apartments (along its northern, Oak Bay Avenue boundary) and a number of institutions including Margaret Jenkins School, Glenlyon-Norfolk School and Glengarry Residential Care Facility.

The rich inventory of heritage homes on tree-lined streets, its waterfront including the picturesque Gonzales Bay, and proximity to downtown and cycling pathways make Gonzales a popular place to live, work and visit.



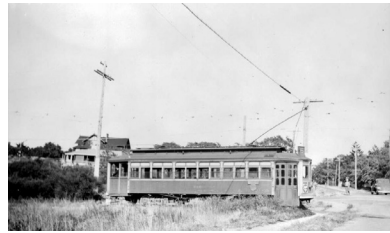
Map 1: Gonzales Neighbourhood Plan Area



# Moments in the History of Gonzales



Archaeological sites dating from before European contact have been identified across the neighbourhood, including Gonzales Hill, Queen Anne Heights and Gonzales Beach.



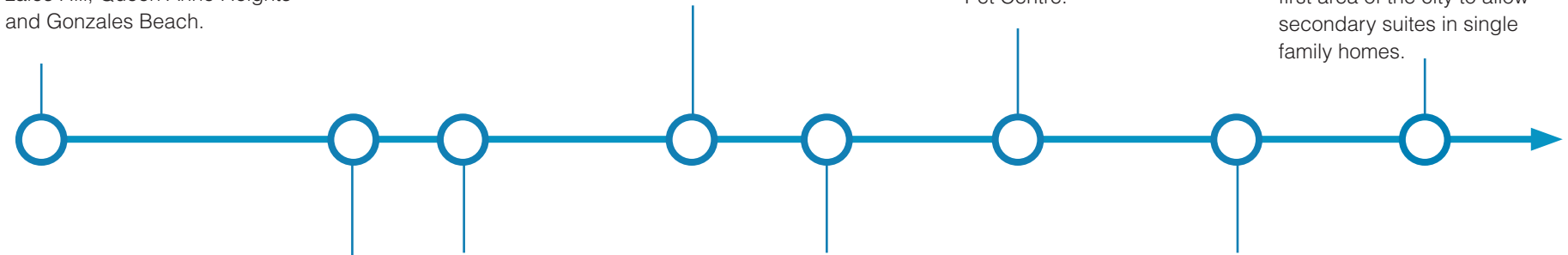
**1909:**  
Streetcar No. 6 begins service to Gonzales and Fairfield.



**1959:**  
Hollywood Grocery opens shop at the corner of Lillian and Fairfield Road. Now Hollywood Pet Centre.



**2003:**  
New neighbourhood plan created for Gonzales. The neighbourhood becomes the first area of the city to allow secondary suites in single family homes.



**1855:**  
Isabella Ross becomes first female landowner in the colony of British Columbia when she purchases 99 acres from Hudson's Bay Company, later subdivided into the first lot parcels of Gonzales neighborhood.



**1860:**  
J. D. Pemberton builds his estate home Gonzales, named after Spanish explorer Gonzalo Lopez de Haro.



**1920:**  
The Fairview Greenhouses are constructed at 1650 Earl Street. Later demolished in the 1950's.



**1986:**  
The Norfolk House School for Girls merges with Glenlyon Preparatory School for Boys, forming Glenlyon-Norfolk School.



# Neighbourhood Features

Some of the unique features of Gonzales are shown here.



Neighbourhood parks and green feel



Pemberton Park popular for organized sports and children's play area



Quiet, tree-lined streets are walkable and bikable



A portion of Fairfield Plaza is in Gonzales



Local neighbourhood commercial areas



Historic, older homes



Gonzales Beach popular with neighbours and whole city



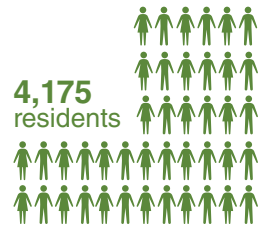
Gonzales Hill



Ecole Margaret Jenkins School

# Neighbourhood Snapshot

In 2017, the neighbourhood is almost entirely residential with a significantly higher proportion of single family homes as compared with the City of Victoria as a whole. It has the highest percentage of families with children (15%), the highest percentage of home ownership (70%) and the lowest density in the City.



## Median Age



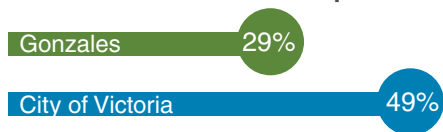
## Average household size



## % Total households that have children at home



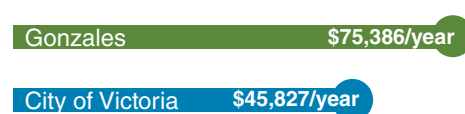
## % Households that are one-person households



## Low-income Households



## Median Household Income

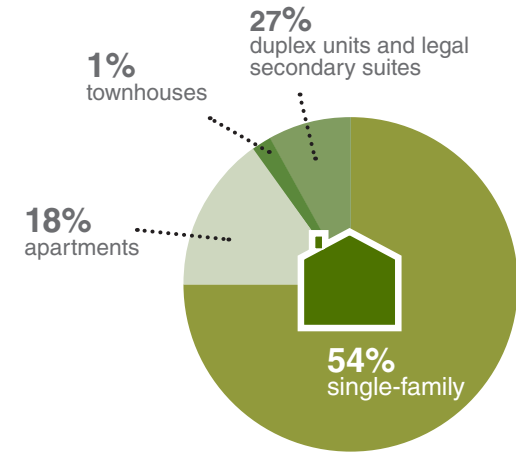


## Average number of children at home for households with children



Source: Statistics Canada Census and National Household Survey, 2011

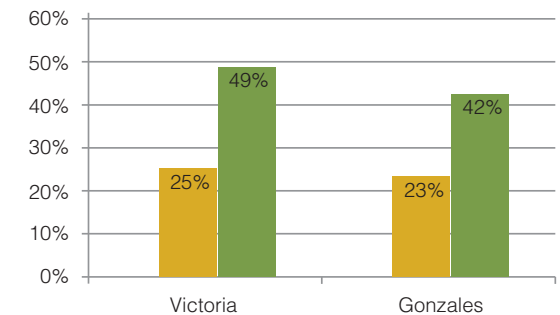
## Housing Types



## Housing Affordability

Percentage of residents spending more than 30% of income on housing

Owner (Orange), Renter (Green)



Source: Statistics Canada National Household Survey, 2011

## Rental vs. Ownership



of Gonzales housing units are rented

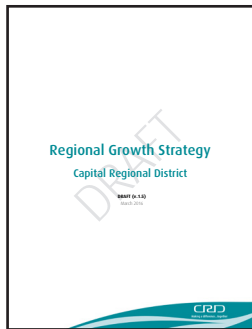


of City of Victoria housing units are rented

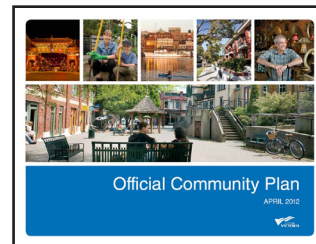


# Policy Context

This plan is to be read in conjunction with the following city-wide plans and policies, which guide planning, priority-setting and funding at the neighbourhood level:



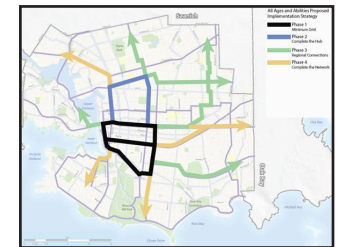
**Regional Growth Strategy** – guides regional decision making on transportation, population growth, settlement patterns and other regional planning issues.



**Official Community Plan** – contains city-wide objectives and specific direction for areas of growth to guide neighbourhood planning.



**Transit Futures Plan** – prepared by BC Transit, identifies key corridors and improvements for Rapid, Frequent and local transit.



**Bicycle Master Plan** – identifies future active transportation network and priorities.



**Parks and Open Spaces Master Plan** – identifies key needs and priorities for next 25 years.



**Pedestrian Master Plan** – identifies priorities and guidelines for sidewalk network completion.



**Arts and Culture Master Plan** – identifies the City's vision, role and initiatives for supporting local arts and culture.





# 3. Transportation and Mobility



## Goals

1. Make walking and cycling safe, connected and comfortable
2. Improve public transit servicing and connectivity to other parts of the city
3. Manage traffic to improve safety and neighbourhood livability
4. Manage parking to support business vitality and housing affordability

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding. The City of Victoria recognizes that active transportation provides important health, social, transportation, environmental and economic benefits.

Making it easier to use active transportation for daily trips is a priority for Gonzales. To increase the share of people cycling and

walking, routes should feel comfortable for everyone and connect to form a network that provides direct and convenient access to important destinations – like work, schools, parks, shopping areas and routes to other neighbourhoods.

The plan also supports better access to transit, and efficient use of the road network through traffic and parking management.

## Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Active Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – road widths, on-street parking
- Streets and Traffic Bylaw – on-street parking

## Transportation and Mobility

# Neighbourhood Active Transportation

### Intent:

Make walking and cycling safe, connected and comfortable.

### 3.1. Active Transportation Network

3.1.1. Complete gaps and support north-south and east-west active transportation connections to important destinations such as schools, parks, shopping areas and the City-wide All Ages and Abilities network (see Map 2).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. Include pedestrian and cyclist-focused public realm improvements in urban villages to encourage walkability and bikeability. This may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

The All Ages and Abilities (AAA) Network is a part of the Bicycle Master Plan, and consists of high-quality, safe and connected bicycle routes that support riders of all ages and abilities. AAA routes can be physically separated bike lanes, traffic-calmed shared roadways or off-road trails.

There are other designated cycling and pedestrian routes in the municipality that provide important connections within and between neighbourhoods. These routes are a part of the Greenways Network or a part of the Bicycle Master Plan and consist of shared roadways, standard bicycle lanes, buffered bike lanes, or multi-use trails.



Map 2: Neighbourhood Active Transportation Network

## Transportation and Mobility

# Neighbourhood Active Transportation (cont'd)

### 3.2. All Ages and Abilities Routes

3.2.1. Develop an All Ages and Abilities route on Richardson Road as a shared road facility, by adding features such as signage, paint markings and other traffic calming features to reduce traffic volumes and speeds.

3.2.2. Develop a pilot project to test possible alignment for an All Ages and Abilities route to Oak Bay Avenue Village that balances concerns regarding parking removal and traffic integration while providing a direct and convenient connection to major destinations in and around Oak Bay Avenue.

3.2.3. Develop an All Ages and Abilities route along Irving Road and Richmond Road that connects Gonzales Beach with Oak Bay Avenue Village.

3.2.4. Develop an All Ages and Abilities route along Crescent Road and Hollywood Crescent, linking Ross Bay with Gonzales Beach and the District of Oak Bay.

### 3.3. Other Neighbourhood Active Transportation Routes

3.3.1. Complete the following priority neighbourhood-oriented pedestrian and cycling routes with wayfinding, crossings and other features to create seamless connections and reduce barriers for active transportation:

a. Gonzales Beach to Oak Bay Avenue Village Connector, linking Gonzales Beach with Oak Bay Avenue Village and Jubilee Hospital

b. School to School Connector, linking Margaret Jenkins School with Sir James Douglas School

c. Brighton Connector, along Brighton Avenue from Oak Bay border to Richmond, to connect to the Pemberton Trail in Rockland.

3.3.2. Link the neighbourhood-oriented pedestrian and cycling routes to the All Ages and Abilities Network through wayfinding and other design features.

3.3.3. Look for opportunities to showcase public art, green infrastructure and community-led placemaking opportunities along pedestrian and cycling routes. Add features such as benches and water fountains to improve comfort and enjoyment.

3.3.4. In developing urban forest succession management strategies, ensure continuous street trees along pedestrian and cycling



Example of shared road All Ages and Abilities route from Vancouver, BC. (City of Vancouver)



Example of shared road All Ages and Abilities Route from Portland, Oregon. (bikeportland.org)

## Transportation and Mobility

# Neighbourhood Active Transportation (cont'd)

routes to beautify the experience for users.

### 3.4. Neighbourhood-identified Priority Active Transportation Improvements

**3.4.1. Brighton Avenue Route:** Complete a continuous pedestrian and cycling route between Oak Bay and Rockland. Add wayfinding. Complete a new sidewalk on Brighton Avenue between Richmond and Clare Streets. Add new crossing at Brighton Avenue and Richmond Avenue. Widen street ends to accommodate cyclists. Evaluate need for crossing improvements.

**3.4.2. Gonzales Beach to Oak Bay Avenue Route (via Pemberton Park and Maddison Avenue):** Complete a continuous pedestrian and cycling route. Add wayfinding. Widen the path across Ecole Margaret Jenkins School property and Pemberton Parks to comfortably accommodate pedestrians and cyclists.

**3.4.3. Chandler Street:** Complete a continuous pedestrian and cycling route between Ecole Margaret Jenkins School and Sir James Douglas School. Add wayfinding. Evaluate the need for other improvements for pedestrian and cyclist safety and comfort.

**3.4.4. Richardson Street:** Build a shared road All Ages and Abilities route. Evaluate road conditions for improvements for pedestrian and cyclist safety and comfort at

major intersections, sidewalk completion, and reduced speeds along the corridor.

**3.4.5. Fairfield Road between St. Charles Street and Foul Bay Road:** Evaluate road conditions for improvements for pedestrians and cyclist comfort and safety, including intersection visibility, appropriateness and crossings. Key locations with community safety concerns include Fairfield Road at Richmond Avenue, Fairfield Road at St. Charles Street, and the area in front of Ecole Margaret Jenkins School.

**3.4.6. St. Charles Street between Richardson Street and Fairfield Road:** Evaluate road conditions for improvements for pedestrian and cyclists comfort and safety, including visibility, crossings, vehicle speed and intersection improvements.

**3.4.7. Crescent Road and Hollywood Crescent:** Improve cycling facilities and wayfinding as part of the construction of waterfront All Ages and Abilities Route from James Bay/Fairfield.

**3.4.8. Entrance to Gonzales Park:** Improve pedestrian access to Gonzales Beach Park along Ross Street, Robertson Street and Crescent Street. Add end-of-trip facilities for cyclists. Develop plan, as warranted, for improvements.









## Transportation and Mobility

# Traffic Management

### Intent:

Manage traffic to improve safety and neighbourhood livability.

### 3.7. Road Network

- 3.7.1. Design and manage the road network to direct through traffic to arterial and collector routes, and to discourage cut through traffic on local roads.
- 3.7.2. Street classification shall comply with the Official Community Plan, or other guidelines for street standards as approved by Council.
- 3.7.3. By way of development approvals, continue to require and negotiate space and rights- of-way to achieve City standards for arterials, secondary arterials, collector roads, local roads, All Ages and Abilities routes and other active transportation routes.

### 3.8. Neighbourhood-identified Priority Traffic Management Improvements

- 3.8.1. Residential Streets South of Oak Bay Avenue Village:** Evaluate road conditions for speeding traffic, short-cutting and other community concerns as part of Oak Bay Avenue Village plan.
- 3.8.2. Foul Bay Road at Quixote Lane:** Add signage to indicate hidden intersection
- 3.8.3. Earle Street:** Evaluate road conditions for speeding traffic and short-cutting.
- 3.8.4. Lillian Road at Robertson Street:** Evaluate safety of intersection.
- 3.8.5. Enforcement:** Encourage Victoria Police department to focus enforcement activities to slow down traffic and encourage vehicle driver and cyclist compliance with stop signs and crossings at the following locations:
  - a. Foul Bay Road between McNeill Avenue and Crescent Road
  - b. Ross Street/ Crescent Road between St. Charles and Richmond Avenue
  - c. St. Charles Street between Fairfield Road and Richardson
  - d. Fairfield Road (between St. Charles and Foul Bay Road)
  - e. Richardson St. at Richmond Ave

## Transportation and Mobility

# Parking

### Intent:

Manage parking to support business vitality and housing affordability.

### 3.9. Vehicle Parking Management

- 3.9.1. Ensure a sufficient combination of on-street and off-street parking around village centres to support business vitality while working towards the long-term goal of reducing car dependency of urban villages.
- 3.9.2. Periodically review parking needs around village centres and explore new approaches to parking management, as required.
- 3.9.3. Encourage businesses and institutions in the neighbourhood to make their on-site parking available, when it is not required, to meet the needs of other properties.
- 3.9.4. During the development process, consider reductions in parking for multi-unit housing to support greater housing affordability (see 5.8.5).

### 3.10. Bicycle Parking Management

- 3.10.1. Prioritize end-of-trip cycling facilities such as secure and weather-protected bike parking at neighbourhood destinations including urban villages, neighbourhood parks and Gonzales Beach.

### 3.11. Car Sharing and Low-Carbon Vehicles

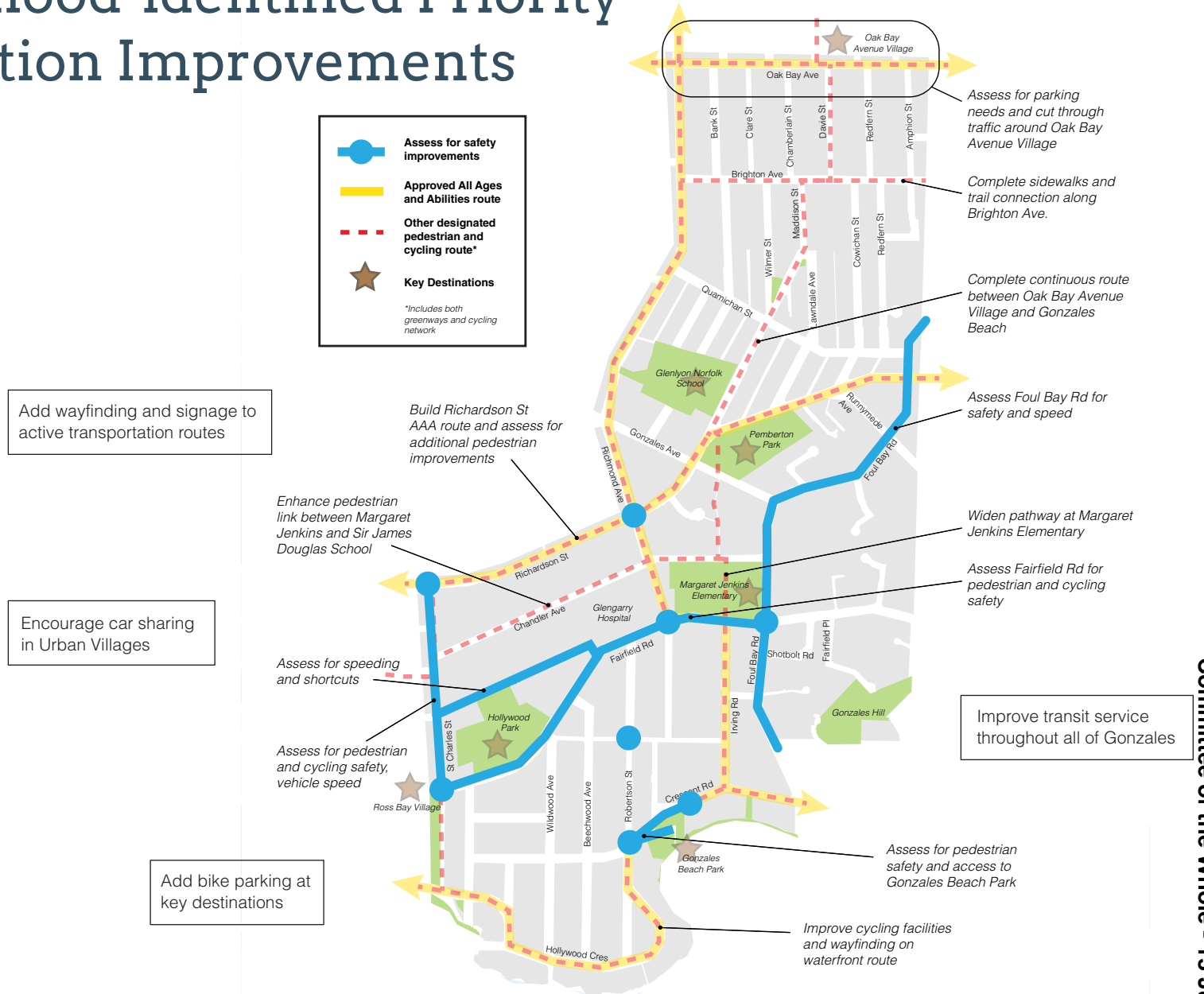
- 3.11.1. Make at least one on-street location available for car sharing in or near each large and small urban village, to reduce single vehicle dependency.
- 3.11.2. Partner with private industry to provide electric-vehicle charging locations in Oak Bay Avenue Village, such as retail locations, existing parking lots and under-utilized land.

### 3.12. Priority Parking Improvements

- 3.12.1. Assess on-street parking needs for business and residents and recommend management strategies as warranted during Oak Bay Avenue Village planning.

## Transportation and Mobility

# Neighbourhood-identified Priority Transportation Improvements



Map 4: Summary of Neighbourhood-identified Priority Transportation Improvements



# 4. Parks, Open Space and Urban Forest



## Goals

1. Enhance parks as public gathering places for the neighbourhood
2. Refresh park facilities to attract diverse ages and activities
3. Improve waterfront access and visitor facilities at Gonzales Beach
4. Increase and protect the urban forest and native ecosystems
5. Protect and restore coastal ecosystems
6. Use public lands to help adapt to climate change

There is a desire for public places in Gonzales where residents can gather and connect with each other, year-round. Without the plazas or hardscaped areas of more urban neighbourhoods, there is an opportunity to look at new design and facilities in Gonzales parks that encourage parks as outdoor neighbourhood “living rooms”. Features such as picnic areas, clustered benches, and playful public art can be integrated into the Gonzales neighbourhood fabric to add interest, mark special places, provide moments of rest, and connect neighbours with each other.

The urban forest provides important ecosystem services such as cleaner air and water, habitat for wildlife and improved rainwater absorption and gives Gonzales its character and sense of place. Gonzales makes an important contribution to the city's tree canopy including coastal bluff ecosystems and significant areas of native Garry Oak, especially in the Queen Anne Heights, Lower Foul Bay Road and Gonzales Hill areas. The plan aims to retain and increase urban forest on both private and public lands, through restoration efforts, replanting and development practices.

## Other Relevant Policies & Bylaws



- Official Community Plan
- Parks and Open Space Master Plan
- Greenways Plan
- Urban Forest Master Plan
- Park Management and Improvement Plans
- Park Natural Area Plans







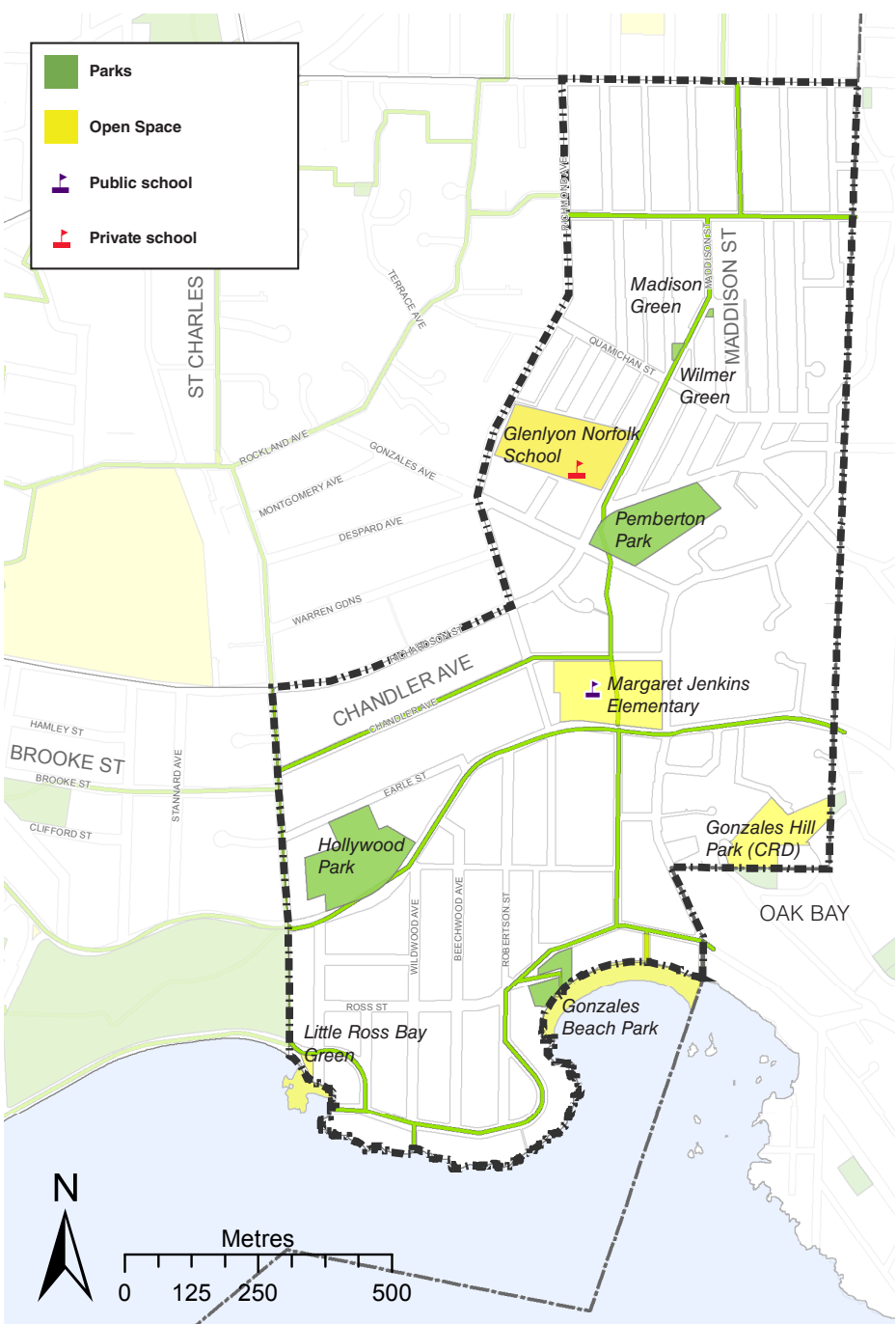
# Parks, Open Space and Urban Forest

## Neighbourhood Parks

**Intent:**  
Enhance parks as public gathering places for the neighbourhood.  
Refresh park facilities to attract diverse ages and activities.  
Improve waterfront access and visitor facilities at Gonzales Beach Park.

### 4.1. Parks and Open Space Network

- 4.1.1. Protect and maintain the existing parks and open space network identified on Map 5: Parks and Open Space Network.
- 4.1.2. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activities.
- 4.1.3. Enable neighbourhood parks to serve as community living rooms by adding amenities and programming that encourage social gathering, year-round.
- 4.1.4. Improve recreational access and visitor facilities for waterfront parks.
- 4.1.5. Continue to work with recreation service providers to offer programming in neighbourhood parks and facilities.
- 4.1.6. Improve the ecological health of Gonzales Beach through management practices, restoration efforts and community stewardship.
- 4.1.7. Encourage the animation of neighbourhood parks through arts and cultural installations, public events and interactive public art.
- 4.1.8. Improve access and create a more enjoyable walking and cycling experience to Gonzales' parks through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.
- 4.1.9. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of the neighbourhood.
- 4.1.10. Engage the Songhees and Esquimalt First Nations to determine sites of interest in parks and open spaces and how to appropriately recognize these sites.
- 4.1.11. Support urban ecological systems, wildlife habitat and stormwater management practices in all parks, in accordance with the Parks and Open Spaces Master Plan.



Map 5: Neighbourhood Park and Open Space Network

## Parks, Open Space and Urban Forest

# Park Improvements

### 4.2. Gonzales Beach Park and Access Points

4.2.1. Create a park improvement plan for Gonzales Beach and waterfront access points in collaboration with Oak Bay and Federal and Provincial partners to guide improvements, such as:

- a. Improve ramp, stair and path access to the beach for people with mobility issues, strollers or carrying watercraft.
- b. Enhance visitor facilities, such as upgraded washrooms, increased bicycle parking, a rinse station for washing watercraft and feet; water fountain; and relocated picnic tables.
- c. Improve wayfinding signage to Gonzales Beach for pedestrians, cyclists and vehicles.
- d. Improve pedestrian safety and comfort across Ross and Robertson Streets.
- e. Enhance the “street level” of the park and create a community gathering place that capitalizes on the views and treed, shady areas. Suggested improvements from residents include play features, bocce court, wheelchair accessible picnic tables, public art, community notice board and public barbeque facilities.
- f. Address drainage issues along the pathway to the beach.
- g. Create a strategy for continued restoration of the coastal bluff ecosystem.
- h. Assess shoreline health and needs of migratory waterfowl, and recommend protection and management strategies.

### 4.3. Hollywood Park

4.3.1. Add picnic tables and clusters of benches to encourage community gathering.

4.3.2. Make improvements to sports fields, infrastructure and other amenities at Hollywood Park to improve condition, usability and accessibility (underway in 2017).

4.3.3. Explore opportunity for future allotment gardens and other food features, where residents and community organizations express an interest.

### 4.4. Pemberton Park

4.4.1. Develop a new park improvement plan to:

- a. Encourage new features such as picnic tables, clustered benches, outdoor board games and other elements to encourage social gathering.
- b. Upgrade play opportunities for older children and/or youth. Through engagement, neighbourhood children suggested adventure play features, natural playgrounds and bicycle facilities.
- c. Widen the multi-purpose path through Pemberton Park to comfortably accommodate pedestrians and cyclists.
- d. Protect and improve the natural areas of the park.
- e. Continue to practice good stewardship and reduce maintenance requirements by planting and encouraging the growth of native vegetation, where appropriate.

f. Explore opportunity for future allotment gardens and other food features, where residents and community organizations express an interest.

### 4.5. Little Ross Bay Green

4.5.1. Add clustered benches to encourage community gathering.

### 4.6. Waterfront Access Points

4.6.1. Improve wayfinding and habitat restoration at public beach accesses from Foul Bay Road to Little Ross Bay.

## Parks, Open Space and Urban Forest

# Urban Forest and Native Ecosystems

### Intent:

Maintain Gonzales' urban forest and native ecosystems on public and private land.

### 4.7. Trees and Native Ecosystems in Public Parks

4.7.1. Identify tree replacement strategies as part of park improvement plans. Select species that are resistant to climate change impacts and native species, where possible.

4.7.2. Restore and expand native ecosystems and natural areas in Pemberton Park, Gonzales Beach Park and at public waterfront access points.

4.7.3. Preserve and manage Maddison Green and Wilmer Green as Garry Oak meadows.

4.7.4. Identify suitable locations for community orchards in parks and open space, where residents and community organizations express interest in stewardship agreements.

### 4.8. Boulevards and Street Trees

4.8.1. In residential areas, ensure that neighbourhood character is maintained through the planting and/or replacement of street trees that help preserve and restore the tree canopy.

- a. Stagger the replacement of older street trees to minimize impacts to neighbourhood character and aesthetics, where possible.
- b. Select tree species that maximize urban forest benefits and are more resistant to climate change impacts.

4.8.2. In Small Urban Village areas, add new street trees where possible as part of public realm improvements.

4.8.3. Implement improvements to Maddison Lane, such as permeable road surfacing and increased native landscaping to enhance and protect its rural ambience. Identify opportunities for stormwater management as part of underground utility upgrades.





#### 4.9. Trees and Native Ecosystems on Private Lands

4.9.1. When additions to existing buildings or new buildings are proposed, consider granting variances, if required, to retain significant trees, landscape or native ecosystem features.

4.9.2. During the development process, encourage property owners in Queen Anne Heights/Foul Bay Road/Gonzales Hill area to register covenants protecting trees and other natural features where these are significant features. Where possible, encourage the protection of groups of trees and native understorey.

4.9.3. Support the retention of the tree canopy, native ecosystems and large open spaces on private property in the Queen Anne Heights/Foul Bay Road/ Gonzales Hill area through housing policies outlined in sections 5.3 and 5.5.

4.9.4. Encourage the owners of property on Gonzales Hill to preserve Garry Oak meadows and other natural features.

4.9.5. Encourage institutions, including School District 61 and Vancouver Coast Health, to plant trees and restore native ecosystems.

4.9.6. Develop pilot projects in Gonzales through the implementation of the Urban Forest Master Plan to increase tree canopy on private property, such as free or subsidized trees for homeowners.

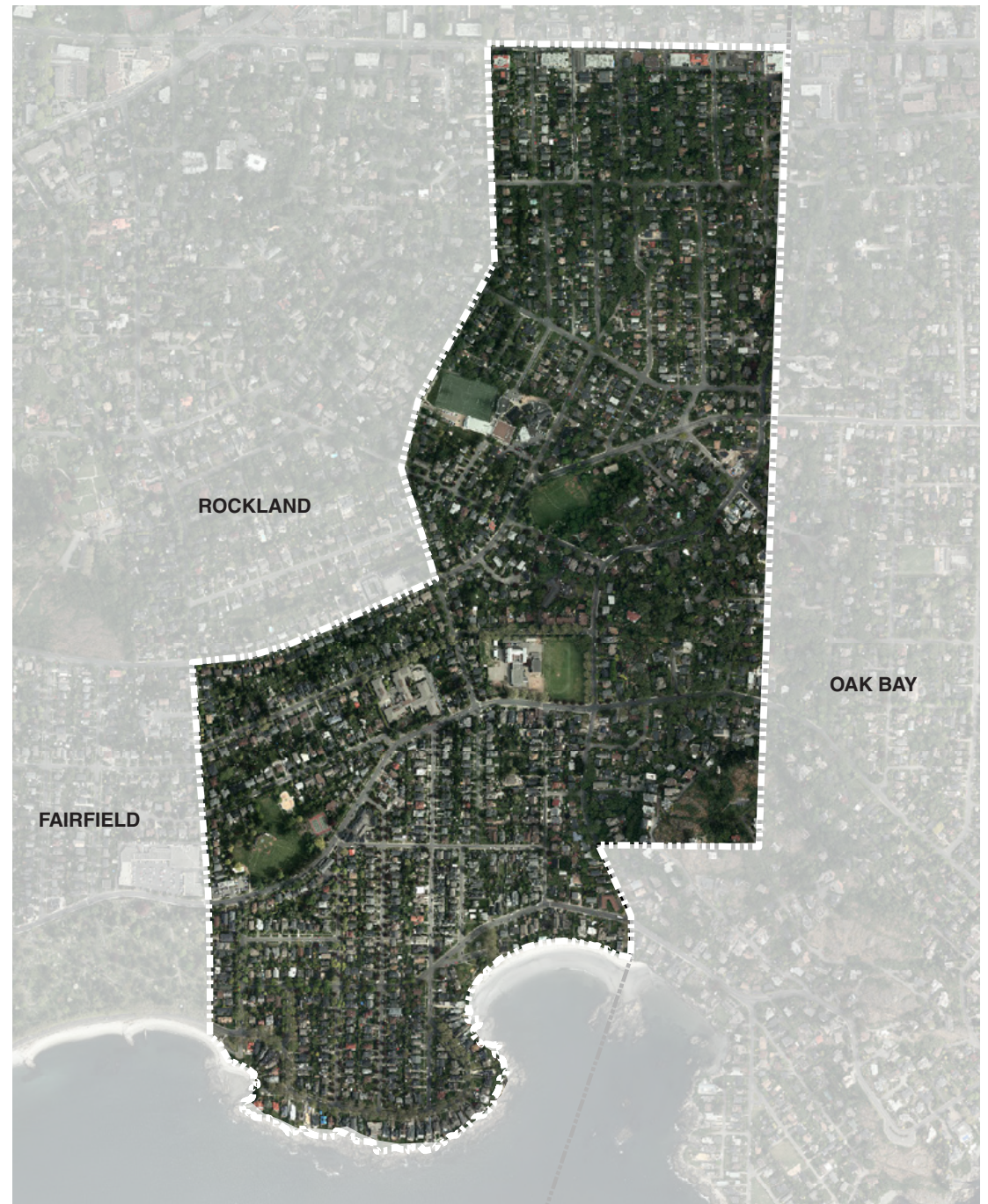


Figure 1: Gonzales tree canopy

## Parks, Open Space and Urban Forest

# Coastal Restoration

### Intent:

Protect and restore coastal ecosystems

#### 4.10. Coastal Restoration:

4.10.1. Through the development process, encourage private landowners to retain and enhance coastal bluff ecosystem along the Gonzales Bay and Ross Bay shoreline, particularly within 15 metres of the high tide mark.

4.10.2. Through the development process, strongly discourage the installation of hard structural shore protection measures (e.g., riprap structures, lock block walls, concrete walls) to address shoreline erosion. Instead, the use of non-structural options is preferred, such as bio-engineering techniques, locating new buildings/structures farther from the shoreline, or installing on-site drainage improvements.

4.10.3. Develop management strategies to address the needs of migratory waterfowl at Gonzales Beach, located within the Victoria Harbour Migratory Bird sanctuary.

4.10.4. Develop management strategies for restoration of coastal bluffs in Gonzales Park and other waterfront access points through park improvement plans, and as opportunities arise.





## Parks, Open Space and Urban Forest

# Adapting to Climate Change

### Intent:

Use public lands to help adapt to climate change

#### 4.11. Policies:

4.11.1. On public lands, use vegetation to shade impervious areas and buildings to reduce heat island effect.

4.11.2. Identify plants and ecosystems vulnerable to climate change and development management strategies to mitigate impacts, through implementation of the City's Parks and Open Space Master Plan.

4.11.3. As part of the park improvement planning for Gonzales Beach and waterfront access points, identify vulnerabilities to climate change impacts and develop mitigation strategies.

# 5. Housing



## Goals

1. Encourage more housing diversity while maintaining the low-rise character of the neighbourhood and streets
2. Create more opportunities for more affordable ownership
3. Create rental housing attractive for long-term residents
4. Encourage new housing attractive to families with children
5. Protect historic homes
6. Retain the urban forest and historic character in Queen Anne Heights/Lower Foul Bay/Gonzales Hill

Gonzales is characterized by its tree-lined residential streets, historic homes, landscaped front yards and generous backyards. While it appears to be mainly a single family neighbourhood in character, there are many secondary suites, heritage conversions and some garden suites. Duplexes, small apartment buildings and some townhouses add to Gonzales' housing mix. Most of the neighbourhood is designated as a Traditional Residential area, with the exception of Oak Bay Avenue Village and small commercial areas along Fairfield Road.

Gonzales has a significant population over the age of 65, as well as a high proportion of families with children living at home. The majority of residents own their home and there

is a lower proportion of renters compared to the rest of the City. The need for infill development, renovation and replacement of housing are likely to continue, and the design and fit of new and old is an important neighbourhood concern.

This plan supports a mix of housing options for people of different income levels, lifestyles and household sizes and provides more choice for people to stay in the neighbourhood as they age. It encourages different types of ground-oriented housing options that fit into the existing scale and character of Gonzales. It encourages family-friendly townhouses and rowhouses in different parts of Gonzales, designed to fit with the surrounding streets. It encourages low-rise multi-unit buildings

## Other Relevant Policies & Bylaws

Several City-wide policies guide our priorities for housing diversity at the neighbourhood level:

- Official Community Plan
- Victoria Housing Strategy
- Rental Retention Strategy (upcoming)
- Design Guidelines

by transit and urban villages on Fairfield Road. These different housing options are intended to increase the supply and diversity of quality rental housing and make home ownership more affordable through expanded mortgage-helping suites. New housing is intended to complement the existing character of Gonzales through features such as generous open space in front and rear yards, and building design that encourages neighbourliness.

While diverse housing options are encouraged for most of the neighbourhood, this should be tempered in the Queen Anne Heights, Foul Bay Road and Gonzales Hill area. This area is characterized by its large lots and significant Garry Oak meadows and other trees. Because of the significant contribution that this area makes to the tree canopy in both Gonzales and the whole city, retaining the surrounding trees and terrestrial ecosystems is a priority. Future housing in this area should intensify the existing buildings or footprint, rather than expanding into open space.







## Housing

# Principles for Housing in Traditional Residential Areas

Housing within the Traditional Residential areas is intended to provide a range of ground-oriented forms of housing supporting ownership and rental opportunities for different household sizes.



### 5.1. Guiding Principles for Housing in Traditional Residential Areas:

- 5.1.1. Maintain neighbourhood character of green, landscaped front and back yards with tree-lined streets
- 5.1.2. Provide new housing suitable for a wide variety of people including families with children
- 5.1.3. Provide opportunities for more affordable home ownership
- 5.1.4. Provide more quality rental opportunities for a range of household sizes and types
- 5.1.5. Support livability and access to outdoor space

5.1.6. Design new housing to present a friendly face to the street

5.1.7. Ensure new housing is neighbourly to adjacent development and back yards

5.1.8. Recognize that different housing may be appropriate on busier streets than on local streets

5.1.9. Recognize that different housing types may be appropriate for different lot conditions, based on lot size, dimensions, topography, and presence of laneways or double frontages. Some redevelopment may be feasible only with lot assemblage.

5.1.10. Mitigate impacts of surface parking, through proper design, landscaping and screening; parking reductions; and enclosed parking

5.1.11. In the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill Area, retaining tree canopy and open space is a priority

5.1.12. Encourage new development to complement historic buildings and streets.

## Housing

# Traditional Residential Housing Sub-Areas

Within its Traditional Residential areas, Gonzales contains a wide variety of lot sizes, configurations, topography and varying proximity to amenities such as transit, parks and commercial areas. Based on these conditions, Gonzales can be divided into three general sub-areas. Different conditions support different types of housing appropriate to each of these sub-areas.

### 5.2. Traditional Residential Area 1: Fairfield Road Corridor

#### Intent:

Create a mix of housing options attractive for rental and ownership for a range of income levels and household types including singles, couples, seniors and young families. Increase the number of residents living on Fairfield Road to support frequent transit and retail businesses in the urban villages.

#### 5.2.1. Appropriate housing types in this area include:

- Low rise apartment building up to three storeys
- Townhouse and rowhouse
- Triplex
- Duplex + secondary suite

### 5.3. Traditional Residential Area 2: Queen Anne Heights/ Foul Bay Road/ Gonzales Hill Area:

#### Intent:

Support housing forms and siting in the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area in order to protect natural areas and the tree canopy. Maintain the historic, green, large lot character of the area. Support heritage conservation.

#### 5.3.1. Appropriate housing types in this area include:

- House conversion
- Triplex
- Duplex
- Duplex + secondary suites
- Single detached house + secondary suite
- Single detached house + garden suite
- Single detached house
- Other forms of ground-oriented attached housing such as townhouse and rowhouse that generally fall within previously disturbed areas (see section 5.5) will be considered.



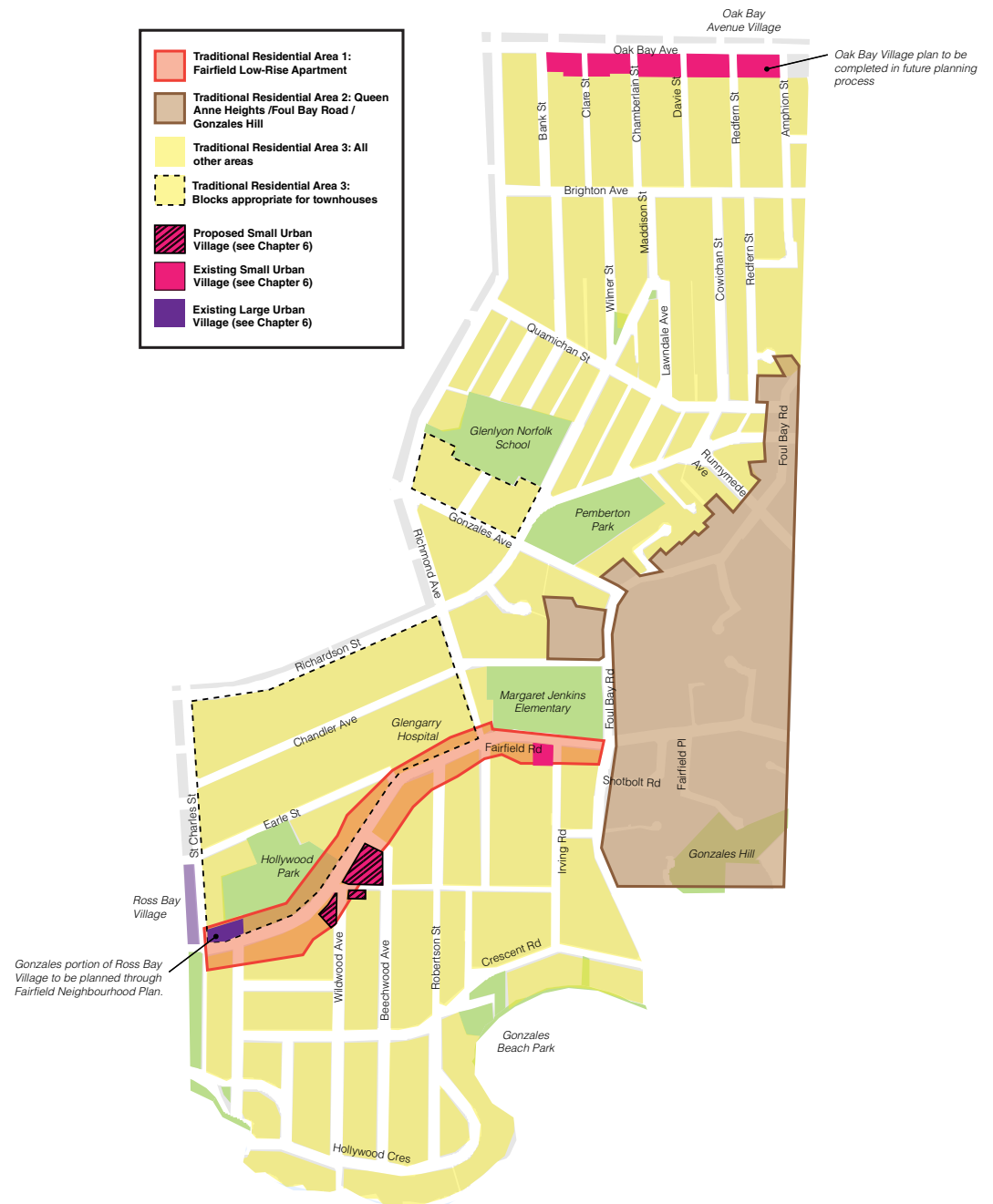
## 5.4. Traditional Residential Area 3: All Other Areas

### Intent:

Expand options for diverse ground-oriented housing, including units attractive for families with children, while being compatible with the neighbourhood.

5.4.1. Appropriate housing types in this area include:

- Townhouses, in limited area (see Section 5.8)
- Rowhouse
- House conversion
- Triplex
- Duplex
- Duplex + secondary suites
- Small lot house
- Small lot house + secondary suite
- Single detached house + secondary suite
- Single detached house + garden suite
- Single detached house
- Single detached house + secondary suite + garden suite, where the house is protected through heritage designation



Map 6: Traditional Residential Housing Sub-Areas

### 5.5. Rezoning Policies for Queen Anne Heights/ Foul Bay Road/ Gonzales Hill

The following policies are intended to guide rezoning in specific geographic areas, and should be considered in conjunction with design guidelines developed pursuant to this plan.

- 5.5.1. Encourage thoughtful site planning to minimize disturbance to open space and the tree canopy.
- 5.5.2. Support the conversion of existing buildings to multiple unit buildings (two or more units) as an alternative to the subdivision of large lots or to small lot rezonings.
- 5.5.3. Support rezonings for residential uses where retention of the urban forest on the site is maximized, such as conversion of existing building with careful additions or new buildings generally within the footprint of the existing building or previously disturbed area (eg. existing parking lot, tennis court).
- 5.5.4. For rezonings that add density, encourage property owners to register natural area covenants protecting trees, native ecosystems and landscape features.
- 5.5.5. Small lot house rezoning applications are not supported in this area.
- 5.5.6. The existing panhandle lot policies notwithstanding, panhandle lot subdivisions and further strata titling or subdivision of existing panhandle lots are not supported in the Queen Anne Heights/ Foul Bay/ Gonzales Hill area.
- 5.5.7. Support the conservation of houses of heritage merit, including sensitive rehabilitation and careful additions.
- 5.5.8. Encourage new housing development to meet the relevant objectives for Traditional Residential Housing Types in this chapter. Where there is conflict between these objectives and the protection of natural areas, site planning should prioritize the protection of natural areas

### 5.6. Policies for Waterfront Properties

- 5.6.1. Townhouses and rowhouses are not supported on waterfront lots.
- 5.6.2. Subdivision into panhandle lots or small lots will not be supported on waterfront lots.
- 5.6.3. Design that retains glimpses of the water between buildings from public streets and lands is encouraged.
- 5.6.4. With any rezoning which adds density, respect the urban form and character objectives (5.13-5.16) of this plan.
- 5.6.5. Adopt city-wide guidance for future development consistent with Provincial guidance on sea level rise.

Housing

Traditional Residential Housing Types

This section describes the desirable characteristics for types of housing appropriate within the Traditional Residential Areas in Gonzales. This is not meant to be an exhaustive or prescriptive list, and creativity in design and site layout is encouraged, while respecting the intent and appropriate design guidelines.



Local example of a small apartment building

5.7. Small Apartment Buildings

**Intent:**  
To provide opportunities for additional multi-unit living along a transit corridor in close proximity to existing urban villages.

- 5.7.1. Locations:** Along Fairfield Road between St. Charles Street and Foul Bay Road
- 5.7.2. Density:** 1.0 FSR
- 5.7.3. Height:** Multi-unit residential buildings up to three storeys in height.



Figure 2: Illustrative example of a street facing rowhouse, showing private driveway, and private frontyard and backyard.

5.8. Townhouses and Rowhouses

**Intent:**  
To provide more housing options for residents seeking ground-oriented housing units with access to on-site open space, as an alternative to single detached homes.

- 5.8.1. Locations:**
  - a. Street-fronting rowhouses with parking located in the front of the lot, or with parking accessed from a lane or side street, are supported throughout the neighbourhood
  - b. Townhouse configurations with one or more rows of units, where one row fronts the street, with parking located at the side or internal to the site, are supported in the following areas:
    - i.in the blocks bounded by Fairfield Road, Richmond Avenue, Richardson Street, and St. Charles Street



Figure 3: Illustrative example of a street-facing townhouse, showing shared driveway and parking access.

- ii.in the blocks bounded by Gonzales Avenue, Madison Avenue, Glenlyon Norfolk School, and Richmond Avenue

5.8.2. Site Requirements:

- a. Rowhouses are supported on lots with a minimum width of 22.5 metres and minimum depth of 30.5 metres.
- b. Townhouse configurations with one or more rows of units are supported on lots with a minimum width of 19.8 metres (65 feet) and a minimum depth of 43 metres (141 feet).
- c. Variations on these designs which meet the desired form and character objectives may be supported on lots of varying dimensions.



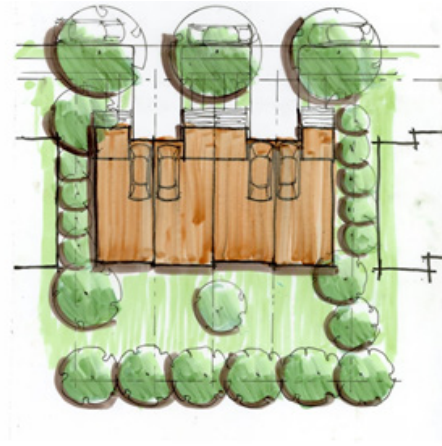


Figure 4: Illustrative example of street-fronting rowhouses showing front, rear and side setbacks that complement the development pattern of other houses on the street.

**5.8.3. Density:** Up to 0.75 Floor Space Ratio for rowhouses.

**5.8.4. Height:**

a. Limited to either two storeys, or to 1½ storeys with basement, consistent with Gonzales existing residential zoning. Where the height of the buildings in the surrounding area exceeds two storeys, additional height up to 2½ storeys may be considered.

b. On Fairfield Road west of Foul Bay Road, up to 2½ storeys.

**5.8.5. Parking:** Consider the reduction of on-site parking requirements to support quality site plans and unit livability, based on proximity to services and transit, and the availability of on-street parking.



Figure 5: Illustrative example of street-facing townhouses with two rows of units on consolidated lot. Front, rear and side setbacks complement the development pattern of other homes on the street. Side setbacks for rear units are more generous to respect adjacent yards and buildings.

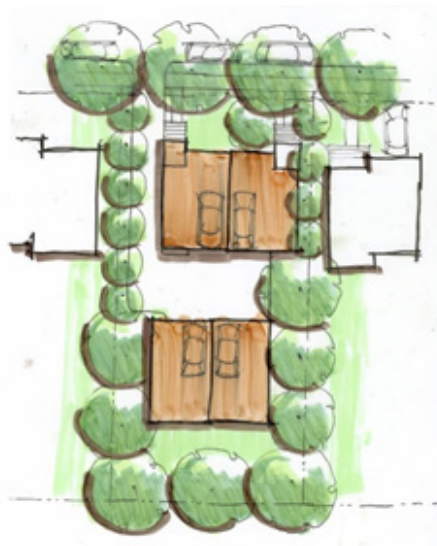


Figure 6: Illustrative example of street-facing townhouses with two rows of units on a single lot



Figure 7: Illustrative example of a duplex, with or without suite

## 5.9. Duplexes and Triplexes

### Intent:

Support more intensive forms of ground-oriented housing that are compatible with the single family character of the neighbourhood.

**5.9.1. Locations:** Triplexes, duplexes, and duplexes with secondary suites are supported throughout Gonzales in accordance with site requirements.

**5.9.2. Site requirements:**

a. Current neighbourliness guidelines for duplexes notwithstanding, duplexes without suites are supported on lots of at least 460m<sup>2</sup> (5000 sq ft) in area and 15 metres in width.

b. Duplexes with suites and triplexes are supported on lots of at least 555 m<sup>2</sup> (6000 sq ft) in area and 18 metres in width.

**5.9.3. Density:** Up to approximately 0.65:1 Floor Space Ratio up to a maximum of 380m<sup>2</sup> for all floors

**5.9.4. Height:** Up to two storeys, or to one-and-one-half storeys with basement, consistent with Gonzales residential zoning. Where the height of the buildings in the surrounding area exceed two storeys, additional height up to 2 ½ storeys may be considered.

## Housing

# Traditional Residential Housing Types (cont'd)

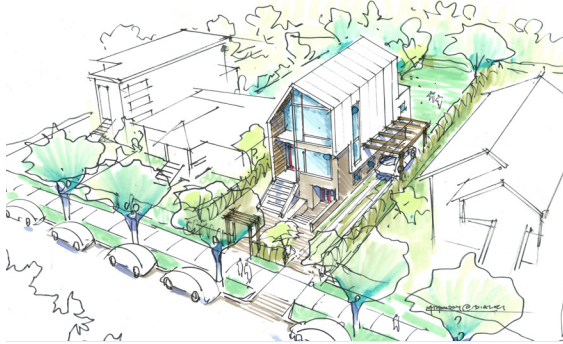


Figure 8: Illustrative example of a small lot house

### 5.10. Small Lot House

#### Intent:

Support small lot homes to add compatible density, expand rental housing options and provide more diverse homeownership opportunities.

5.10.1. Small lot homes are supported consistent with the Small Lot Home Rezoning Policy, with the following exceptions:

- Small lot homes are supported on lots of at least 300m<sup>2</sup> in area
- Small lot homes in Gonzales neighbourhood may have a secondary suite.

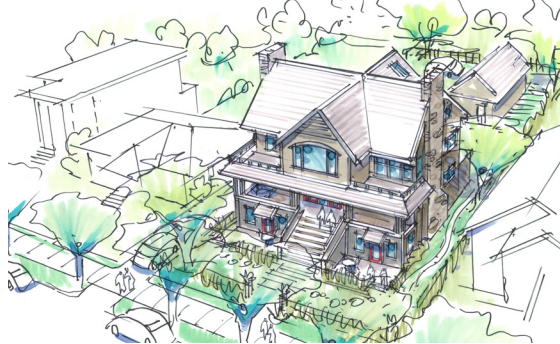


Figure 9: Illustrative example of a heritage home converted into multiple housing units

### 5.11. Heritage Conservation and Retention

#### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative housing types that provide additional density and revenue opportunities to offset the cost of maintaining heritage buildings.

For policies, see Adaptive Reuse of Properties of Heritage Merit Section 8.2.



## Housing

# Urban Form and Character Objectives for Infill Development

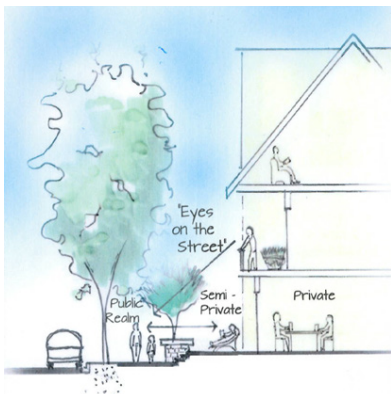


Figure 10. Semi-private open space delineated yet visible from the public realm.



Figure 11. Example of duplex with legible front entries.

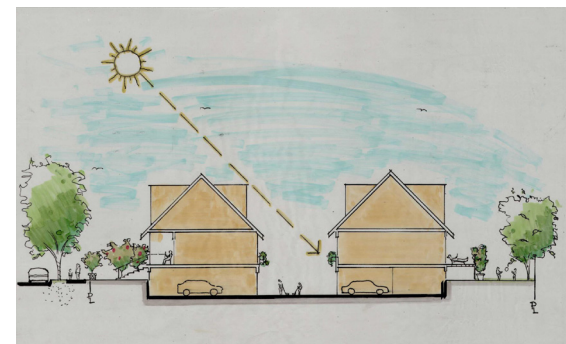


Figure 12. Cross section of a townhouse development, showing internal building separation.

The following objectives should inform the creation of zoning and design guidelines for infill development of two or more units in the Traditional Residential areas:

### 5.12. Urban Form and Character Objectives

- 5.12.1. To achieve street-fronting buildings that present a friendly face to the street.
- 5.12.2. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units
- 5.12.3. To site buildings in a manner which maintains Gonzales' pattern of green front yards, tree-lined streets, generous back yards, adequate separation between houses and respect for privacy and sunlight.
- 5.12.4. To encourage site planning which results in rear yards not dominated by parking.

- 5.12.5. To soften the appearance of and reduce runoff from driveways
- 5.12.6. To encourage the conservation and adaptive reuse of heritage properties by supporting variations to form and siting.
- 5.12.7. To minimize on-site and rear yard hardscape by supporting frontyard parking for rowhouses and for duplexes on wider lots.
- 5.12.8. To site main buildings in the front of the lot, thereby supporting open space, landscape and accessory buildings in the rear.
- 5.12.9. For the design and site planning of townhouses, to encourage a front row of townhouses facing the street; to discourage townhouses oriented perpendicular to the

street; and to provide for outdoor space and respect privacy where townhomes are oriented to the side lot line.

- 5.12.10. To encourage design and site planning that supports access to sunlight for living spaces and outdoor spaces.
- 5.12.11. To design parking areas to support pedestrian comfort, access to sunlight, and attractive entries to housing units.
- 5.12.12. To provide individual units with access to useable outdoor open space.
- 5.12.13. To support well-designed duplexes whether oriented side-by-side, front-to-back or up-down.
- 5.12.14. In front-to-back duplexes, to encourage designs which have legible front

entries and which provide each unit with adjacent useable landscaped open space.

5.12.15. In the Queen Anne Heights/ Foul Bay Road/ Gonzales Hill area, to respect existing topography, natural features such as rock outcrops, mature trees and plantings, and historic landscapes. To retain and incorporate existing and natural landscape features, as much as possible, in any proposed development.

### 5.13. Considerations for Zoning

5.13.1. In order to support the Urban Form and Character Objectives above, the following should be considered in developing zoning for infill development.

5.13.2. Consider the following recommended setbacks in developing zoning:

a. Front setback: 6 metres

b. Side setback adjacent to another lot for buildings fronting a public street: 1.5 metres

c. Side setback for buildings not fronting a public street (e.g. townhouses interior to the lot): 4m

d. Side setback adjacent to a flanking street or public right-of way: 3.5 metres.

e. Rear setback for townhouses or apartments: 9 metres

f. Rear setback for all other forms: Greater of 9 metres or 30% of lot depth



## 6. Urban Villages



### Goals

1. Retain and strengthen small neighbourhood commercial areas
2. Strengthen the design, retail mix and walkability of Oak Bay Avenue Village

Urban villages provide walkable shops and services, encourage a neighbourhood social life and provide different housing options. Retaining and strengthening the commercial areas in Gonzales will contribute to the vitality and viability of these locations, and add character to the neighbourhood. This plan supports the existing Small Urban Village at Fairfield and Irving, and adding a new Small Urban Village at Fairfield and Lillian/Wildwood, to reflect and strengthen the existing historic neighbourhood commercial corners here. It also supports the on-going development of the Large Urban Village along Oak Bay Avenue, which will be planned in detail in 2018, and future planning for Ross Bay Large Urban Village which straddles the border of Fairfield.

The quality of design of buildings and their relationship with the existing urban form, in terms of appropriate density, massing, and height of buildings will be a key consideration in assessing development proposals in urban villages - as will good circulation, pedestrian and cycling linkages and a high quality public realm.

### Other Relevant Policies & Bylaws

City-wide policies and guidelines inform how we identify and plan for current and future urban villages:

- Official Community Plan
- Design guidelines

## Urban Villages

# Small Urban Villages

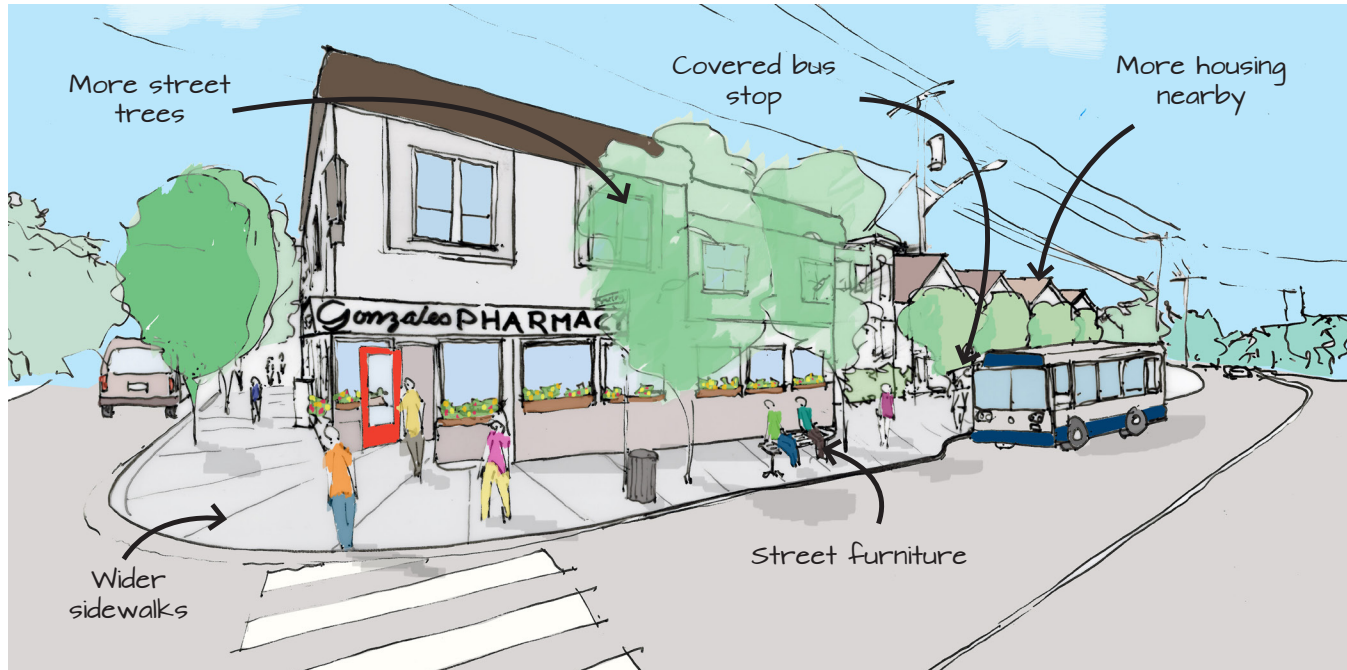


Figure 13. Illustrated design concept Fairfield at Irving Village

### 6.1. Fairfield at Irving Village

#### Intent:

This plan supports the on-going development of the Small Urban Village at Irving Road and Fairfield Road to retain and strengthen the commercial area and provide a community focal point across from Ecole Margaret Jenkins School. New development should reinforce the primary commercial role of the area. Public realm enhancements should support business viability and community gathering.

6.1.1. Encourage a mix of residential, commercial and public service uses to enhance the primary commercial role of the village, with residential uses above commercial uses.

6.1.2. New buildings should have active, storefront-type uses built up to the street.

6.1.3. Include pedestrian-focused public realm improvements through redevelopment to encourage walkability. This may include wider sidewalks, new benches, lighting, landscaping, street trees, wayfinding and other features.

6.1.4. Locate customer parking at the rear and/ or underground so as not to dominate the overall development.

6.1.5. Consider lower parking requirements to support retail businesses or heritage conservation, where requested.

6.1.6. Work with BC Transit to provide covered bus shelter and bicycle parking to support frequent transit route.





## 6.2. Fairfield at Lillian/Wildwood Village

### Intent:

This plan supports the development of a Small Urban Village at Fairfield Road, Lillian Street and Wildwood Avenue to retain and strengthen the historic commercial area and provide a community focal point near parks and transit. Mixed use or residential buildings are encouraged, with sensitive transitions to the adjacent residential neighbourhood. New development should complement and retain historic commercial buildings.

6.2.1. Support low-rise mixed use or residential buildings up to 3 storeys in height in the Small Urban Village along Fairfield Road, with commercial uses focused on Fairfield Road and Lillian Street. (Note: some properties have existing zoning for up to 12 metres or 3-4 storeys)

6.2.2. Support the heritage designation and retention of the historic commercial building at 1702-1710 Lillian Road as a condition of rezonings which add density to this block.

6.2.3. If redevelopment occurs, create a gradual transition in building heights and massing to complement residential properties on Beechwood Avenue.

6.2.4. Include pedestrian-focused public realm improvements through redevelopment such as wider sidewalks, new benches, lighting, landscaping, street trees, wayfinding and other features.

6.2.5. Update zoning to encourage buildings built close to the property line to improve the pedestrian experience.

6.2.6. Consider lower parking requirements to support viability of retail businesses or heritage conservation, where requested.

6.2.7. Refresh the existing public space at the corner of Fairfield Road and Wildwood Avenue to add features that promote informal community gathering such as benches and public art.

6.2.8. Work with BC Transit to provide covered bus shelter and bike parking to support the frequent transit route.



## 6.3. Oak Bay Avenue Village

### Intent:

Support the long-term development of Oak Bay Avenue Village as a bustling commercial and residential area between Richmond Avenue and Foul Bay Road. Encourage a gradual transition to the surrounding neighbourhoods, and planning and land use that will support business vitality and active transportation. Detailed planning for this area will take place in 2018 as part of planning for the Fort Street and Oak Bay Avenue corridors.

6.3.1. Develop policies to guide rezoning applications and strategic improvements to the public realm, transportation and infrastructure.

6.3.2. Establish a public gathering space in Oak Bay Avenue Village.

6.3.3. Assess traffic and parking management needs on surrounding residential streets.

6.3.4. Develop pilot alignment project for an All Ages and Abilities cycling route to Oak Bay Avenue Village.

6.4. Ross Bay Large Urban Village

Intent:

Support the long-term development of a Ross Bay Village as a 4-6 storey mixed use, walkable neighbourhood hub with supportive land uses, housing forms and active transportation planning in the surrounding area. Although a portion of Ross Bay Large Urban Village is located in Gonzales, more detailed planning for this area will take place in 2017 as part of the Fairfield Neighbourhood Plan.

- 6.4.1. Develop detailed guidance for the east side of St. Charles Street as part of the planning for Ross Bay Village through the development of the Fairfield Neighbourhood Plan.
- 6.4.2. Continue to encourage Gonzales residents to participate in the long-term planning and development process for the future of Ross Bay Village.



# 7. Heritage



## Goals

1. Protect the historic character of streets, buildings and other important sites.
2. Encourage the adaptive re-use of properties of heritage merit as an incentive to promote heritage conservation.

Gonzales has a rich heritage legacy, with special places of historic value to the neighbourhood. The neighbourhood plan policies will complement city-wide Heritage initiatives to maintain and strengthen that legacy.



## Other Relevant Policies & Bylaws



- Official Community Plan
- City of Victoria Heritage Register
- Heritage Bylaw



# Heritage

## 7.1. Heritage Designated and Registered Properties

**Intent:**  
Protect the historic character of significant buildings and important sites.

- 7.1.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage Properties, identified on Map 8, including through the rezoning process.
- 7.1.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.



Map 8: Heritage registered and designated properties in Gonzales

## 7.2. Adaptive Re-Use of Heritage Properties



Figure 14: Illustrative example of a heritage property with a secondary suite and a garden suite

### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative housing types that provide additional density and revenue opportunities to offset the cost of retaining and maintaining heritage buildings.

7.2.1. Support single detached homes with a secondary suite and a garden suite where the house is subject to heritage designation (see Figure 14).

7.2.2. Consider forms of housing, building massing and site layouts that support heritage conservation.

7.2.3. Encourage the designation of properties of heritage merit as a condition of any rezoning that adds additional housing units.

7.2.4. Consider the relaxation of regulatory requirements to encourage heritage conservation (e.g. reduced parking requirements, variances to setbacks or site coverage) while encouraging development that supports the overall objectives in this plan.



7.3. Heritage Conservation Areas

Intent:

Conserve the historic character and integrity of special neighbourhood places.

7.3.1. Establish a Heritage Conservation Areas for properties identified on Lower Foul Bay Road (Figure 15), Upper Foul Bay Road (Figure 16) and Redfern Street (Figure 17), to be included within Heritage Conservation Area HCA 1: Traditional Residential.

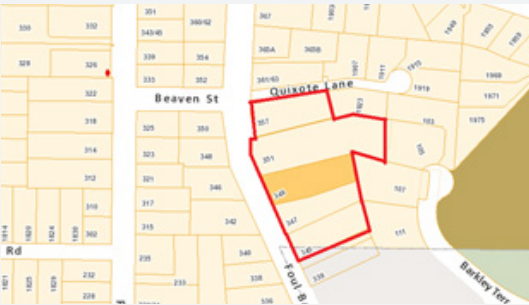


Figure 15.

HCA 1: Traditional Residential - Lower Foul Bay Road

This row of houses along Foul Bay Road is significant as it is one of the remaining assemblages of large manor homes and estates from the early 20th century. These homes were built from 1911 to 1926 and are a mix of Tudor Revival and Arts and Crafts style architecture.

This area features homes built by notable Victorian architects, Samuel Maclure and Alex McCrimmon.



Figure 16.

HCA 1: Traditional Residential - Upper Foul Bay Road

This area of Gonzales neighbourhood is significant for its rich mixture of architectural styles, ranging from large Tudor Revival estate homes of the early 1900's to modern Prairie style homes from the 1960's. The area also contains Spanish Colonial homes as well as Arts and Crafts architecture.

Many of the homes located here were designed by famous Victoria architects including Samuel Maclure, John Graham Johnson, Charles Watkins, and John Di Castri. The original owners of many of these homes were notable families, businessmen, and politicians of the early 20th century, including John and Mary-Anne Gilliespie, William Luney, and Prince Nicolas and Princess Peggy Abkhazi.

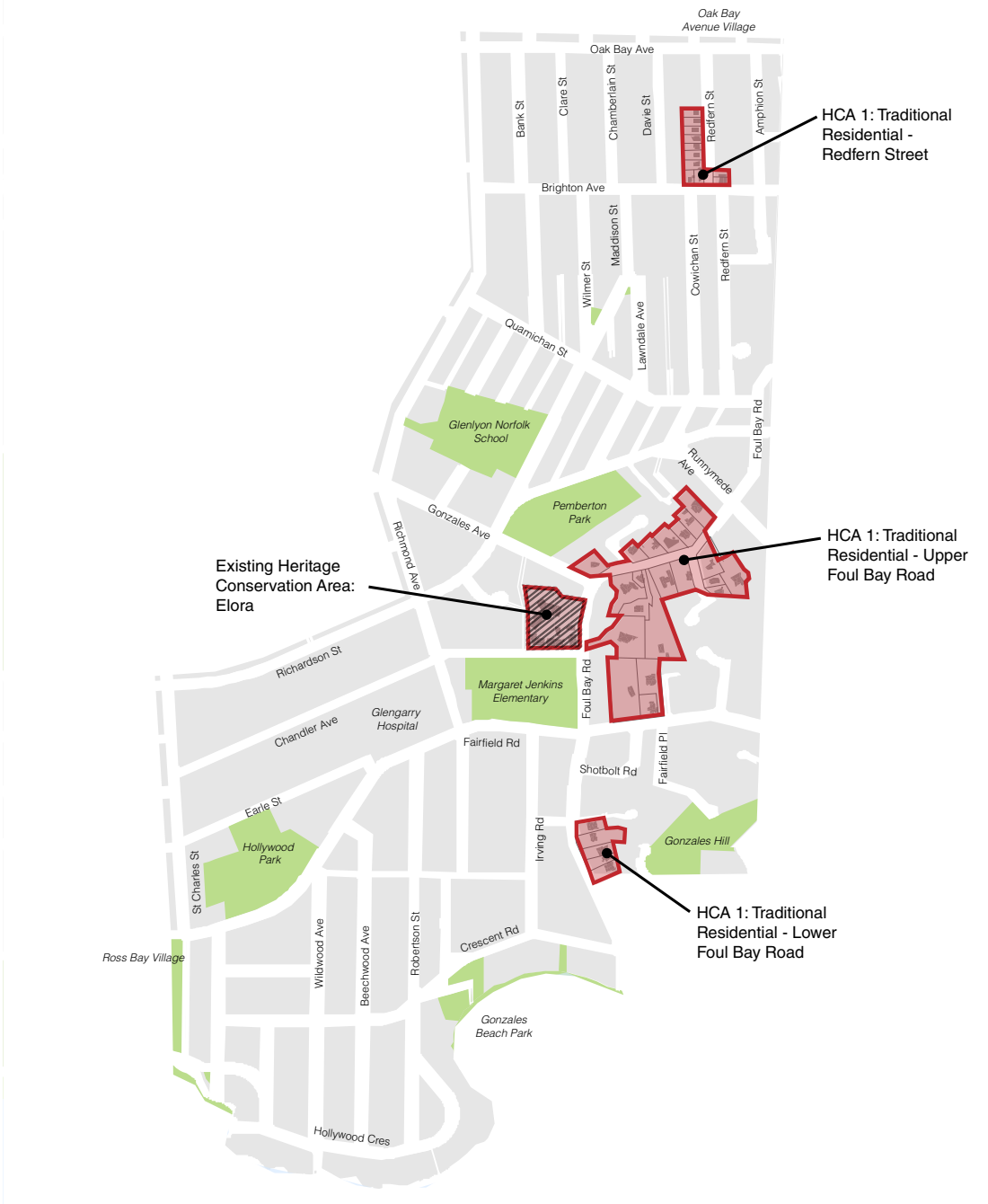


Figure 17.

HCA 1: Traditional Residential - Redfern Street

This block of houses is composed of a unique row arrangement of nine identical Arts and Crafts styled homes. All of these homes were built between the years of 1909 and 1913, a construction boom period for Victoria when land developers were expecting a major increase in housing demand due to the completion of the Panama Canal.

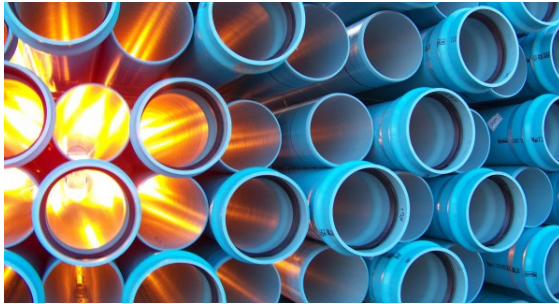
The block is the location of one of Gonzales neighbourhood's early private schools and was home to several notable members of the Canadian and British Military from the early 20th century, including Captain Neville Fairweather and Lieutenant Percy Byng-Hall



Map 9: Proposed Heritage Conservation Areas



# 8. Infrastructure and Green Buildings



As a primarily residential neighbourhood, Gonzales has the opportunity to be a leader in creating a low carbon housing stock. A vital aspect to any plan is to forecast infrastructure demands and ensure proposed land use changes can be accommodated in a sustainable manner.

## Other Relevant Policies & Bylaws



- Sewer Master Plan
- Water Master Plan
- Stormwater Master Plan
- Rainwater Rewards Program
- Victoria Sustainability Framework
- City Climate Leadership Strategy and 100% Renewable Energy by 2050 Commitment
- Sustainability Checklist for New Construction (to be updated in 2017)
- City-wide education and incentive programs

### Goals

1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.
2. Use stormwater management to restore ecological processes.
3. Encourage, promote, and facilitate the development of sustainable buildings and low carbon housing stock.

#### 8.1. Infrastructure Upgrades

##### Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

8.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.

8.1.2. Continue upgrading the underground infrastructure in the Gonzales neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades.

#### 8.2. Stormwater Management on Public Lands

##### Intent:

Use infrastructure to mimic and restore ecological processes.

8.2.1. Continue to monitor stormwater outfalls emptying in Ross Bay and Gonzales Bay.

8.2.2. Work with property owners and institutions to identify options for mitigating stormwater impacts on sites with high impervious cover, and thereby reducing the stormwater utility costs for these properties.

8.2.3. Identify opportunities to incorporate green stormwater infrastructure or “green streets” as part of utility, active transportation and other street improvements. Potential locations include priority pedestrian and cycling routes, such as Maddison Street, and visible locations such as around urban villages.

8.2.4. Identify opportunities for stormwater management as part of public development projects or improvement on City-owned lands.

### 8.3. Stormwater Management on Private Lands

#### Intent:

Promote stormwater management practices on private property.

8.3.1. Extend the zoning requirement for permeable driveway surfacing to all driveway and parking areas on residential properties in Gonzales to soften the green appearance and reduce surface run-off.

8.3.2. Encourage private property owners to reduce impervious surfaces, particularly along the waterfront.

8.3.3. Encourage new developments to foster rainwater infiltration through the use of absorbent landscaping, swales, rain gardens, pervious paving, green roofs, infiltration trenches, and other appropriate methods.

8.3.4. Encourage property owners to seek stormwater rebates through the City's rainwater rewards program

### 8.4. Green Buildings

#### Intent:

Encourage, promote, and facilitate the development of sustainable buildings and low carbon housing stock

8.4.1. Encourage home owners and institutions to be leaders in reducing greenhouse gas emissions from housing, by participating in City-wide programs that support:

a.the transition from heating oil based home heating systems to either heat pump or natural gas systems, such as through rebate programs;

b.home energy assessments and labels for new and existing homes;

c.green building rating systems for new homes; and

d.other green building, sustainable design and sustainability initiatives.



## 9. Community Facilities



### Goals

1. Create more places for residents to gather
2. Create more public and private childcare options
3. Encourage existing institutions to minimize impacts on surrounding neighbourhood

Gonzales has several existing institutions and community facilities that provide services to support the neighbourhood and wider city. These include schools, healthcare facilities and childcare providers. The plan encourages larger institutions to work collaboratively to help meet identified community needs such as facilities for community gathering and childcare.

# Community Facilities

## 9.3. Neighbourhood Gathering Places

**Intent:**  
Create places for residents to gather.

- 9.1.1. Work with the School District and Fairfield Gonzales Community Association to make Ecole Margaret Jenkins School and other facilities more broadly available for community programming, sports, indoor and outdoor gathering space and expanded childcare.
- 9.1.2. Work with Glenlyon-Norfolk school to explore opportunities to make school facilities and playing fields more broadly available for community programming, gathering space and community recreation.
- 9.1.3. Look at options for improved access to indoor community gathering space and programming for Gonzales residents through city-wide recreational facilities planning.
- 9.1.4. Incorporate new amenities in neighbourhood parks to encourage outdoor community gathering and social life, through park improvements and management plans. See section 5.2: Park Improvements for details.

## 9.1. Childcare

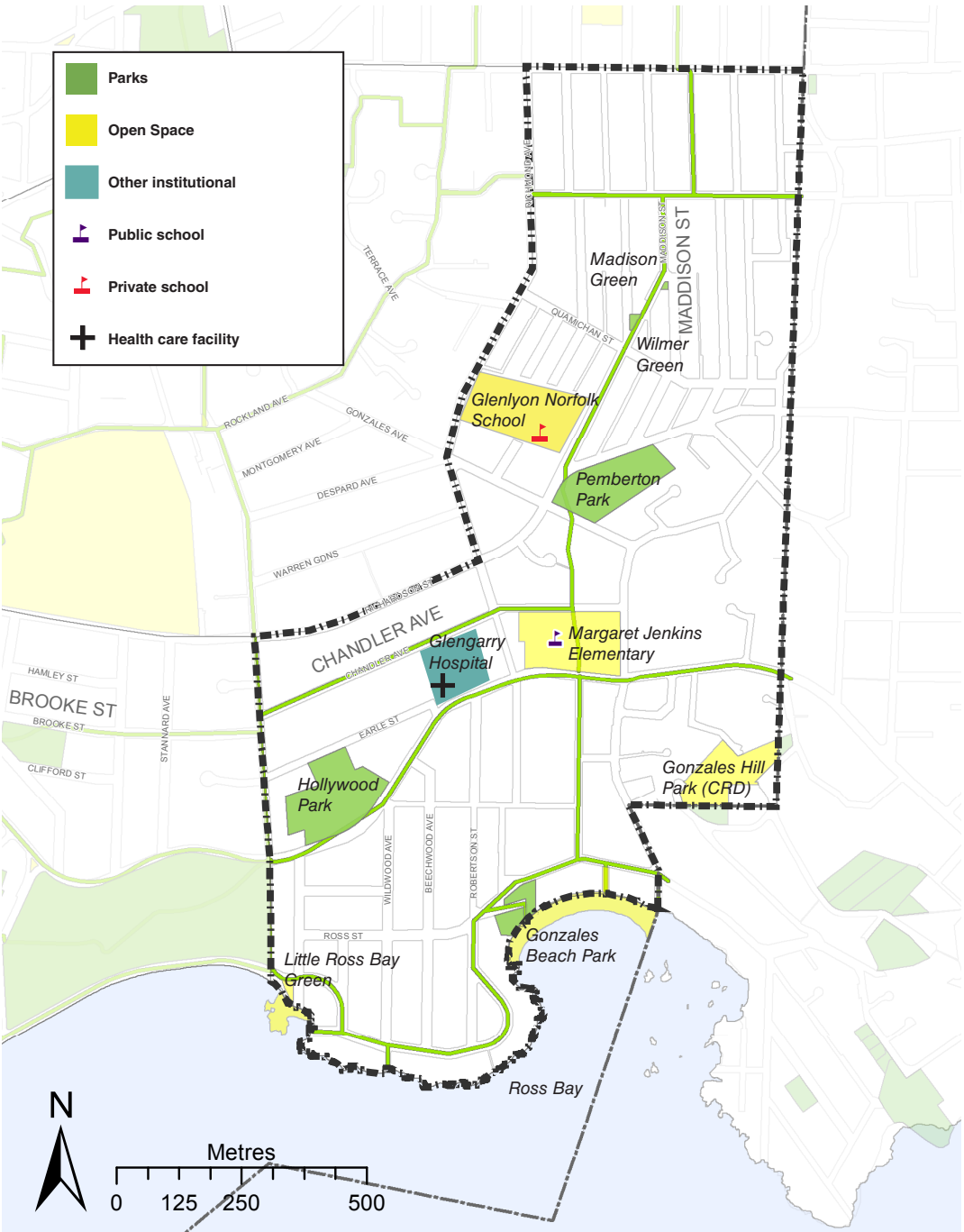
**Intent:**  
Create more public and private childcare options

- 9.1.5. Support the retention and addition of child and youth care spaces at Ecole Margaret Jenkins School.
- 9.1.6. Support daycare and eldercare as a use throughout the neighbourhood in accordance with zoning. Consider reduced parking requirements where requested.

## 9.2. Neighbourhood Institutions

**Intent:**  
Encourage existing institutions to minimize impacts on surrounding neighbourhood

- 9.2.1. Apply the Guiding Principles for Institutional Rezoning for consideration in any rezoning application in Public Facilities, Institutions, Parks and Open Space lands identified in Map 10.
  - a. New proposals should detail how the application will provide community benefit and amenities, (e.g. public use of playing fields, meeting rooms, infrastructure improvements).
  - b. There should be a demonstrated need for the rezoning to meet an institution's anticipated needs and planning alternatives should have been explored before any application for rezoning is made (e.g. joint use of playgrounds, innovative use of existing buildings and properties)
  - c. Traffic, parking and green space impacts on residential neighbours should be minimized.
  - d. The loss of houses should be minimized.
  - e. The landscaping and green character of the neighbourhood should be reflected in site planning and design.
  - f. The residential scale and character of the neighbourhood should be reflected in site planning and design.



Map 10: Public Facilities, Institutions, Parks and Open Space



# 10. Arts, Culture and Placemaking



## Other Relevant Policies & Bylaws



- Arts and Culture Master Plan (underway – 2018)

### Goals

1. Encourage public art and placemaking that celebrate Gonzales' identity
2. Support creative entrepreneurs

A vibrant, creative and diverse community weaves arts and culture into everyday life and helps create a strong sense of place. Opportunities for creative placemaking, including temporary and permanent public art opportunities in parks and other public spaces, can celebrate Gonzales' unique identity and reinforces the neighbourhood's human and natural heritage.



## Arts, Culture & Placemaking

### 10.1. Neighbourhood Public Art and Placemaking

#### Intent:

Encourage art and placemaking initiatives that celebrate Gonzales' identity.

10.1.1. Introduce public art into small urban village areas, parks and trails. Through public engagement, there was strong interest in public art that celebrates Gonzales' rich indigenous and post-settlement history, and natural history.

10.1.2. Partner with arts organizations to encourage art installations in neighbourhood public spaces, such as temporary pop-ups and artist-in-residence initiatives.

10.1.3. Engage Songhees and Esquimalt Nations to determine opportunities for public art in public spaces.

10.1.4. Establish a new public gathering place through future development in Oak Bay Avenue Village.

### 10.2. Support Creative Entrepreneurs

#### Intent:

Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.

10.2.1. Through the Arts and Culture Master Plan (underway 2018), engage the arts community and non-profit groups in identifying opportunities, incentives and partnerships to create an incubator space including affordable gallery, studio and creative incubation spaces.

10.2.2. Through the Arts and Culture Master Plan, explore ways to link potential creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.

# 11. Gonzales Neighbourhood Action Plan

The action plan provides a high-level list of actions identified in this Plan. Implementation of this action plan must be balanced with available resources and other City priorities. The improvements may be accomplished through a combination of funding sources including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities.

## Plan Monitoring

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

Short term actions	2017-2019	Year	Lead*	Funded?
<b>Housing</b>	Create guidelines for intensive residential and multi-unit development	2017 - concurrent with plan adoption	SPCD	√
	Revise zoning and guidelines for duplex development for Gonzales Neighbourhood, specific to the infill development envisioned in this Plan	2017 - concurrent with plan adoption	SPCD	√
	Create zoning to support ground-oriented infill development including townhouses, rowhouses, triplexes, fourplexes, and small apartments as described in this Plan, and extend the requirement for permeable pavement for driveway and parking areas for new development	2017 - concurrent with plan adoption	SPCD	√
	Revise Small Lot House Rezoning policy to support secondary suites in small lot homes in Gonzales	2017	SPCD	√
	Identify means to implement policies for Queen Anne Heights / Foul Bay Road / Gonzales Hill (e.g. zoning, tree preservation bylaw, design guidelines).	2018	SPCD	
<b>Urban Villages</b>	Amend the Official Community Plan to establish a new Small Urban Village at Fairfield at Lillian/Wildwood	2017 - concurrent with plan adoption	SPCD	√
	Develop guiding principles for future Ross Bay Large Urban Village	2017 - through Fairfield neighbourhood plan	SPCD	√
	Create guidelines for small urban village development at Fairfield at Lillian/Wildwood.	2017 - concurrent with plan adoption	SPCD	√
	Develop new plan for Oak Bay Avenue Village	2017-2018	SPCD	√

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

Topic	2017-2019	Year	Lead*	Funded?
<b>Heritage</b>	Amend the Official Community Plan to establish Heritage Conservation Areas for properties identified on Lower and Upper Foul Bay Road, and Redfern Street.	2017	SPCD	√
	Amend zoning to allow for a secondary suite and garden suite on heritage designated properties	2018	SPCD	
<b>Transportation and Mobility</b>	Add signage to indicate hidden intersection in 300 block of Foul Bay Rd at Quixote Lane	2017 - complete	EPW	√
	Assess street conditions on Earle Street for speeding and cut-through traffic and develop action plan, if warranted	2017	EPW	√
	Complete sidewalk on Brighton Avenue between Davie and Clare Streets	2017	EPW	√
	Through the development of the plan for Oak Bay Avenue Village, seek preliminary input from the community on an alignment pilot project for an All Ages and Abilities route to Oak Bay Avenue Village	2017/2018	SPCD	√
	Complete sidewalk on Brighton Avenue between Clare Street and Richmond Street	2018	EPW	
	Create new pedestrian crossing at Brighton Avenue and Richmond Avenue	2018	EPW	
	Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements, as warranted:	2018 (through 2018 budget planning)	EPW	
	Lillian Road at Robertson Street intersection, for pedestrian and cyclist safety			
	Foul Bay Road between McNeill and Crescent Road, for speeding traffic			
	Foul Bay Road at Fairfield Road intersection, for pedestrian and cyclist safety conditions and develop action plans, if warranted			
	Fairfield Road from Cook Street to Foul Bay Road, for intersection visibility, appropriateness, pedestrian crossings, and cyclist and pedestrian safety. Priority areas include intersections at Fairfield Rd at Richmond Avenue and Fairfield at St. Charles, and roads adjacent to Ecole Margaret Jenkins School.			
	St. Charles Street between Richardson Street and Fairfield Road, for visibility, crossings and intersection improvements			
	Work with Ecole Margaret Jenkins School to complete a north-south multi-use trail connection across school property	2019	PRF	Partial

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

Topic	2017-2019	Year	Lead*	Funded?
<b>Parks, Open Space and Urban Forest</b>	Improve sports fields, infrastructure and some facilities at Hollywood Park.	2017	PRF	√
	Add signage to waterfront access on Hollywood Crescent	2018	PRF	√
	Develop and implement park improvement plan for Pemberton Park, including restoration plan for natural areas	2018-19	PRF	
	Add picnic tables and clusters of benches to Hollywood Park	2019	PRF	

Topic	Mid-term Actions (2019-2022)	Year	Lead*	Funded?
<b>Transportation and Mobility</b>	Build an All Ages and Abilities route on Richardson Street, including additional improvements for pedestrian safety and comfort at major intersections, and reduced speeds along the corridor. Implement improvements, as warranted	2019-2022 (to be requested through 2019 budget planning)	EPW	

Topic	Long-term Actions (2022+)	Year	Lead*	Funded?
<b>Transportation and Mobility</b>	Assess other priority pedestrian and cycling routes for needed improvements to encourage pedestrian and cycling comfort and safety, such as wayfinding crossings, traffic calming and other features. Develop implementation plan.	TBD	EPW, PRF	
	Implement wayfinding on key neighbourhood walking and cycling routes	TBD	EPW, PRC	
	Implement All Ages and Abilities route along Irving Road, Richmond Road, Crescent Road and Hollywood Crescent, as shown in the long-term All Ages and Abilities cycling network plan	TBD	EPW	
	Assess pedestrian conditions on Ross Street, Robertson Street and Crescent Street to improve pedestrian access to Gonzales Beach Park, and end-of-trip facilities for cyclists. Implement improvements, as warranted.	2022+ (concurrent with Gonzales Beach Park or All Ages and Abilities route improvements)	EPW, PRF	
<b>Parks, Open Space and Urban Forest</b>	Develop and implement park improvement plan for Gonzales Beach	2022+	PRF	
	Add clustered seating to Little Ross Bay Green.	2022+	PRF	
	Restore native ecosystem along waterfront access between 1661 and 1659 Hollywood Crescent.	2022+	PRF	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department

Topic	On-going Actions (Operational)	Year	Lead*	Funded?
<b>Transportation and Mobility</b>	Complete minor bicycle and pedestrian improvements as resources allow and as streets are resurfaced.		EPW	
<b>Parks, Open Space and Urban Forest</b>	Replant native ecosystems on public lands as part of park and infrastructure projects, as resources allow.		PRF	
<b>Heritage</b>	Continue to prepare or update Statements of Significance for properties listed on the City's Register of Heritage Properties, and for properties proposed to be added to the Register.		SPCD	√
<b>Infrastructure and Green Buildings</b>	Continue underground infrastructure upgrades consistent with City Master Plans.		EPW	
	Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow.		EPW	
<b>Arts, Culture and Placemaking</b>	Integrate public art into the development of streetscapes, parks and waterfront access in the neighbourhood through existing public art programs		PRF	

\* SPCD: Sustainable Planning and Community Development Department, EPW: Engineering and Public Works Department, PRF: Parks, Recreation and Facilities Department



# Appendix A - Glossary of Terms

**Adaptive Re-use:** The process of re-using a building for a purpose other than which it was built for.

**All Ages and Abilities Network:** A city-wide connected grid of safe connected bicycle routes across the entire city. The All Ages and Abilities bike routes will consist of physically separated bike lanes as well as shared roadways and multi-use trails.

**Apartment:** A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

**Attached Housing:** Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, row-houses, and apartments regardless of tenure.

**Building Separation:** The horizontal distance between two buildings.

**Density:** The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha) or Floor Space Ratio (FSR)

**Duplex:** A two unit dwelling.

**Dwelling Unit:** Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

**Fee Simple:** Private ownership of property with no strata-title ownership or obligations.

**Rowhouse (Fee Simple):** Three or more dwelling units, located side by side and separated by common party walls extending from foundation to roof, where each unit is privately owned with no strata-title ownership or obligations.

**Floor Space Ratio:** The ratio of the total floor area of a building to the area of the lot on which it is situated.

**Fourplex:** Four self-contained housing units sharing a dividing partition or common wall.

**Frequent Transit:** Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

**Green Building:** (also known as green construction or sustainable building) refers to both a structure and the using of processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

**Ground-Oriented Housing:** A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in single-detached dwelling.

**Heritage Conservation:** Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

**Heritage Designation:** Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

**Heritage Property:** A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

**Heritage Register:** A list of property that is formally recognized by the local government to have heritage value or heritage character.

**Heritage Value:** The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area.

**House Conversion:** The change of use of a building constructed as a single family dwelling or duplex, to create more housing units.

**Housing (Dwelling) Unit:** Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

**Infill Housing:** Additional housing inserted into an existing neighbourhood through additional units built on the same lot, by dividing existing homes into multiple units, or by creating new residential lots through subdivision. In the Gonzales Plan, this term refers specifically to the addition of housing within the Traditional Residential areas, designed to fit compatibly within the existing neighbourhood.

**Intensive:** See intensification

**Intensification:** The development of a property, site or area at a higher density than currently exists through: a) redevelopment; b) the development of vacant and/or underutilized lots within previously developed area; c) infill development; and d) the expansion or conversion of existing buildings.

**Low-Rise:** A building four storeys or less in height.

**Natural Areas:** An area characterized primarily by vegetation, landscape and other natural features.

**Mixed Use:** Different uses in relatively close proximity either in the same building (apartments above a store) or on the same or site or, when referring to an area or district, on an adjacent site (light industry adjacent to an office building).

**Multi-unit:** A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

**Official Community Plan:** An Official Community Plan (OCP) provides the longer term vision for the community through objectives and policies that guide decisions on planning and land use management, respecting the purposes of local government.

**Open Space:** Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

**Park:** Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

**Placemaking:** A holistic and community-based approach to the development and revitalization of cities and neighbourhoods, that creates unique places of lasting value that are compact, mixed-use, and pedestrian and transit-oriented with a strong civic character.

**Public art:** Works of art in any media that has been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

**Rowhouse:** An attached dwelling in its own legal parcel with a formal street address.

**Sense of Place:** The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

**Setbacks:** The shortest horizontal distance from a boundary of a lot to the face of the building.

**Single Detached House:** A detached building having independent exterior walls and containing only one self-contained dwelling unit.

**Small Urban Village:** consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations.

**Small Lot House:** A single detached house with a maximum floor area of 190m<sup>2</sup> located on a lot of at least 260m<sup>2</sup> in area.

**Stormwater Management:** The management and design of rain and runoff in urban areas, to reduce flooding, treat stormwater quantity and quality, and conserve rainwater as a resource.

**Street-fronting:** Buildings with entries, windows and front yard spaces oriented to face sidewalks and the street.

**Streetscape:** All the elements that make up the physical environment of a street and define its character, such as paving, trees, lighting, building type, style, setbacks, pedestrian amenities and street furniture.

**Townhouse:** Three or more self-contained dwelling units, each having direct access to the outside at grade level, where individual units share adjacent walls in common under a strata title. Stacked townhouses are stacked on top of each other, each with its own direct access to outside.

**Traditional Residential:** consists primarily of residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

**Tree Canopy:** The layer of leaves, branches and stems of trees that cover the ground when viewed from above.

**Triplex:** Three self-contained housing units sharing a dividing partition or common wall.

**Urban Forest:** Sum total of all trees and their associated ecosystems, including understory biota and soils. Urban forest occurs both on public and private lands, including parks, boulevards, remnant ecosystems, residential yards, commercial and industrial lands and open spaces.





**Attachment 2:**

**Map and Description of Proposed Gonzales Heritage Conservation Areas**





## 1. Redfern Street

This block represents an important part of the eastward expansion of Victoria during the construction boom period of 1909 to 1913. Many of the houses are a similar original form of the Edwardian Arts and Crafts architectural style, which have evolved over time but still retain much of their original character. The appeal of the street is defined by the close proximity of the homes to the front of the lots, the mature, well-landscaped front yards, the gable roof forms and wood shingle finishes. The two Arts and Crafts Craftsman style bungalows at the corner of Brighton and Redfern streets also help define the character of the block. The history of the block includes notable residents such as military veterans Captain Neville Fairweather and Lieutenant Percy Byng Hall who retired to Victoria after distinguished military careers.

## 2. Upper Foul Bay Road

This area is home to a number of large, early twentieth century mansions designed by noted Victoria architect Samuel Maclure. These include:

- 515 Foul Bay Road: 1910 Trackell house
- 550 Foul Bay Road: “Ellora” the Audain house
- 610 Foul Bay Road: 1924 Georgian Revival house for Alexander Proctor
- 611 Foul Bay Road: William Pemberton House

The area is also characterized by the irregular winding route of the road, dense mature landscaping, large trees, large sloping lots, and rough stone walls.

The eastern edge of the precinct is defined by the magnificent cultural landscape of Abkhazi Garden developed in 1946 – 1948 by Prince Nicolas and Princess Peggy Abkhazi, a unique mid-century modern house and garden blending California and Chinese influences. A number of additional prominent mansions by other architects such as the 1916 Luney house at 630 Foul Bay Road by Architect Charles Elwood Watkins contribute to the historic character of the area.

## 3. Lower Foul Bay Road

The Lower Foul Bay Road Area is home to the prominent 1911 Tudor Revival home at 347 Foul Bay Road designed by one of Victoria’s most important architects, Samuel Maclure. The impressive two and half storey Tudor Revival house is a significant presence on the street.

The remnants of stone walls and gateposts recall the original grand extensive estates typical of the neighbourhood in the early twentieth century. Dense, mature landscaping and large trees also define the streetscape. The Maclure mansion at 349 Foul Bay Road, together with the later Arts and Crafts houses on the block from the 1920s are representative of the early development of the area as a fashionable residential suburb of Victoria in the early twentieth century.

Attachment 3:

## **Summary of Property Owner Feedback on Proposed Gonzales Heritage Conservation Areas**

### **Background:**

Three new Heritage Conservation Areas are proposed in the draft plan: Redfern Street (11 units on 11 properties), Upper Foul Bay Road (25 units on 21 properties) and Lower Foul Bay Road (11 units on 5 properties). Property owners from these proposed areas were invited to a meeting to find out more about Heritage Conservation Areas, what this may mean for their property and to provide feedback; 17 property owners attended. Nine property owners provided additional feedback by email.

### **Common themes from all areas:**

- General support for principle of heritage conservation while growing housing capacity
- Concerns about restricting rights of property owners, being subject to discretion of City/planner, implications for individual property values, requirement for permits for buildings without heritage merit

### **Lower Foul Bay Road**

- Like preservation of architecture, trees, character, limiting further development of modern / out-of-character houses
- Concern about restrictions/regulation impacting economic property values
- Would like to see Heritage Conservation Area apply across the street also

### **Upper Foul Bay Road**

- Support for conserving look of community while facilitating growth.
- Desire for well-defined guidelines and information about when a Heritage Alteration Permit is required.
- Concern about restricting individual property rights; potential effect on property values; perception of being subject to discretion of City/Planner; additional bureaucracy; feeling that trees and driveways define view from street rather than buildings and thus should be focus for preservation; desire to let individual homeowners choose to designate rather than be included in an HCA; desire to exclude newer houses and houses without heritage merit from HCA; more clarity needed about what would require a Heritage Alteration Permit.

### **Redfern Street**

- Community takes pride in representing and retaining heritage of the street and subdivision for the community
- Concern about requiring Heritage Alteration Permit and subject to planner's discretion; potential added costs to renovate; uncertainty about ability to pursue solar panel or other energy efficiency; desire to extend area to both sides of the street; desire for HCA to apply to older houses but not newer ones.



**Attachment 4:****DESIGN GUIDELINES FOR:  
INTENSIVE RESIDENTIAL DEVELOPMENT – TOWNHOUSE AND ROWHOUSE****1. Introduction****Townhouse and Rowhouse Building Typologies**

Within these guidelines, the term “rowhouse” means a single row of attached housing, with each housing unit on its own legal lot (i.e. fee-simple rowhouse) and with its own driveway access.

The term “townhouse” also means attached housing, but can be designed in different configurations and may involve more than one building complex on a site (i.e. more than one row).

These guidelines address both types of attached housing forms.

**2. Site Planning**

**Objectives:** *To site buildings in a manner that considers and maintains as much as possible the pattern of green front yards and generous back yards, that makes a positive contribution to the streetscape and achieves a more compact residential building form while maintaining livability.*

**a. Building Placement**

- i. Townhouse and rowhouse buildings should be designed parallel to the street with unit entrances oriented to and directly accessed from the fronting street. Both front and rear yards should be provided:



- ii. Rowhouse developments that include one building complex and meet site requirements are eligible throughout Gonzales.
- iii. Townhouse developments which could include more than one building complex are eligible in the following areas shown the map below:
  - 1. Limited areas in Traditional Residential Area 3, delineated below with a black dashed line;
  - 2. The Queen Anne Heights/Foul Bay Road/Gonzales Hill area, shown shaded in brown, below, where site planning and building form create minimal disturbance to the tree canopy and open spaces.



- iv. For townhouse developments that include more than one building complex, each building complex should be sited in two parallel rows that provide landscaped open space and internal vehicle parking and circulation:

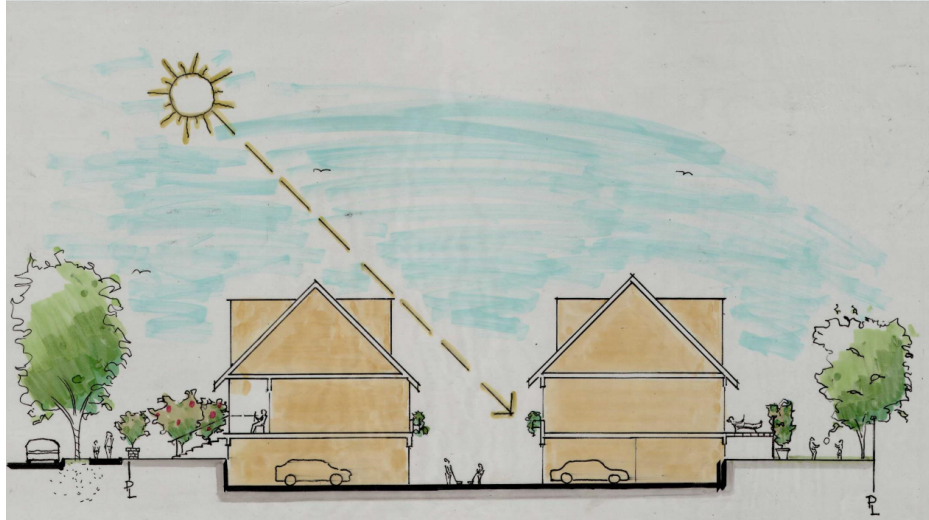




- v. “Galley-style” townhouses where building complexes are sited perpendicular to streets with residential unit entries oriented internally are strongly discouraged. This layout is discouraged because it does not orient as many residential units towards the street, typically provides less landscaped open space and insufficient separation between building.
- vi. For properties that include buildings of heritage value (Heritage Designated or listed on the City’s Heritage Register) that may be integrated into townhouse or rowhouse developments, alternative siting of new buildings or additions may be considered to facilitate heritage conservation.
- vii. For properties in the Queen Anne Heights/Foul Bay Road/Gonzales Hill area, alternative siting of townhouses or rowhouses may be considered to facilitate retention of the tree canopy, open space or landscape features.

#### **b. Building Separation**

- i. Where more than one row of townhouses are proposed on one site, an 8-metre building separation should be provided between buildings to maximize daylight and minimize shadowing and overlook.



### c. Vehicular Access, Parking, and Circulation

- i. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of townhouse and rowhouse developments. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including but not limited to the following:
  1. Consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking;
  2. Consider ways to minimize the appearance of garage doors through recessing, architectural materials or other design strategies;
  3. Use high quality and permeable paving materials for driveway;
  4. Use attractive, high quality materials incorporating windows in garage doors;
  5. See Section 5, Open Space Design for additional design guidelines related to landscaping and screening.
- ii. For townhouse developments with more than one row, parking should be located internal to the development, but still allow for quality outdoor open space for each of the residential units that is useable and provides opportunities for landscaped areas.

### 3. **Building Form and Features**

**Objective:** *To achieve buildings of high architectural quality and interest with human-scale building proportions that are oriented towards and are compatible with the established streetscape character and pattern.*

#### a. **Building Massing and Roof Forms**

- i. Modulation in massing or roof forms are encouraged to differentiate individual units within townhouse and rowhouse building complexes and to provide architectural interest.

#### b. **Building Materials and Finishes**

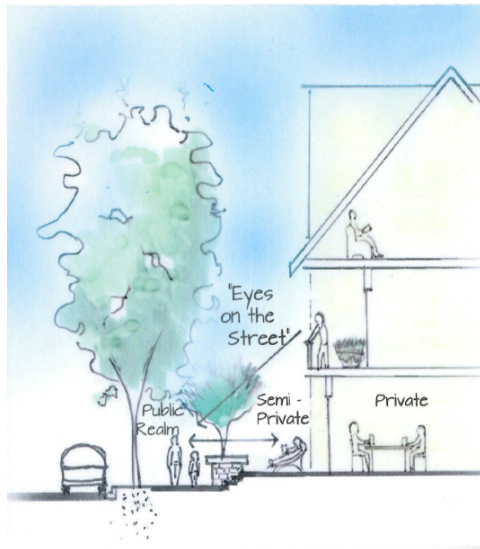
- i. Exterior building materials are encouraged to contribute to high-quality architecture by achieving the following:
  - 1. provide interest to facades by incorporating a range of architectural features and details;
  - 2. articulate different building features;
  - 3. use substantive, natural materials that are durable and weather gracefully over time;
  - 4. help mitigate the impact of blank walls, where necessary; and
  - 5. visually reduce the perception of building massing, where necessary.
- ii. Consider exterior building materials, finishes and colours that are compatible with other developments along the streetscape so new development integrates with existing architectural character.

### 4. **Building Entrances and Windows**

**Objective:** *To enhance livability by locating windows and entrances to encourage sociability and eyes on the street while minimizing privacy impacts on neighbouring homes.*

- a. Townhouse and rowhouse developments should maintain a street-fronting “front-to-back” orientation to the street.
- b. All residential units in townhouse and rowhouse building complexes facing streets should have entries oriented towards, and be clearly accessible and visible, from the street.
- c. For townhouse complexes that have interior-facing units, ensure unit entries are legible and emphasized through design features.

- d. Consider design strategies to delineate private front yard spaces from the public realm, while maintaining visibility of unit entrances. Design strategies may include but are not limited to:



- i. elevating the front entryway or patio slightly above the fronting sidewalk level; or
- ii. where a change in grade is not desired to provide accessibility, delineate the space through other means such as landscaping features, low fencing or planters.

- e. Window placement along shared property lines should consider locations of windows of adjacent properties and be off-set where possible to mitigate privacy impacts.

## 5. Open Space Design

**Objective:** *To enhance the quality of open space, provide privacy where needed, delineate unit entrances and pedestrian circulation, and reduce storm water runoff.*

- a. Areas within setbacks should consist primarily of landscaped space, but may include paved pedestrian paths.
- b. Landscaped screening along circulation areas which abut lot lines are encouraged, while maintaining site lines and enabling casual surveillance.
- c. Driveways and surface parking areas should include permeable paving to help manage on-site run-off and to mitigate the visual impact of hard-surfaced areas.
- d. Where possible, surface parking areas should be screened with landscaping.
- e. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spill-over for adjacent residential units are encouraged.



## Gonzales Neighbourhood Plan

### Engagement Summary of Feedback on Draft Plan

The draft Gonzales neighbourhood plan was released to the community for feedback in spring 2017. Every household was mailed a brochure with the plan highlights and links to the full plan as well as an online survey. Four events were held, two open houses and two drop-in events. Six 'Pizza and a Planner' events were also held, in which community members invited their neighbours into their homes and the City provided a planner and pizza.

- 130 people attended two open houses
- 40 people attended two drop-in events
- 80 people attended six Pizza and a Planner events
- 112 people completed the online survey

The following is a summary of what we heard from the community.



#### Overall Support

Overall support for the draft plan is strong. 82% of survey respondents were very or somewhat supportive and 81% of sticky dots at the open houses rated the draft plan as very or somewhat appropriate.

*"It's a good balance between maintaining the current neighbourhood feel and increasing affordable housing so that young families can join us oldies."*

*"You are involving the community. There are good ideas here, and I have watched folks walk into your community events angry, and then leave with pride/hope."*

Concerns about the plan included: height and densities of new developments, increased traffic and parking demand, and losing the character and greenery to modern looking redevelopment. Many provided additional feedback and suggestions for consideration in a next draft.

#### New Housing: Add housing that fits the neighbourhood's character

Levels of support (i.e. ratings of "very appropriate / strongly support" or "somewhat appropriate / support") for the housing related initiatives ranged from 61-84%. The highest support was for discouraging the clearing of land and trees by encouraging more intensive forms of housing with flexible site planning. The lowest level of support was for allowing townhouses on busier roads. 61% were somewhat or strongly supportive, with 30% somewhat or strongly opposed.

Some explained their strong support for these initiatives in terms of their potential to help address current housing needs and affordability while respecting the existing neighbourhood character. Others expressed concerns relating to increased parking demand and scarcity, losing green space to parking spaces, and new builds not fitting into character and architecture style even if and when design standards exist.

#### Transportation: Make it easier to leave the car behind

Levels of support for initiatives to improve cycling, walking, safety and transit in the neighbourhood ranged from 82-89%. Concerns that were raised included lack of parking, traffic issues from buses and a host of safety concerns. Many emphasized that Brighton St. should remain or return to a rustic greenway feel with no conventional sidewalks/curbs.



### **Create community “living rooms”**

Levels of support for the social gathering place related initiatives ranged from 78-83%. Some comments expressed strong support and suggestions for adding new features and indoor programming, while others outlined concerns relating to impacts on the greenery, noise generation, additional parking demand, need for more artist's studio space, and disruption to existing park uses.

### **Village areas: Protect existing neighbourhood commercial corners**

Levels of support for the neighbourhood commercial related initiatives ranged from 65-76%. Comments consistently indicated four storeys is too high but three storeys could be appropriate. Many expressed concerns regarding implications of wider sidewalks for parking and traffic, including school pick-up/drop off. Some indicated that they were more supportive of improving commercial at Irving road than Lillian St / Wildwood Ave. Some stressed that architecture of new commercial development must be respect scale of adjacent residential houses and character of the area, provide bicycle parking, and address car parking demand.

### **Enhance Gonzales Beach**

Levels of support for the Gonzales Beach initiatives ranged from 71-83%, with the highest support for protection of natural areas and wildlife. While support was high for new features and enhanced facilities, some comments received indicated that infrastructure improvements are not needed since the beach is the focal point. Some comments illustrated a desire to revisit dog access. There were also comments about safe access to the beach.

### **Protect neighbourhood ecosystems**

Levels of support for the protection of the ecosystem initiatives ranged from 80-91%. There were concerns raised about the cost and practicality of permeable paving, maintenance of boulevards, and hedges on sidewalks. Some people felt the City should provide tax incentives and education programs.

### **Celebrate neighbourhood heritage**

Levels of support for the housing and streetscape protection related initiatives ranged from 77-82%. Many comments expressed support for heritage conservation, including establishing heritage conservation areas. Some felt that these areas should be expanded to other parts of the neighbourhood such as near Beechwood and Ross. Other comments expressed concerns for property rights and felt homeowners should choose to designate their own properties. New housing on designated heritage properties should still respect and retain trees, garden space, architectural style, and adequate on-site parking.

### **Summary of Property Owner Feedback on Proposed Gonzales Heritage Conservation Areas**

Three new Heritage Conservation Areas are proposed in the draft plan: Redfern Street (11 units on 11 properties), Upper Foul Bay Road (25 units on 21 properties) and Lower Foul Bay Road (11 units on 5 properties). Property owners from these proposed areas were invited to a meeting to find out more about Heritage Conservation Areas, 17 homeowners attended and 9 emails of feedback were received.

### **Common themes from all areas**

- Heritage conservation is important, as is increasing housing capacity
- Like preservation of architecture, trees, character, limiting further development of modern / out-of-character houses
- Concerns about restricting rights of property owners and being subject to discretion of the City's Heritage planner
- Implications for individual property values
- Concern about having to apply for permits for non-heritage structures
- Concerns that it won't be possible to upgrade homes in an environmentally-friendly way
- Concerns that the boundaries don't protect the whole street

**Rob Gordon**

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**From:** personal information  
**Sent:** Wednesday, Jun 7, 2017 9:28 AM  
**To:** Kristina Bouris  
**Cc:** personal information  
**Subject:** Recent meeting at Beechwood 168

Good Morning Kristina,

I thought I would send a note as a follow up to the recent meeting. The survey did not allow for subject matter expansion. Your briefing has encouraged us to take this extra step.

I did talk to personal information about the issue of vintage buildings, a point raised by he and personal information may have been in touch with you already on this subject.

All of us feel concerned about the appearance of "boxes" as a new style in an area of more traditional architecture. We realize this is out of your control. (Single family dwellings) However you mentioned Brighton Street with six vintage houses being protected as a Heritage Conservation Area. It might be useful to know that personal information are all over 100 years old. Across the street personal information is the old farmhouse with two Arts and Crafts houses between them and the street . (Ross). Directly behind us at personal information 103 year old house, the personal information towards Hollywood Cr. is over 100 years. In my view we are an immediate cluster of 7 with others very nearby. It would be ironic to overlook this cluster as we hear the tour buses commenting on the age and style of our houses.

I did mention Roundabouts as a solution on Ross which doesn't involve speed bumps.

Further, it side steps the "rolling stop" syndrome so common these days which are a threat to bicycles and pedestrians alike and are a general safety issue. The very nature of Roundabouts keeps traffic moving and removes the issue of the T bone collisions as the angles become oblique.

They are very effective at multiple road intersections such as Ross, Crescent, Robertson, Hollywood Cres and Road spur to beach. They are also traffic calming.

Bottom of King George is another- my sketch mentions these, handed to you that evening.

Roundabouts are being used in some municipalities such as View Royal, Esquimalt but not in our area. They can be huge as in busy areas in the UK as well tiny ones for small villages. The very small ones involve merely a painted dot or a tiny centre obstruction, with or without flowers.

On the subject of tree canopy protection, we continually see the heart torn out of large trees that line our street in order to accommodate power lines. There is also the matter of visual pollution created by the vast network of wires and the top of some poles as well as coils of spare wire hung from poles and wires. Hydro has been approached on many occasions in the past and the response is it is too expensive to bury cables. However, other services such as gas is always buried. Many hoses now run on natural gas - in fact - many houses in this area ran on coal gas at one time.

In view of the fact that new neighbourhoods automatically received buried electrical services (contractors), the value of this procedure is clearly recognised. In view of the forecast for increasing instability in the weather due to global warming, taking this step will mitigate the inevitable damage and associated costs. From an Emergency Planning point of view, our high density population areas are vulnerable should wires come down in

an earthquake greatly inhibiting access in and out. The Planning Authorities are best suited to approach Hydro about these concerns.

From our location, Fairfield Road is the direct cycling route to the Plaza, to downtown and to the Moss Street and Cook Street villages and beyond. A bicycle route on this main artery is really important due to traffic density.

Hope this will be of use to you. Thank you again for your excellent presentation. It is good to know that considerable thought is being given to our area.

Regards      **personal information**

**Rob Gordon**

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**From:** Rebecca Penz  
**Sent:** Wednesday, Jun 28, 2017 1:02 PM  
**To:** **personal information**  
**Subject:** FW: Gonzales Beach

-----Original Message-----

From: Engagement  
Sent: Tuesday, June 13, 2017 3:07 PM  
To: Rebecca Penz <rpenz@victoria.ca>  
Subject: FW: Gonzales Beach

-----Original Message-----

From: **personal information**  
Sent: Tuesday, Jun 13, 2017 2:42 PM  
To: Engagement  
Subject: Gonzales Beach

Hello,

Recently I attended a meeting about the Gonzales Neighbourhood Plan. I heard a number of ideas for Gonzales Beach including a play area. Although perhaps a viable suggestion, I believe the Beach is the play area and a playground established there is a low priority or even unnecessary.

What is really needed at Gonzales Beach is signage that is posted in several places along retaining walls that says 'Please Use Washrooms Provided', and 'Please do not urinate on the Beach'.

Thanks for the opportunity to put my two cents in.  
M

Sent from my iPad

**Rob Gordon**

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**From:** Rebecca Penz  
**Sent:** Wednesday, Jun 28, 2017 1:06 PM  
**To:** personal information  
**Subject:** FW: Gonzales Draft Plan

**From:** personal information  
**Sent:** Thursday, June 1, 2017 5:05 PM  
**To:** Rebecca Penz <rpenz@victoria.ca>  
**Subject:** Gonzales Draft Plan

Hi Rebecca,

That was a nice and well attended event at the coffee house in the rain and I had a long conversation personal information about the plan. I hope you got lots of useful feedback. My view is that the in general the plan looks very good and I filled out a positive survey to that effect.

But I do have a few comments. Please share them with Kristina - I don't have her email address.

p17 there is a comment that Gonzales has the highest % of families with children in Victoria with 15%, but on p20 a graphic shows that Victoria has 19% families with children at home. This seems to be a contradiction  
p19 there is a photo of Fairfield Plaza with a caption saying it is partly in Gonzales. Better to have a photo of the gas station which is in Gonzales  
p21 Policy context (and indeed elsewhere in the plan) there is no mention that Gonzales shares two of its borders with Oak Bay. This is especially important along Oak Bay Ave but also the east border that cuts through properties is worth a mention. Has there been any coordination with Oak Bay planners to ensure that there is some measure of compatability between this plan and theirs?  
p25 s3.3.4 ends with an incomplete sentence  
p27 or 28 One of the maps should show arterials and collectors, and some discussion of the relationship between bike routes and bus routes would be helpful  
p38 no page number. (could the discussion of climate change also include some reference to active transportation, electric cars etc- there are several other initiatives in this plan that contribute)  
p42 a reference to the fact that housing next to Oak Bay Ave (which includes several apartment buildings - the only ones in Gonzales) will be dealt with separately. The map on p43 shows this but a bit in the text would be helpful. Also the colour for Oak Bay is the one for **small** urban villages.  
p43 I want to restate my view that urban villages should be shown more vaguely - as rough areas rather than specific properties. The OCP calls for densification associated with urban villages but in most neighbourhoods in Victoria it will be impossible to achieve in the constraints of existing property boundaries.

Incidentally, the densification policies proposed for Gonzales seem very sensible. I mentioned that I have seen the term "gentle densification" used for this sort of strategy using townhouses and duplexes and so on - might be a term worth introducing in this plan.

p65 The map has some green roads - presumably greenways - not identified in the key.

personal information mentioned that a lot of people in Gonzales are upset about old, small single family houses being lished to make way for large new single family houses with more coverage. These are permitted under



current zoning but seem to fly in the face of the sort of densification proposals the plan makes. This is, I think, a city wide issue. Is there some way it could be addressed or raised with councillors?

That's it for now. Hope these are helpful. Overall I think this plan looks good and the key moves are very appropriate for the area.

personal information

**Rob Gordon**

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**From:** Rebecca Penz  
**Sent:** Wednesday, Jun 28, 2017 1:02 PM  
**To:** **personal information**  
**Subject:** FW: Gonzales/Fairfield Plan

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**From:** Engagement  
**Sent:** Monday, June 12, 2017 10:23 AM  
**To:** Rebecca Penz <rpenz@victoria.ca>  
**Subject:** FW: Gonzales/Fairfield Plan

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**From:** **personal information**  
**Sent:** Saturday, Jun 10, 2017 10:59 AM  
**To:** Engagement  
**Subject:** Gonzales/Fairfield Plan

Hi,

I really appreciate that there have been numerous meetings, updates and consultations with the residents in Fairfield/Gonzales. The planning department is to be applauded for the extraordinary effort and time it has taken to organize these meetings and to gather input from the residents.

While I am in agreement with most of the residential building proposed for our area I am disheartened to see that there aren't more streets that aren't being looked to as worthy of saving under "heritage". There are so many streets with old stock housing that need preserving, for all the reasons stated in the heritage plan and also to preserve the tree stocks and landscapes that invariably get removed for new development.

In my mind all of Fairfield/Gonzales is worth preserving as heritage instead of cherry picking certain streets and so few! It begins to look like clearcutting, leaving a few old growth trees.

Sincerely,

**personal information**  
Lillian Road

**Rob Gordon**

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**From:** Community Planning email inquiries  
**Sent:** Thursday, Jun 8, 2017 4:57 PM  
**To:** Kristina Bouris  
**Subject:** FW: Gonzales Neighbourhood Plan

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**From:** **personal information**  
**Sent:** Tuesday, Jun 6, 2017 3:30 PM  
**To:** Community Planning email inquiries <CommunityPlanning@victoria.ca>  
**Subject:** Gonzales Neighbourhood Plan

Hello Planning,

This email contains comments and suggestions I/we made with regard to the Gonzales Neighbourhood Plan. I look forward to having our concerns and suggestions addressed.

Thank you,

**personal information**

Wildwood Ave.

Hello Gonzales Community Association,

Thanks for the email as I was able to contribute to the survey. I must confess that the first chance I had for input into this plan was at a recent Open House. At this Open House, I/we/my neighbours' discovered that the Fairfield Pet Hospital could be developed into a 3 or 4 story building. To say that this floored me/us is an understatement **personal information** on Wildwood Ave.! Suddenly, at that point, my concept of community dissolved with imaginings of what could happen. We have created an organic urban landscape with movement toward an urban farm on our residential lot. Our work is possibly under threat because of the potential to be crowded out. Just look at the size of the almost completed house on Beechwood **personal information** - the footprint is within a meter of the allowable and the size of the within 40' of its maximum size! If a 3 or 4 story building was constructed, our lot would be walled on that side (light) and traffic and parking would become even more problematic and, if I can say, our property value would be adversely affected, no doubt!

I am supportive of development but not at the expense of neighbourhood or community, which seems to be happening for us and our neighbours - think of the people in the duplex on Lillian again directly east of the Pet Hospital!

Therefore, I have some comments that I would like you to pass along to the planners as I do not have their contact information and am away at an **personal information**. To begin, I would like clarification on where the rezoning policies apply. Upon first review it sounds like the proposed heights and densities (up to 3-4 storeys) are for sites along Farfield Rd. and not Wildwood. If this is the case, which

rezoning policies then apply to the commercial sites along Wildwood (e.g. our property adjacent to the pet hospital). Does the city have a land use map of the proposed zoning changes.

Additional comments and suggestions are as follows:

For policy 6.2.3. I ask to have Wildwood included in the policy text.

"If redevelopment occurs, create a gradual transition in building heights and massing to complement residential properties on Beechwood and Wildwood Avenues"

For policy 6.2.5. I wonder how this may affect neighbouring single-family residential sites (such as our own).

Policy 6.2.3 requires a gradual transition in building heights and massing, however building close to the property line could have a negative affect on neighbouring sites so there needs to be a clear distinction between sites along Fairfield and and the north side of Lilian then sites along Wildwood and Beachwood Aves.

For 6.2.6. before considering lower parking requirements there needs to be a traffic management study conducted in this area (mall employees and apartment dwellers parking on Wildwood, how residential only parking on streets around Wildwood affect parking, especially at the north end of Wildwood, customer parking from local businesses create additional congestion on the north end of Wildwood creates , parking congestion on Wildwood during peak sport seasons e.g. baseball) to showcase that there are already parking issues in this area.

That's it for now,

Respectfully,

personal information

Wildwood Ave.

On Jun 2, 2017, at 6:19 PM, Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)> wrote:

<image001.jpg>

Dear Gonzales Neighbours,

The final public event to talk about your neighbourhood plan is happening tomorrow!

**When:** Saturday, June 3, 11 – 1:30

**Where:** Dining Hall, Glenlyon Norfolk School, [801 Bank Street](#)

Don't forget to fill out the [online survey](#) to tell us what you think about your draft neighbourhood plan. The survey link closes [on Thursday June 8](#).

For more information, visit [victoria.ca/gonzales](http://victoria.ca/gonzales)

You are also invited to join us at the Public Pin-Up for the **Fairfield Design Workshop** [on Tuesday, June 13, 5 – 7 p.m.](#) at the Parkside Hotel. Find out more [here](#).

*If you would like to unsubscribe or only receive updates about the Fairfield Neighbourhood Plan, please reply to this email.*



## Rob Gordon

---

**From:** Rebecca Penz  
**Sent:** Friday, May 26, 2017 10:45 AM  
**To:** Kristina Bouris  
**Subject:** FW: Upper Foul Bay Heritage Conservation Area

Just want to confirm that you received this email. We've had a bit of a gap with Molly's departure.

Thanks,  
RP

-----Original Message-----

From: Engagement  
Sent: Friday, May 26, 2017 8:08 AM  
To: Rebecca Penz <rpenz@victoria.ca>  
Subject: FW: Upper Foul Bay Heritage Conservation Area

-----Original Message-----

From: **personal information**  
Sent: Thursday, May 25, 2017 9:23 PM  
To: Engagement <engage@victoria.ca>  
Subject: Upper Foul Bay Heritage Conservation Area

I am a resident of Foul Bay Road, with a home adjacent to one end of the proposed Upper Foul Bay Heritage Conservation area.

Thankfully, my property is not included in this proposal - likely because it is too new and not deemed Heritage-worthy. Nonetheless, I am as concerned as all the neighbours with whom I've spoken (who do live in the proposed Conservation area) and have serious misgivings.

While I appreciate the reasons for this proposal, I am against it for many reasons:

- 1) Other than the currently designated Heritage Properties, none of the homes in this area are actually Heritage Houses.
- 2) The current owners did not buy a Heritage House and any form of Heritage designation will likely cause them significant financial harm due to diminished resale values.
- 3) The additional rules, restrictions and requirements are not adequately specified, nor the process for who and how the new rules are decided. This designation essentially gives the City or the Neighbourhood Association a blank cheque to develop rules after-the-fact at the current owners' expense, likely based on some non-resident individual's or group's personal (arbitrary) sense of aesthetics.
- 4) This street is not a museum. It has changed many times over the past century and must continue to keep up with the times. Large garden lots are no longer necessary nor desired by many residents, due to the effort and cost of maintaining them. Modern house styles add to the diversity and aesthetics of the neighbourhood and should not be deemed unsuitable. Ironically, the ranchers and bungalows on this street were once looked upon as "modern abominations"...yet are now considered "traditional".

5) If the goal is to protect the street-side foliage and canopy, a specific bylaw or zoning rule should be drawn to that effect. It is not necessary to encumber the entire property (front, back and the house itself) to achieve this.

6) Zoning already exists for Gonzales stipulating development and lot sizes, density, large tree protection, etc. We do not need additional rules limiting our use, renovation or redevelopment of our private properties.

As a member of the Gonzales community, I hope that the Neighbourhood Association and Community Planning Department take into consideration these points, and desist from moving forward with this proposed Conservation area.

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Tuesday, Jun 20, 2017 8:46 AM  
**To:** Kristina Bouris  
**Subject:** Gonzales Plan

Dear Kristina,

Thanks for taking the time yesterday to talk about the Gonzales plan and the proposed zoning implementation.

I live in an R-2 zoned, now non-conforming duplex due to density. My house met the zoning of the time. I think that the new zone is a mistake with respect to the proposed density limits. At the end of the day, you've allowed a certain building volume on the lot through the creation of setbacks and height limits. And the City has design controls in place through the Development Permit process. Additional limits through FSR and floor area maximums are redundant and don't allow for flexibility and creativity to respond to a variety of lot sizes that already exist in Gonzales.

I'm completely in support of secondary suites in duplexes and think that the density limits are inconsistent with the housing goals. I'd like to see the FSR and maximum floor area requirements removed. You've allowed me a duplex, and limit the size already through setbacks. However, if you want me to contribute to housing in the region by having a suite, I need more floor area to do so.

Many thanks,

personal information

Fairfield Road

**Rob Gordon**

---

**From:** personal information  
**Sent:** Wednesday, Jun 14, 2017 11:25 AM  
**To:** Kristina Bouris  
**Subject:** please confirm receipt Fwd: comments on Gonzales Plan as discussed

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Kristina,

I understand it is a really busy time for you.

However, could you please confirm that you have received my email, and that it will go into the process of revising the draft Gonzales Neighbourhood Plan.

Thanks,  
 personal information

----- Forwarded Message -----

**Subject:** comments on Gonzales Plan as discussed

**Date:** Mon, 5 Jun 2017 15:31:24 -0700

**From:** personal information

**To:** [kbouris@victoria.ca](mailto:kbouris@victoria.ca)

Dear Kristina,

Thanks for the chat at Fairfield Branch last week. I have finally written down my comments for you, as requested. I am writing to expand on my responses to the survey.

My specific concerns are around the wording related to panhandle lots and subdivision of large lots in the Heritage Designation area Queens Anne Heights/Upper Foul Bay.

The current wording puts undo restrictions on the city and the property owner, related to meeting other aspects of the plan - such as housing for families and maintaining the ecosystem. By restricting creative options, the city could be inadvertently causing other uses of the land which could be much less desirable to the existing owners and the community. As an example, installation of a tennis court or a swimming pool in the back of a property would not add density and would also further disturb the landscape.

In the case of existing strata lots, the suggestion to add rental units significantly complicates things for a strata, since it adds an income component to the strata, as well as tenant management issues. It would be much better to have the same kind of structure on a separate small lot.

Similarly, adding a new strata unit complicates the strata, especially if the new unit is standalone and the others are apartments in an older building, not to mention if the number of units goes from 4 to 5,

which adds significant extra administration.

The option to create a small lot, with room for a comfortable family home of 3-4 bedrooms is one worth considering. A proposal along this lines could also include such features as bio-swales, planting of native species, and generally enhancing the urban forest while not affecting the streetscape.

A strata's value is based on many things, including the property and options related to it. In our case, as an example, it was made clear to me when I purchased my unit that there is an option to develop part of the extensive gardens. The current wording therefore has an impact on the value of my home.

We looked at the 2014 Oak Bay plan, since Oak Bay is immediately adjacent to the Queen Anne heights /Upper Foul Bay area. They discuss similar objectives of preserving character and providing higher density. And, the plan specifically talks about Infill Residential Development Permit Areas in which small lots would be permitted. The area immediately adjacent is part of Oak Bay that they are considering for an Infill Residential Development Permit Area.

In conclusion, I recommend that the words related to banning panhandle subdivision be removed, and also the wording banning subdivision in a Heritage Conservation area, and replace with wording indicating that all creative options will be open for consideration.

Thank you for taking my concerns into consideration when finalizing the plan.

personal information

Fairfield Road  
Victoria, BC



**Rob Gordon**

---

**From:** personal information  
**Sent:** Saturday, Jun 10, 2017 1:14 PM  
**To:** Kristina Bouris  
**Subject:** Queen Anne Heights

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

On further thinking I am just not sure that Queen Anne Heights should have townhouses. It is not just the land but the access up the Panhandles with many cars per day going up and down. There is very little parking on Foul Bay road for visitors so that might mean larger Parking areas which would remove more trees. I realize that with townhouses there MIGHT be less loss of trees but that would be Site specific as there will still be trees lost to the building footprint.

What was your take on the meeting at personal information

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Wednesday, Jun 14, 2017 6:52 PM  
**To:** Kristina Bouris  
**Subject:** Re: Gonzales Heritage Area plan

Hi Kristina  
Happy to help.  
Talk soon.  
personal information

Sent from my iPhone

On Jun 14, 2017, at 5:52 PM, Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)> wrote:

Dear personal information  
Thanks very much for your email and sharing your thoughts. I appreciate your comments. I will include your comments as part of the formal feedback from property owners in the proposed Upper Foul Bay HCA. We will be reviewing this feedback in detail beginning next week and will be presenting the feedback and a final recommendation on the HCAs to Council later this summer. I will provide an update to you by email as dates approach.

Thank you,  
Kristina

Kristina Bouris MCIP RPP  
Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)

<image001.gif> <image002.png><image003.gif> <image004.gif> <image005.gif>

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<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan  
<http://www.victoria.ca/vicwest>

---

**From:** personal information  
**Sent:** Saturday, June 10, 2017 6:40 PM

**To:** Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>

**Subject:** Re: Gonzales Heritage Area plan

Hello Kristina:

I reviewed the Gonzales Neighbourhood Plan and here are my comments:

Victoria has a rapidly expanding population and every possible way to accommodate this growth should be reviewed in concert with the preservation of this important character area.

As the owner of the **personal information** Foul Bay Road I support in principle the proposed neighbourhood plan for the Upper Foul Bay Area.

This Victoria neighbourhood is still largely in tact and should be preserved as an important historical character area.

Design guidelines should be made to define and maintain the current character of the area while allowing for options for additional growth.

Specific alternate housing possibilities should be reviewed carefully and defined to allow this area to remain a vital part of the city fabric.

Maximum allowable densities, heights and architectural aesthetics must be defined in a clear prescriptive set of guidelines that help to define the future of this area.

Hope these comments are of some use!

Regards,

**personal information**

---

**From:** "Kristina Bouris" <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>

**To:** "**personal information**"

**Sent:** Wednesday, June 7, 2017 10:58:29 AM

**Subject:** RE: Gonzales Heritage Area plan

Hi **personal information**

Good to talk to you regarding your property and HCAs. Here is the link to the Gonzales Neighbourhood Plan website: [victoria.ca/gonzales](http://victoria.ca/gonzales)

There is also a link there to the [online survey](#) to share your feedback on the draft neighbourhood plan. The survey link closes on Thursday June 8.

Thank you,

Kristina

Kristina Bouris MSc MCIP RPP

Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)

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Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

---

**From:** personal information  
**Sent:** Wednesday, May 31, 2017 3:57 PM  
**To:** Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>  
**Subject:** Re: Gonzales Heritage Area plan

Hi Kristina

You can phone me at personal information any time that suits.

If you don't get me just leave a message and I'll call back.

Regards,

personal information

---

**From:** "Kristina Bouris" <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>  
**To:** personal information  
**Sent:** Wednesday, May 24, 2017 2:59:04 PM  
**Subject:** RE: Gonzales Heritage Area plan

personal information  
Dear

Thank you for your email and letting me know that you won't be able to make tonight's meeting. I would be happy to follow up with you by phone early next week to discuss the proposed HCAs and what this could mean for your property. We can also talk about the feedback from tonight's meeting. Please suggest a few times that you are available. We're hoping to get feedback from property owners in these areas by June 7.

Thank you,

Kristina

Kristina Bouris MCIP RPP

Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)

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Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

---

**From:** Community Planning email inquiries  
**Sent:** Wednesday, May 24, 2017 2:50 PM  
**To:** Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>  
**Subject:** FW: Gonzales Heritage Area plan

---

**From:** personal information  
**Sent:** Tuesday, May 23, 2017 4:58 PM  
**To:** Community Planning email inquiries <[CommunityPlanning@victoria.ca](mailto:CommunityPlanning@victoria.ca)>  
**Subject:** Fwd: Gonzales Heritage Area plan

---

**From:** personal information  
**To:** "kristinabouris" <[kristinabouris@victoria.ca](mailto:kristinabouris@victoria.ca)>  
**Sent:** Tuesday, May 23, 2017 4:52:01 PM  
**Subject:** Gonzales Heritage Area plan

Hello Kristina:

personal  
information

Foul Bay Road

Thank you for your letter of May 3rd outlining the proposed Heritage Area in Gonzales.

As the owner of the above noted property, I look forward to hearing more about the community plan and working with you to help establish this area as a vibrant part of Victoria.

As I live in Vancouver and have just returned from overseas, I am unable to attend the meeting on May 24th

but look forward to meeting with you at some point to discuss ideas for Foul Bay Road.

Regards,

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Tuesday, May 30, 2017 10:44 PM  
**To:** Kristina Bouris  
**Subject:** Re: Heritage Conservation Area in Gonzales  
**Attachments:** 1966 Fairfield - HCA.pdf

Sorry I miss-spelled your name in the letter!!! Here is a corrected copy...

On Tue, May 30, 2017 at 10:36 PM, personal information > wrote:  
Dear Ms Bouris.

Please see the attached letter personal information Fairfield Road and the proposed Upper Foul Bay Road HCA.

Thanks!

--

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Wednesday, May 24, 2017 2:14 PM  
**To:** Kristina Bouris  
**Subject:** Re: May 24 meeting re heritage conservation areas in Gonzales

Dear Kristina,

We have friends who will attend tonight, but if I still have questions after talking with them, I would welcome the chance to touch base with a staff member. I would also appreciate receiving the minutes when they are available.

Thanks for your help; we are relatively recent arrivals to Victoria, and I have been impressed with how positive city staff are!

Regards,

personal information

Kristina Bouris wrote:

> Dear Mr. personal information  
> Thank you for your email regarding Heritage Conservation Area for the Upper Foul Bay Area. I'm sorry that you will not be able to attend tonight, but thank you for sharing your questions.  
>  
> Would you be interested in speaking by phone with one of our heritage planners to talk a bit more about what this would mean specifically for your property, and ask any questions that you might have? Please let me know, and I can put you in touch with one of our staff and they would happy to go over what we will be talking about tonight.  
>  
> I will email you a summary of the notes from tonight's meeting when they are available (likely in two or so weeks), as well as a description of the next steps.  
>  
> Thank you,  
>  
> Kristina Bouris  
>  
>  
> Kristina Bouris MCIP RPP  
> Senior Planner  
> Sustainable Planning and Community Development City of Victoria  
> 1 Centennial Square, Victoria BC V8W 1P6  
>  
> T 250.361.0532 F 250.361.0557 E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)  
>  
>  
> -----Original Message-----  
> From: personal information  
> Sent: Wednesday, May 24, 2017 10:01 AM

> To: Kristina Bouris <KBouris@victoria.ca>  
> Subject: May 24 meeting re heritage conservation areas in Gonzales  
>

> Hi Kristina, personal information  
> My wife and personal information Foul Bay Rd., in the proposed Upper Foul Bay Road Heritage Conservation Area. While we do not live in a heritage house, we are concerned about any potential impact it would have for us. Does it mean that, for example, we could not change the exterior of our house, which is only 20 years old? Unfortunately, we cannot make the meeting tonight at Glenlyon Norfolk School. If you could keep us informed of the process going forward, we would appreciate it.

> Sincerely,  
> personal information  
>  
>  
>  
>  
>  
>  
>  
>  
>  
>



## Rob Gordon

---

**From:** personal information  
**Sent:** Monday, May 15, 2017 10:38 AM  
**To:** Kristina Bouris  
**Subject:** RE: Proposed Heritage Conservation Area in Gonzales  
**Attachments:** image009.gif; image008.gif; image007.gif; image006.gif; image001.gif

Thanks very much for your reply. We look forward to hearing what was raised at the Norfolk House meeting and to receiving information regarding issues raised at that meeting. Two points which are of paramount interest to us are: 1. The effect on future plans and value for our property and 2. What are the tax implications for our property?. Also, if we decided to alter the exterior (front, back or sides) of our house, what would be the process?

Thanks for your good wishes,

personal information

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**From:** Kristina Bouris [mailto:KBouris@victoria.ca]  
**Sent:** Monday, May 15, 2017 8:59 AM  
**To:** personal information  
**Subject:** RE: Proposed Heritage Conservation Area in Gonzales

Dear personal information

Thank you for your email and sharing your thoughts about the proposed Heritage Conservation Area. I'm sorry that you will not be able to attend the meeting on May 24 and will send you the minutes and a copy of the presentation from the meeting. They should be ready two weeks or so after the meeting.

If you have any questions between now and then, or would like more information about Heritage Conservation Areas, one of our heritage planners would be happy to speak with you over the phone. Please let me know if we can be of further help.

Thank you,  
Kristina Bouris

Kristina Bouris MCIP RPP  
Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)



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<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

---

**From:** personal information  
**Sent:** Saturday, May 13, 2017 11:26 AM  
**To:** Kristina Bouris <KBouris@victoria.ca>  
**Subject:** Proposed Heritage Conservation Area in Gonzales

Dear Kristina Bouris,

Thank you for your letter of May 3, 2017 regarding the above subject.

We will be unable to attend the May 24 meeting because of impending surgery but would appreciate any information resulting from the meeting, such as a copy of the minutes, etc. We built our personal information Foul Bay Road personal information and chose the site for the very reasons your plan is proposed. We are, therefore, very interested in preserving the ambience of the neighbourhood. We look forward to hearing from you.

Sincerely,

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Monday, May 15, 2017 2:18 PM  
**To:** Engagement  
**Cc:** Kristina Bouris  
**Subject:** RSVP heritage conservation meeting May24

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Kristina Bouris,

Re the letter dated May 3, about our house being proposed to be "heritage conservation area"); myself and my wife will attend the meeting at Glenlyon Norfolk school as we wish to register our strong opposition to such a ridiculous proposal.

Nobody from the community has previously approached us to get our views regarding developing a "Gonzales Neighborhood Plan" so we have had no opportunity for input to this. As the property owners since 2003, we are totally opposed to such impingement of our rights as owners and tax payers by the imposition of this unjustified proposal.

Our house is not "historic". It was a modest house which was built in the 1940s and renovated and repainted several times over the past 70yrs. The native trees on our property are already protected and we maintain a garden of a type of our own choosing in a style that fit our likes and the neighborhood.

This type of unnecessary designation by others that likely do not even live in the affected areas is not an enhancement. It is an impediment and will lower our property values by making it less desirable for potential buyers in the future, by making extra permits necessary.

We look forward to having an opportunity to state our opposing views as property owners at the May 24. meeting.

Thank you.

personal information

Foul Bay Rd.

Cell:

Sent from my iPhone 6+

**Rob Gordon**

---

**From:** personal information  
**Sent:** Wednesday, Jun 7, 2017 8:45 PM  
**To:** Kristina Bouris  
**Subject:** Concern over the Upper Foul Bay Heritage Conservation area

Hi Kristina

I would like to add my voice to the concerns already raised by my husband personal information about including our personal information Fairfield Road in the newly proposed Heritage Conservation zone in Fairfield. As my husband indicated earlier, the home was built in 1979 and is therefore not of a vintage that should qualify it for a heritage status. There are many beautiful older homes in Victoria that make much more sense to preserve. Our home, although a very enjoyable place to live and in a great community, is not one that holds any historical value for the city. What makes this home special for us is its proximity to our daughter's school Margaret Jenkins, to the beach and to the grocery store. I am strongly opposed to designating personal inform Fairfield Road with any heritage status. It is misleading and untrue and we don't want to be penalized for having our house arbitrarily included as part of a Heritage area when it is undeserving of this inclusion.

Thanks for taking the time to read my email and consider my perspective.

Kind regards,

personal information

Get [Outlook for iOS](#)

**Rob Gordon**

---

**From:** personal information  
**Sent:** Wednesday, Jun 7, 2017 4:19 PM  
**To:** Kristina Bouris; personal information  
**Subject:** Re: Heritage Conservation Area in Gonzales  
**Attachments:** image002.png; image001.gif; image004.gif; image003.gif; image005.gif

Hello Miss Bouris.

I just wanted to follow up on my letter dated May 30 and on our phone call from earlier today with my concerns about the proposed Upper Foul Bay Heritage Conservation area. While I support heritage initiatives in general, I have the following three specific concerns with this project:

- 1 - Inclusion and exclusion criteria are not clearly laid out. Aside from our location in a nice neighbourhood on a nice lot it is difficult to understand how our home, built in 1979, could be considered a heritage property.
- 2 - The project lacks an opt in component. Designation within a Heritage Conservation Area comes with many of the liabilities of true Heritage Designation (special permits etc) without any of the potential benefits (renovation subsidies etc). This seems like a very strong incursion on property rights. As mentioned, our house was built in 1979 and we therefore would not even qualify for Heritage Designation if we were to apply. Is the city willing to compensate property owners for imposing a mandatory drag on property values?
- 3 - The implications of being included in a Heritage Conservation area have not been fully detailed, and I fear that implementing this area without deciding exactly what it means would lead to significant delays in any future improvements we may undertake on our property.

I am therefore strongly opposed to the inclusion of our home, personal information Fairfield Road, in the proposed Heritage Conservation Area. I am prepared to reluctantly seek legal council if this project proceeds in its current form.

Thank you.

personal information

On Wed, May 31, 2017 at 8:46 AM, Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)> wrote:

Dear personal information

Thank you very much for your letter sharing your feedback and concerns regarding your personal information Fairfield Road. I will include your letter in the formal package of feedback from homeowners in the areas being proposed for Heritage Conservation Areas. The feedback and final neighbourhood plan will be presented to Council later this summer, with any formal recommendations about Heritage Conservation Areas.

As you note, some of the properties in the area do not themselves have historic merit, but are included to ensure their future design is compatible with adjacent historic properties and the overall historic character of the area.



Sincerely,

Kristina Bouris

Kristina Bouris MSc MCIP RPP

Senior Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T [250.361.0532](tel:250.361.0532) F [250.361.0557](tel:250.361.0557) E [Kbouris@victoria.ca](mailto:Kbouris@victoria.ca)



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Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

**From:** personal information  
**Sent:** Tuesday, May 30, 2017 10:44 PM  
**To:** Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>  
**Subject:** Re: Heritage Conservation Area in Gonzales

Sorry I miss-spelled your name in the letter!!! Here is a corrected copy...

On Tue, May 30, 2017 at 10:36 PM, personal information wrote:

Dear Ms Bouris.

Please see the attached letter personal information Fairfield Road and the proposed Upper Foul Bay Road HCA.

Thanks!

--

personal information

--

**Rob Gordon**

---

**From:** personal information  
**Sent:** Thursday, Jun 8, 2017 5:46 PM  
**To:** Kristina Bouris  
**Cc:** personal information  
**Subject:** Gonzales Neighbourhood Plan & Upper Foul Bay Heritage Conservation Area

Hi Kristina,

It was a pleasure to meet you at personal information week; thank you for taking the time to meet and explain the proposed Neighbourhood Plan.

personal Foul Bay Rd.) generally support the Neighbourhood Plan, but have some concern about the proposed Heritage Conservation Area designation. As was discussed at the meeting, the requirement that any exterior changes to any property in the Area would require Heritage review raises serious concern, especially for relatively new houses (e.g., 20-30 years old). Newer homes have widely varying exteriors, and a requirement for Heritage review for any changes seems both intrusive and of questionable value in terms of "preserving the heritage" of the Area. Hence, if the Heritage Conservation Area is included in the Neighbourhood Plan, we would strongly urge that newer homes be excluded from this requirement.

Thanks again for your time, and please include us in any updates to the proposed plan.

Regards,  
personal information

## Rob Gordon

---

**From:** personal information  
**Sent:** Wednesday, Jun 21, 2017 6:14 AM  
**To:** Kristina Bouris  
**Subject:** HCA

Dear Kristina,

Thank you for the opportunity to comment on the Proposed Heritage Conservation Area for Upper Foul Bay Road.

As an owner<sup>personal informat</sup> Romney Road and as a Builder who has built, renovated and restored a number of residential projects in Victoria, I am in support of this Heritage Conservation Area with regards to protecting trees, street character and rock walls.

I am not in support of this Heritage Conservation Area extending to the appearance of houses.

It is the trees, mature landscaping and winding roads that create the context and character of this neighbourhood as a whole.

I would prefer to see the notable Heritage Homes in this area conserved through tax incentives for Heritage Designated Houses. Applying a Heritage Conservation Area that controls the Form and Character of Buildings that are a collection of 20's, 40's 60's and Contemporary Architecture does not make sense other than as a vehicle to ensure high quality architectural design. I believe that the current property values and existing Gonzales Zoning in this area will be effective controls to ensure quality architectural projects will be undertaken.

Additionally, if trees and landscaping are maintained, the houses will be barely visible from street view.

The current HCA documentation is quite vague and gives the City a lot of control and influence on the design of houses in HCA's. This puts an undeserved burden of time and cost on current property owners wanting to build new houses within the Proposed HCA. In order to maintain some of these Heritage Houses lots will be subdivided creating empty lots and new buildings.

In summary, I do not feel that the area drawn for the Upper Foul Bay Road Conservation Area should include review of house design and alterations for Form and Character. This would not be appropriate for the lots that contain houses without significant Heritage Value. I am in support of maintaining the contextual landscape character of this area and encouraging Heritage Designation where appropriate.

Thank you for your consideration,

personal information

Fort St. | Victoria, BC |

personal information

**Rob Gordon**

---

**From:** personal information  
**Sent:** Thursday, May 25, 2017 6:33 PM  
**To:** Kristina Bouris  
**Subject:** Heritage Conservation Area on Lower Foul Bay Road

Dear Kristina Bouris,

I would like to request that my house be excluded from the Heritage Conservation Area. My house is one of the five on Lower Foul Bay road that has been selected. Please let me know what further steps I can take to have my home excluded.

I was unable to make it to the meeting for the proposed Heritage Conservation Area. I would have attended but I was out of the province.

I left a message on your voicemail previously and Steve Barber responded. He was helpful and provided some sources on the benefits of Heritage. He also made some specific statements about how the inclusion of my home in a Heritage Conservation Area would have a very limited impact on future renovations and development to the property. However, I noticed in his follow up email that he is a retired city employee. I don't doubt that he is well informed in this subject area but I am a bit concerned that this information was communicated to me by someone who is not a current city employee. I do not know what authority he has or the extent to which I can rely on the information he provided.

I would appreciate your assistance by providing me with further information on how I can exclude my property from the Heritage Conservation Area.

Thank you,

personal information



## Gonzales Neighborhood Plan Open House Board Feedback

May 23 and June 3 2017

### Key Question: Overall how supportive are you of the Gonzales neighbourhood plan?

Very Appropriate

- 11 Votes
- Allow affordable housing (townhouses, suites, etc.) so young families can enjoy our great neighborhood! Well balanced plan.
- Very Impressive thank you!
- Existing residents are giving feedback, but what about potential residents? No-one here is under 50!
- Very important to encourage affordability and diversity in changes to housing regulations
- Very supportive! Balance growth with protection, family friendly affordable spaces
- Keep Brighton Ave quiet. Tree lined and pedestrian friendly. Slow down cars and don't change road character to speed up traffic it's a unique and special place.
- Nature does not need enhancing, leave the beach alone – use money elsewhere
- It sounds good but so did our last neighborhood plan and that did not help the character of the neighborhood. Also what is new?
- Why enhance Gonzales beach, its perfect the way it is!
- Yes overall I support the plans and see the logic. I support higher density in the area and mixed building types. I like the proposed changes to the plaza but some level parking onsite must be retained (perhaps for 15/20 min max) but mixed use is appropriate. Yes, growth with respect to historically relevant areas, green space and trees.

Somewhat Appropriate

- 6 Votes
- Yes, leave the car behind
- I agree with developing housing that is affordable. I also support policies that keep and support continued affordability
- To address the parking squeeze inherent in increased density, planning needs to consider more vehicle share options, more transit service with more direct routes to downtown ensuring cycling lanes are wide enough for emerging electric Velo mobiles (ELF Veemo) that keep riders dry encouraging year round use.
- Looks good but generally I love my neighborhood as it is and don't want to see larger development or changes to natural spaces becoming more built up
- I find it disheartening that the majority of people here are fairly established residents who want to keep things as they are.
- Where are all the young families who can evoke real change and are in support of innovative ideas?
- Protect ecosystems, remove invasive plant species and plant native species.

Neutral

- 1 Vote
- Increase service for #3 bus and #1.
- The Fairfield plaza must not be changed into housing it works well as it is.
- Leave the beach alone – Except enforce the no dogs on the beach in the summer.
- We like how quiet our area is. Love all the mature trees especially at Lawnsdale / Madison.
- Why townhouses? Too many stairs for family, elder or disabled. Would rather see 2 ½ stories of well-designed apartments. We don't need more than 8' ceiling's
- Problematic area's: Secondary suites, garden suites, heritage grants and densification.

Somewhat Inappropriate

- 0 Votes
- More attention consideration for seniors and those with limited mobility
- Keep parks and beaches natural. Let the kids use their imagination
- No more modern box style houses they don't fit in our neighborhood
- Housing should fit in appearance-wise with existing heritage
- Why is the City so intent in development that will destroy the present and ambience of the Gonzales area?

Very Inappropriate

- 3 Votes
- Protect Gonzales beach - not enhance it according to City planning department.
- Save and preserve old stock housing.
- Lower speed limit in all of Gonzales.
- No more housing that looks like commercial buildings.
- Preserve and protect natural areas.
- Gonzales is a unique area with a diverse population. It is an old fashioned neighborhood that is enjoyable as is. Adding townhouses at the expense of old stock housing is inappropriate.
- Don't like changes that don't consider elders
- Protect our beautiful Gonzales beach please!
- We have a very desirable neighborhood - I don't want it ruined to meet the city's needs.
- The city should encourage greater density where new townhouses and apartments would be an improvement.
- Park on your own property so bikes and cars can have the street back.
- No more sugar cube houses, they don't fit in the neighborhood!
- Leave us alone.
- Parking issues (Street parking \*) Not addressed effectively.
- Plan will create more parking issues. New suites / density must require parking spaces of enforceable assurances that no additional cars will appear.

- Roads are for access and community engagement. No parking for rental suites and density forced on us.
- How can a specific neighborhood (be it one block or several) protect itself from density and unreasonable development with this plan? Previous plans have been used to work against our neighborhood and the vast majority of the residents.

(People appear to have voted on the topics)

8 Votes – Add housing that fits the neighborhoods character

5 Votes – Make it easier to leave the car behind

3 Votes – Create community living rooms

10 Votes – Celebrate neighborhood heritage

7 Votes – Protect existing neighborhood commercial corners

7 Votes – Protect Gonzales beach

12 Votes – Protect neighborhood ecosystems

**Key Question: Do you support the following initiatives to improve mobility, safety and connectivity?**

Complete gaps in walking and cycling routes to improve connections to popular neighborhood destinations

Very Appropriate

- 24 – Votes
- No Comments

Somewhat Appropriate

- 0 - Votes
- Beechwood and Ross visibility horrendous, dangerous for pedestrians to cross
- Improve pavement and lighting along the alleyway on Madison.

Neutral

- 0 – Votes
- Focus on walking not cycling
- Don't go to parking backyard, DO put shuttles in place for community. More busses!

Somewhat Inappropriate

- 1 - Vote
- Why build bike lanes for 5% of the road users?
- If you want to increase/accommodate more pedestrians then fix the sidewalks.

Very Inappropriate

- 2 - Votes

- Please no curbs on sidewalks on the Maddison lane between Wilmer and Lawndale “Retain the Lane”
- You can’t have more rental units with on street parking, plus get rid of on street parking.  
Makes no sense

Access key intersections and other spots for safety improvements

- Very Appropriate
- 17 – Votes
- 4 Way stop at Richmond/Fairfield. Regular close calls there due to speed and incomplete stops.
- Bike lanes along Richardson please

Somewhat Appropriate

- 0 – Votes
- Cycle route. Leave room for parking on Irving Road. Why not use Richmond Rd instead?  
Access to beach and church
- Stop signs along Ross for safer pedestrian crossing

Neutral

- 0 – Votes
- Lillian Rd 30km/Hr.

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 1 – Vote
- Do not support busses down Richmond Avenue. Narrow in parts and between Chandler/Fairfield parking is on one side. Rather, enhance the current Richardson route.

Work with BC Transit to improve bus service

Very Appropriate

- 17 – Votes
- 4

Somewhat Appropriate

- 0 – Votes
- Expand and increase Biketoria routes to other neighborhoods. Co-ordinate with Oak Bay to extend continuous bike paths across border.
- No more traffic calmers “traffic Bulbs” They are dangerous for bicyclists (forces us out into traffic)

Neutral

- 0 – Votes
- Not enough safe bike lanes
- Re Sect. 3.2.2- (P.25) Concerned about cars and commercial trucks short cutting through Brighton side streets and Oak Bay Ave
- New pavement on Brighton may encourage this but it should be discouraged by various means e.g. trees.

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 1 – Vote
- I agree, no busses on Richmond

Policies to support bike parking and car share sharing in key locations

Very Appropriate

- 15 – Votes
- Remove “end -30” sign headed West on Ross?  
Would be good to consider whether this is needed as part of safety assessment.
- Crosswalk across Foul Bay at Brighton trail please

Somewhat Appropriate

- 1 – Vote
- No Comments

Neutral

- 1 – Vote
- Dangerous intersection Wildwood/Lillian/Fairfield

Somewhat Inappropriate

- 0 – Votes
- Too much priority for bike lanes
- Brighton should be designed as a shared street

Very Inappropriate

- 2 – Vote
- Retain parking if putting in bike lanes

Additional Comments

- Enforce the parking restriction on Irving



- Let buses go along Hollywood Crescent – Why? – They are one of the few that do 30km/hr.
- There is too much attention paid to cars and parking.
- We need neighborhoods that are focused on people, healthy transport and safety. This is our home not a highway.
- Curb cuts on all sidewalks for stroller and wheelchair access
- Consider alternate routes rather than Chandler for the bike lane due to impact on parking
- Consider parking by permit on Chandler or relocate density to another street
- Continue sidewalks on lower foul bay for safe walking
- Intersection at Richmond and Richardson is dangerous for bikes - Car's don't stop
- Remove resident only parking between St. Charles/Wildwood/Lillian. All residences have long driveways.
- AAA cycling and tour buses cant co-exist on Hollywood Crescent
- Make sure Brighton St. is built as a greenway not just a regular street
- Slow Traffic on Earle + St. Charles (shortcut route)
- Stop spending tax dollars on bike infrastructure. It's only for 0.5% of the population! – Or make them pay
- Traffic calming along Crescent + work with Oak Bay onto King George Terrace
- I believe we should allow cars to park on both sides of Fairfield road during the am/pm school rush hour (on that wider stretch would be a better and safer alternative)
- The Margaret Jenkins AM rush-hour... disclosure. I live on the 1800 block of Chandler Ave. between 8:25-9:15 the street is completely filled on both sides (despite resident parking restrictions on the north side) with parked cars.
- Parents seem to be in a hurry & there is only one lane.
- Bike lane/pedestrian corridor on Chandler conflicts townhouse/legal suites.
- Increased street parking necessary yet bike lane reduces street parking ( long term care facility staff park on Chandler
- Please consider how to deal with increased tour bus traffic in the neighborhood and where might be most appropriate routes to handle such increases
- Crosswalks needed at corner of Robertson, Ross and Crescent to improve access safely to Gonzales beach
- Enhance pathway across Margaret Jenkins School (Bike/Pedestrian)
- Richmond and Lillian corner needs work. 30km/hr.?
- Pedestrian crosswalks at end of St. Charles across Dallas (Access Ross Bay Beach)
- At intersection of Ross/Robertson/Hollywood (access to Gonzales Beach)
- Speed reduction can clog M-J school as parents pick up/drop off children. Can nobody walk?
- Remove bayside parking to improve site for crosswalk at Irving & Crescent
- Blue line Richmond Ave. section between Chandler and Fairfield
- Creates increased shortcutting car traffic on Beechwood, Wildwood and Ross
- Redfern 900 Block + 1000 block + Quamichan – Brighton are not safe due to Davies contracting truck traffic.

**Key Question: Do you support the following initiatives to create more social gathering places or “community living rooms” in Gonzales ?**

Plan for new features at Pemberton, Hollywood and Gonzales Beach Parks that encourages people of all ages to gather, such as benches, games, public art and picnic tables

Very Appropriate

- 29 – Votes
- No Comments

Somewhat appropriate

- 5 – Votes
- Just be sure to leave the trees there. Plant more trees!

Neutral

- 5 – Votes
- No Comments

Somewhat Inappropriate

- 2 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Work with the school district and other organizations to create indoor community space in Gonzales

Very Appropriate

- 25 – Votes
- No Comments

Somewhat Appropriate

- 4 – Votes
- I’d prefer to see improvements that increase accessibility and preservation of natural spaces rather than public art. The scenery is beautiful as is and hopefully many can enjoy it in its natural state
- Keep the trees at Pemberton Park. We love the owls!

Neutral

- 2 – Votes
- No Barbeque in the park. Too much smoke to homes nearby
- No Barbeque pits! Definitely not!

Somewhat Inappropriate

- 1 – Vote
- Waterpark at Pemberton Park

Very Inappropriate

- 0 – Votes
- No Comments

#### Additional Comments

- Strive for Balance b/w natural park (greenspace) – Including wildlife (Deer & Owls) + spaces for young families = challenge.
- Yes Pemberton Park is underutilized, but do keep the dog access please!
- Preserve green space but added benches in Pemberton Park for relaxation.
- Pemberton Park needs a better play park, something for our kids too maybe a volleyball or basketball court? But keep the trees!
- No added public art. Have Margaret Jenkins School available after hours for classes & gym recreation.
- Add Abkhazi garden to maps.
- Retain dog leash – free of use of Pemberton Park (it's very social for people)
- Install Barbeque pits at the picnic tables at Gonzales Beach. Also put back the picnic tables on the ramp at Gonzales Beach.
- Establish some kind of refreshment Café at the Gonzales Park on the upper part.
- Ensure that designated greenways have more green in the R.O.W – wider verges, more tree's, bio swale etc. More distinctive signage
- Need's more parking spots for Gonzales Bay users.
- Margaret Jenkins should allow dogs during off school time with bags and receptacles. Deer and cats don't have owners picking up after them but dogs do.

**Key Question: Do you support the following initiatives to protect the historic character of houses and streets?**

Establish New Heritage Conservation Area on Upper Foul Bay Road

Very Appropriate

- 20 – Votes
- No Comments

Somewhat Appropriate

- 3 – Votes
- There are many Heritage names/area's than the few identified (no protection for these)
- If you pack it as tightly as Runnymede + Foul Bay you have lost character of the Neighborhood. Box + More boxes tossed into a non-box landscape appears to be the plan.

Neutral

- 1 – Vote
- Other measures Required to protect older housing stock

Somewhat Inappropriate

- 0 – Votes
- How do you not penalize current owners of these properties

Very Inappropriate

- 0 – Votes
- No Comments

#### Establish New Heritage Conservation Area n Lower Foul Bay Road

Very Appropriate

- 20 – Votes
- No Comments

Somewhat appropriate

- 2 – Votes
- No Comments

Neutral

- 1 – Vote
- Not very supportive of any hindrances on property owners but do feel the love of historic neighborhoods.

Somewhat inappropriate

- 0 – Votes
- Current owners should not have to pay extra DP fee's

Very Inappropriate

- 0 – Votes
- No Comments

#### Establish New Heritage Conservation Area on Redfern Street

Very Appropriate

- 13 – Votes
- Very Happy to see this (recognition of whole area not just individual houses)
- We want to maintain the whole area of Gonzales as a heritage conservation site.

Somewhat Appropriate

- 4 – Votes
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Allow New Types of Housing on Designated Heritage Property's, Such As Main House + Secondary Suite + Garden Suite, To Support Heritage Conservation and Increase Rental Housing

Very Appropriate

- 10 – Votes
- No Comments

Somewhat Appropriate

- 5 – Votes
- Should allow/encourage two suites in main house in exchange for heritage designation. This would reduce the building footprint as compared to a garden suite + would retain tree canopy etc.

Neutral

- 1 – Vote
- Protect old stock housing that will one day be of historic value

Somewhat inappropriate

- 0 – Votes
- Consultation with neighbors is critical. Why ruin the ambiance/value of neighbors' homes!

Very Inappropriate

- 0 – Votes
- Consultation of neighbors' for garden houses – this has big effect on the enjoyment of the property for the surrounding homes.

Additional Comments

- Parking is already an issue on Foul Bay South
- No more boxy modern houses. Stuck in the middle of 1930's, 1940's houses, they don't fit in!
- Tiny houses and garden suites are also ways of providing housing in dense urban neighborhoods.
- City needs to extend heritage conservation to the whole area of Fairfield/Gonzales
- What about the parking problem?



- I'd prefer to see a broader plan in place to protect heritage in all of Gonzales as opposed to in certain area's only. It breaks my heart to see developers tear down beautiful old homes and replace with styles that do not suit the neighborhood.
- Consider tiny houses as a new type of housing
- Please no more boxy, blocky new houses in the middle of these beautiful heritage areas. Character neighborhoods are very important!
- Don't pave paradise to put up a parking lot. Don't cut down trees or destroy the green space to provide more parking.
- Make the areas bigger for whole clusters of character houses which Gonzales has.
- Why does the city permit developers to build box houses where a more interesting older house was? E.g. Irving Rd
- Houses of the 40's, 50's, 60's era of heritage value as well!
- Retain as many of the existing homes as possible. This is what makes this a nice diverse neighborhood.
- If an old home is well built renovate it to improve the density.
- What is the goal for the number of new units?

**Key Question: Do you support the following initiatives to enhance and strengthen neighborhood commercial areas?**

Designate a new small urban village at Fairfield Rd. and Lillian St/Wildwood Ave to allow 3-4 storey mixed use buildings

Very Appropriate

- 13 – Votes
- 3 storeys

Somewhat Appropriate

- 3 – Votes
- Keep sizes / storeys small and maintain a 3 storey maximum footprint – Keep a local neighborhood feel.

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 2 – Votes
- 4 Storeys

Very Inappropriate

- 4 – Votes
- 4 Storey Buildings inappropriate for this site.
- This plan appears to allow developer to totally change existing character.
- Safety, children, all walking, biking, parking issues, not affordable for all.

Improve public spaces in urban villages at Fairfield at Irving and Fairfield at Lillian/Wildwood including wider sidewalks, street trees, seating and lighting.

Very Appropriate

- 11 – Votes
- No Comment

Somewhat Appropriate

- 0 – Votes
- Hollywood Pet Clinic is on a 50' x 100' site. Can't develop much more!!

Neutral

- 1 – Vote
- Where will everyone park?

Somewhat Inappropriate

- 1 – Vote
- Keep this 2 storeys
- We should not have 4 storey buildings anywhere in Gonzales area.

Very Inappropriate

- 0 – Votes
- This will mean the loss of existing small-scale mom and pop retail/commercial opportunity
- 4 storeys WTF!

Additional Comments

- 3 storeys
- This corner is not desirable on Lillian St./Wildwood/Oak bay/Foul Bay has lost its character, history and safety. Too many businesses and homes in small area.
- Church St. Jean Baptiste
- Must review business/home use or at least enforce the bylaw. Ex. Davies Contracting is horrible for neighborhood noise, vibration, safety, unsightly and blocks traffic.
- Restrict inappropriate businesses, I.E Davies Contracting
- Maximum 3 storey
- Absolutely no higher than 3 storeys but I support small urban village with nice landscaping
- Fund a pathway connection between Pemberton – Chandler pathway and the north end of Irving
- 2 storeys is sufficient
- Consider parking passes for residents
- 3 storeys max
- No marijuana shops
- Any development needs to be affordable housing no luxury homes or suites
- Include bike facility requirements in all redevelopment

- These buildings are not that special or beautiful. Allow for new architecture here
- 4 storeys too high
- Retain the character of the complex at Lillian/Wildwood. No square building
- How about permeable commercial parking spots?
- Low warm lighting
- Should be joint - Fairfield/Gonzales

**Key Question: Do you support the following initiatives at Gonzales Beach Park?**

Improved pedestrian and cycling connections to, and from, the surrounding neighborhood

Very Appropriate

- 22 Votes
- No Comments

Somewhat appropriate

- 2 – Votes
- Bikes paths are important but care has to be taken not to sacrifice needed parking spaces.
- Pg. 26 -3.4.3 Transportation Mobility, Chandler parking issues proposed increased density and legal suites increase demand for parking.
- Long term care facility staff park on Chandler for complete shifts, visitors also park on Chandler. Bike lane pedestrian corridor decreases parking on a high demand street.
- Resident's lose street parking (especially legal suite residents who park on the street.

Neutral

- 0 – Votes
- Put up a sign explaining that dog's disrupt nesting heron, enforce the bylaw.
- But where?

Somewhat inappropriate

- 0 – Votes
- Dog's okay, up to 830a.m
- Why spend more money on bike amenities for .5% of the population

Very Inappropriate

- 2 – Votes
- Gonzales bay beach is being used as a nudist beach, this is unacceptable
- Stop the cycling infrastructure spending. It's at the detriment to individuals that have accessibility issues and senior's

#### Improved Ramp and Trail access

Very appropriate

- 22 Votes
- No Comments

Somewhat appropriate

- 0 – Votes
- Bikes are already catered to enough

Neutral

- 1 – Vote
- Although I live with a dog and we enjoy off lead romps at Gonzales Beach most of the year, I think the density of summer human use should preclude dogs on the beach from June 1<sup>st</sup> - September 1<sup>st</sup> except early A.M (Pre – 10am & after 7pm )

Somewhat inappropriate

- 1 – Vote
- No Comments

Very Inappropriate

- 0 – Votes
- Do not make the beach a leash free zone. In summer there's many small children and dogs which are not supposed to be there are still on the beach.
- At the top of the stairs north of the bench build a gazebo for dog walkers and meeting neighbors
- Grass area north of the bench designate an off leash dog park fenced in along the sidewalk.

#### Enhanced Visitor Facilities Such As Washrooms and Bike Parking

Very Appropriate

- 15 – Votes
- No Comments

Somewhat Appropriate

- 1 – Vote
- Bike parking must be secure
- Support dog's off leash during specific hours
- More picnic benches, more bike parking, improved access for disabled and kayak/paddle board launching. Dogs before 9 am all seasons

Neutral

- 1 – Vote
- Cross walks necessary for Gonzales Beach Area
- No Dog's on Gonzales Beach in the summer please
- Ross Street has far too many tour buses, large double decker's, old diesel buses and large highway transport buses. We have to close our windows as the noise is deafening we have to shout to be heard when talking outdoors. Motorcycles roar up and down Ross Street as well.

Somewhat inappropriate

- 0 – Votes
- Gonzales Bay needs more policing at the east end from March – October in the afternoon/evening – Loud parties, alcohol and drugs this is almost daily.
- They use private property as the toilet.
- Loud thumping stereos should not be allowed

Very Inappropriate

- 2 – Votes
- Very concerned about the lack of security on the beach in late afternoons, the number of young adults are increasing. Many/most of them are there to consume alcohol and smoke pot where they will not be seen. Our property is used as a latrine!

More features to encourage community gathering including picnic tables and play structures

Very appropriate

- 16 – Votes
- No Comments

Somewhat appropriate

- 0 – Votes
- Yes to picnic tables, no to playground. Agree with others comments that nature is a sufficient playground ☺
- Off leash dogs should be allowed but bad dog behavior should not.
- Dog walking before 10am all summer would not impact the children on the beach

Neutral

- 0 – Votes
- 30km/hr. speed zone ends on Crescent Rd just before Ross Street. Far too many speed up and down Ross Street. Extend 30km/hr. zone thru Ross to St. Charles St.
- Gonzales Beach should be made more accessible as ramp is a barrier.
- Crosswalks very much needed for Gonzales – Thanks for including in the plan!



Somewhat Inappropriate

- 1 – Vote
- Allow dogs on the beach until 9am in the summer, little kids appear to be on the beach after 10am. Share the beach!
- Have more interpretive signs and acknowledge the indigenous people in signs, poles and other significant acknowledgments

Very Inappropriate

- 2 – Votes
- Just keep the beach and surrounding areas in good repair, no artificial play structures. Leave it as is.
- A few more picnic tables, no playground needed.
- Swinging benches

Strategies for restoration for coastal bluffs and supporting migratory birds

Very Appropriate

- 11 – Votes
- No comments

Somewhat appropriate

- 0 – Votes
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 1- Vote
- No Comments

Very Inappropriate

- 1 – Vote
- No Comments

Additional Comments

- Redesign ramp to allow handicapped/mobility and wheelchairs at the beach and outdoor shower. All gender washroom with wheelchair access = one unit.  
Sewage pumped back up hill. All possible
- Allow a kiosk on the beach in the summer, more security in the afternoon

- Gonzales beach constructed retaining wall installed in the 1960's by local residents who paid taxes on it for 20 years now paid for. Climate change will require this wall to be increased in height as beach and water levels change. "Worked at the city, architect"
- Can beachfront residents write a petition for Gonzales beach?  
Beach activity – dogs, road speed bumps, big trees on boulevard.
- More dog access
- Dog access please!
- No dogs anytime on foul bay beach
- Dogs must be controlled by owners to prevent aggression
- Wheelchair accessible washrooms at beach level + outdoor showers
- Allow dogs on the beach 630am – 830am
- Dogs off leash on Gonzales beach are a tradition too and appropriate within set hours.
- Very concerned that city council is considering dog's off leash on Gonzales beach. This conflicts with marine and bird conservation and expansion.
- Put a café and change rooms similar to Kits beach in Vancouver but smaller
- We really do not need any changes in our park/beach, just more police patrol
- Gonzales bay should be designated as a family picnic/playground – no dogs please leave it as it is.
- No dogs in the summer, soiling, barking, etc. – beach for kids.
- Dog friendly beach in the summer 6am – 10am
- No overnight campers
- Need more parking
- Must keep campers away
- Re-designate Gonzales park to Gonzales playground
- Parking is an issue already along with late night noise of rowdy walkers up for the beach
- Dogs before 9am. Would love that. Garbage pick-up would be useful.
- Loud noise on the beach, too many drunk and stoned noisy youth.
- More picnic tables, Adding a BBQ pit for family barbeques
- Please don't change it much, we love it as it is!
- Keep campers away from our park! Regarding dogs, no dogs during summer months. Too many children in the sandy area.
- Stop people smoking on Gonzales – enforce bylaw
- Please consider not allowing dogs on the beach in summer. I realize this is awkward for dog owners but with number of people on the beach in summer months conflicts become inevitable.
- Repair/restore picnic benches. Restore the natural area (contact the Garry Oak group) by central entrance to beach.
- I have young children but do not support a playground on Gonzales beach. We have access to many wonderful parks and kids on the beach can play with what they find in nature. They don't need a playground.
- More education on noise pollution at Gonzales beach. Too many loud boom boxes.
- We overlook Gonzales bay. In the summer months there is practically no activity on the beach before 9am. Please allow dogs on the beach before 9am June – Sept. Most owners are very good at cleaning up after their dogs.

- I am concerned about safety, security and patrol. Please no dogs should be allowed.
- Wondering about marketing at Gonzales beach re- Stand up paddle boarding? I am an instructor/tour leader who would like to lead trips from the bay (I live just up foul bay rd.) Can I Advertise? Have boards on the beach for rent? Offer tours? It's a safe way to explore our water's
- More education on noise pollution at Gonzales beach. Too many loud boom boxes.

**Key Question: Do you support the following initiatives intended to preserve and restore the neighborhoods ecosystems?**

Develop Plans to restore natural areas in Gonzales and Pemberton Parks

Very Appropriate

- 33 – Votes
- No Comments

Somewhat appropriate

- 2 – Votes
- More bike parking in the parks  
E.g. Near the tennis courts in Hollywood park

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Develop Strategies to maintain the urban forest, such as street tree replanting, new trees in urban villages, community orchards and neighborhood pilot projects

Very appropriate

- 30 – Votes
- No Comments

Somewhat appropriate

- 2 – Votes
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Extend Requirement for permeable driveways and parking areas to all new development

Very Appropriate

- 23 - Votes
- No Comments

Somewhat appropriate

- 4 – Votes
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 1 – Vote
- No Comments

Very Inappropriate

- 1 – Vote

Additional Comments

- Keep the Gary Oaks around Wilmer/Madison/Lawnsdale. No more infill there please!
- Planting trees in the short term prior to the removal of the old tree's (Earle Street)
- Encourage/require permeable driveway and parking in any renovations not just near construction.
- Love permeable driveways! Preserve Gary Oak's
- Zoning laws contradict water capture strategy. Small lot's cannot have cisterns to collect rain water – Please fix that
- Yes to resident only parking on lanes and private drive. Parking on a lane which is one lane wide is impossible for passing cars, bikes, emergency vehicles, etc.
- Bylaw to have people, park on their property! No resident only road use.

- Preserve trees at all cost! Love permeable driveways, keep promoting bike to work tax incentives parking on the streets has become crazy.
- Allow permeable driveways and removal of driveways and replace with on street parking for residents.
- Blasting cracks rock. 150m – 300m changes drainage, kills trees.
- New native plant restoration at Brighton + Amphion

June 3<sup>rd</sup>

**Key Question: How appropriate are the following: Allow duplexes on standard size lots?**

Very appropriate

- 4 – Votes
- No Comments

Somewhat Appropriate

- 6 – Votes
- No Comments

Neutral

- 1 – Vote
- No Comments

Somewhat Inappropriate

- 3 – Votes
- Problematic/Inappropriate
- Stick to plus size lots. Funny to say suites won't be allowed this is never enforced.

Very Inappropriate

- 0 – Votes
- No Comments

Additional comments

- No rear yard parking
- Will current legal suites be grandfathered?
- How do you deal with existing non-conformity suites?

Allow rental suites in duplexes on plus sized lots

Very appropriate

- 7 – Votes
- No Comments



Somewhat appropriate

- 10 – Votes
- How about permeable parking spots on city streets?

Neutral

- 0 – Votes
- No Comments

Somewhat inappropriate

- 7 – Votes
- Extra parking on street + adding bike lanes do not make any sense
- Duplex development – Designs inappropriate for neighborhood – too tall, parking and community altering.

Very Inappropriate

- 2 – Votes
- No comments

#### Additional Comments

- Street Parking Problematic
- Okay if parking is available off street
- #1 - Not on standard 531 lots  
#2 - No

May 23 2017

#### Key Questions: How appropriate are the following?

##### Secondary Suites in Small Lot Houses and Duplexes on Large Lots

Very Appropriate

- 5 – Votes
- Allow suites and garden suites on 4000 SF. lots

Somewhat Appropriate

- 0 – Votes
- No Comments

Neutral

- 0 – Votes
- No comments

Somewhat Appropriate

- 1 – Vote
- Parking is bad enough as it is
- Parking is bad enough now
- Terrible problem with on street parking

Very Inappropriate

- 3 –Votes
- No Comments

#### Additional Comments

- Allow removal of driveways and garages throughout Gonzales and redevelop into living spaces. There is adequate on street parking, lots of empty spots on most streets
- I find the concrete bunker style of modern houses inappropriate for area's consisting of heritage style houses.
- Duplex and suites lose the character of the area. Keep this neighborhood a quiet, non-busy area of the city.
- Are short term rentals/Air BNB by-laws going to be enforced?

June 3 2017

#### **Key Questions: How appropriate are the following in Gonzales?**

##### **Allow rental suites in small lot houses**

Very appropriate

- 10 – Votes
- No Comments

Somewhat Appropriate

- 8 – Votes
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat inappropriate

- 4 – Votes
- Rental housing should have their own parking space

Very Inappropriate

- 5 – Votes
- Stop streets in residential neighborhoods from becoming parking lots for suites being added to single family homes
- Do not allow short term rentals (Air bnb) Businesses in Fairfield/Gonzales

#### Additional Comments

- Problematic and inappropriate
- This and other opportunities to increase density + community diversity is how Victoria will thrive.
- Make affordability a priority
- If we want density then this makes sense!
- No more demands on street parking
- Basement suites are dark. What about parking?
- In our own experience this means a loss of trees that are high value to the community.
- Loss of the urban forest
- Community congestion

#### Duplexes on standard sized lots

##### Very Appropriate

- 5 – Votes
- No Comments

##### Somewhat appropriate

- 0 – Votes
- What makes Victoria, Fairfield and Gonzales unique are the older “well maintained homes, we also need to encourage owners to keep their houses up and not allow them to deteriorate to bull dozer stage and then have the city to issue a development permit. Unfortunately rent controls do not encourage upgrading or sprucing up old rental homes.

##### Neutral

- 0 – Votes
- No Comments

##### Somewhat Inappropriate

- 1 – Vote
- No Comments

##### Very Inappropriate

- 0 – Votes
- Parking on the street is not an answer to added streets etc.
- Off street doesn’t solve the parking issue either who wants a parking lot next to their backyard?

- Difficult to park outside my own home as I don't have a driveway + would prefer green space instead.
- Parking is an issue. One car per household is a good idea.

June 3 2017

**Key Question: Which of the following are appropriate in Gonzales?**

**Townhouses between Fairfield Rd, Richmond Rd and St. Charles St and near Glenlyon Norfolk School**

Very Appropriate

- 12 – Votes
- One row only

Somewhat Appropriate

- 3 – Votes
- No comments

Neutral

- 1 – Vote
- No Comments

Somewhat inappropriate

- 3 – Votes
- Very concerned about parking, the increase on small lots

Very Inappropriate

- 10 – Votes
- Blasting the rock in this area will kill Gary Oak trees

**Row Houses on Wider Lots**

Very Appropriate

- 5 – Votes
- Yes!

Somewhat Appropriate

- 1 – Votes
- No Comments

Neutral

- 0 – Votes

- No Comments

Somewhat inappropriate

- 0 – Votes
- No townhouses at Queen Anne Heights

Very Inappropriate

- 1 – Vote
- No townhouses in dashed area or brown area
- If there are privacy concerns for neighbor's they shouldn't be built

#### Additional Comments

- No townhouses in the brown area, this should have been a question on this board
- Putting parking off the street is best
- Increased parking and increased traffic are the problems that need to be addressed first
- I oppose townhouses in the brown area as it will inevitably destroy the park like setting which makes this area so unique
- What about our schools or lack of for these families?
- Land too valuable for parking, needs to go underground
- Protect heritage character in brown shaded area
- 1 ½ storeys with basement is 2 1/2 storeys! Must be sensitive to light factor for neighboring homes
- Townhouses waste a lot of space with stairs. They don't work for the elderly, children, and disabled.  
Better designed stacked apartments are preferable
- Don't make brown area "home of the rich" with affordable housing only put elsewhere
- Style of housing isn't in keeping with neighborhood
- Row houses better, Vic west style works well. 2 ½ storeys

#### Key Question: Which of the following are appropriate in Gonzales?

#### Townhouses between Fairfield Rd, Richmond Rd, Richardson Rd, St. Charles St and Glenlyon Norfolk School

Very Appropriate

- 5 – Votes
- No Comments

Somewhat Appropriate

- 3 – Votes
- No Comments
- 

Neutral



- 0 – Votes
- No Comments

Somewhat Inappropriate

- 1 – Vote
- Conflict between bike lanes on Chandler Ave + Townhouse / Row house / Increase legal suite development. Elimination of parking for residents

Very Inappropriate

- 3 – Votes
- No Comments

#### **Row Houses on Wider Lots**

Very Appropriate

- 4 – Votes
- No Comments

Somewhat Appropriate

- 0 – Votes
- No Comments

Neutral

- 1 – Vote
- No Comments

Somewhat Inappropriate

- 0 – Votes
- Okay on Fairfield Rd – Not on residential side streets
- 

Very Inappropriate

- 1 – Vote
- No Comments

#### **Additional Comments**

- Preserve old stock housing, create housing in older homes
- I like the row housing proposals. Good way to increase densification while maintaining character
- We need to have proper administration in place first that understand how to deal with parking and other issues
- Parking: road parking, street access, monopolized by suites townhomes and garden suites with no planning for parking. This is fundamentally unfair to single family homes with parking/driveways.  
Victoria provides basically no enforcement.

- What old housing stock will be torn down to build those townhouses?

May 23 2017

**Key Question: How appropriate are small apartment buildings (up to 3 storeys) and townhouses along Fairfield Rd between St. Charles St and Foul Bay Rd?**

Very Appropriate

- 9 – Votes
- No Comments

Somewhat Appropriate

- 7 – Votes
- More rentals and less home ownership to add diversity of income/younger population

Neutral

- 1 – Vote
- No Comments

Somewhat appropriate

- 5 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Additional Comments

- Need to ensure parking exists to accommodate the increased density
- Limit parking spaces for apartments & townhomes
- Townhomes along Chandler, Earle & Gonzales will remove many lovely older homes.
- Sure density but add to the existing infrastructure of homes without having to demolish
- The new cubes called houses ruin the ambience.
- In order to build this what are you tearing down?
- Why is the city so intent on development that will destroy the present Gonzales ambience?

June 3 2017

**Key Question: How appropriate are small apartment buildings (up to 3 storeys) and townhouses along Fairfield Rd between St. Charles St and Foul Bay Rd?**

Very Appropriate

- 4 – Votes
- No Comments

Somewhat Appropriate

- 17 – Votes
- Design is important. Mas produced boxes are not an elegant solution but I support the goal of diversity and densification.
- Infill housing appropriate in all neighborhoods in Victoria to reduce urban sprawl

Neutral

- 4 – Votes
- Re: Densification on Fairfield Rd. Generally opposed to densification. Fairfield seems like the most appropriate spot, if necessary
- Make sure there is adequate parking.

Somewhat inappropriate

- 3 – Votes
- Fairfield Rd too busy for higher density apartment buildings + townhouses

Very Inappropriate

- 0 – Votes
- No Comments

Additional Comments

- Important to retain character. Needs to have adequate off street parking to go with densification
- No more than 3 in a row
- Think setbacks, setbacks, setbacks.
- I generally support this but design is very important to retaining the character of the neighborhood
- Should be traditional looking not boxy would be good to have nice landscaping and tree's
- Maximum 3 storeys. No more office building homes
- Inappropriate joint planning

May 23 2017

**Key Question: Do You Support The Following Initiatives To Enhance And Strengthen Neighborhood Commercial Areas?**

Designate a new small urban village at Fairfield Rd and Lillian/Wildwood Ave to allow 3 – 4 Storey mixed use buildings

Very Appropriate

- 4 – Votes
- No Comments

Somewhat Appropriate

- 1 – Vote
- No Comments

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 0 – Votes
- Developer should be required to build enough parking spaces to accommodate both retail and residential needs
- Already traffic issues here, respect homes next to pet hospital. Tall building not appropriate here

Very Inappropriate

- 9 – Votes
- No Comments

Improve Public Spaces in Urban Villages at Fairfield at Irving and Fairfield at Lillian/Wildwood Including wider sidewalks, street tree's, seating and lighting

Very Appropriate

- 7 – Votes
- No Comments

Somewhat Appropriate

- 0 – Votes
- No Comments

Neutral

- 0 – Votes

- No Comments

Somewhat inappropriate

- 1 – Vote
- No Comments

Very Inappropriate

- 3 – Votes
- No Comments

#### Additional Comments

- In support concern: Parking on Wildwood – business patrons, Thrifty’s employees, ball field overflow etc.!
- Not enough parking spaces
- Leave our plaza alone it works as is
- Do not raise Fairfield plaza it works as is
- Don’t allow pet hospital to go higher, we feel crowded already!
- This place was designed by an architect in the 20’s or 30’s the whole thing needs to be totally saved and designated
- Gonzales pharmacy – More parking for patrons. Fairfield side – Do a slight extension of side walk to alleviate concerns for children crossing the street
- This building is part of our neighborhood ambience, leave it as is.
- Please do not allow the pet hospital to go to 3 or more stories. Do not allow variance to happen for the neighbor beside.
- Parking on Irving/Lillian/Wildwood is really bad
- Urban Village hopefully nothing like Fairfield plaza
- Slow the traffic on Lillian as its used for high speed shortcut through to Oak Bay
- I live in the 1800blk of Chandler Ave. As long term residents move out or die, the street is becoming economically homogenous. I feel diversity of income levels is a plus. Creating a variety of different added rental suites can allow income diversity

June 3 2017

**Key Question: Do you support the following initiatives to balance housing and green space in Queen Anne Heights/ Foul Bay Road /Gonzales Hill?**

Discourage clearing of land and tree’s by encouraging intensive forms of housing and flexible site planning

Very Appropriate

- 31 – Votes
- Maintain tree canopy throughout Gonzales! “Urban forest”



- Change bylaw with regard to cutting down tree's \$750 on site – current
- Please keep the tree's especially the Gary Oak's and Arbutus. That's why we live there!
- Please keep the tree's that's what makes Gonzales unique. It's why we live here!

Somewhat appropriate

- 2 Votes
- Densification is appropriate however, taking down well-built old homes is not.
- Achieving the same end result through lifting + suites. New houses will all be cube's and maxed out rectangles.
- Please keep the tree's and green spaces preserved. These are vibrant shared urban spaces
- Flexible site planning?! This should be done with neighborhood consultation.

Neutral

- 0 – Votes
- No Comments

Somewhat Inappropriate

- 0 – Votes
- No Comments

Very Inappropriate

- 0 – Votes
- No Comments

Discourage Subdivision in order to retain large green spaces

Very Appropriate

- 25 – Votes
- No Comments

Somewhat appropriate

- 4 – Votes
- No Comments

Neutral

- 2 – Votes
- Current neighborhood plan prohibits small lot and partial lot for Queen Anne development that should be retained.
- Keep all Gary Oak's Build around if necessary

Somewhat Inappropriate

- 3 – Votes
- Do not subdivide at the expense of the community

Very Inappropriate

- 0 – Votes
- No Comments

June 3 2017

**Based on what we've heard from the community, the plan proposes the following goals to guide future housing in Gonzales**

- 1. Encourage more housing diversity while maintain the low-rise character of the neighborhood***
- 2. Create more opportunities for affordable home ownership***
- 3. Create rental housing attractive for long term residents***
- 4. encourage new housing attractive to families with children***
- 5. protect historic homes***
- 6. Retain the urban forest and historic character in the queen Anne heights/Foul Bay Rd./Gonzales Hill.***

**Tell us what you think:**

- Housing as in photo's 2 , 4 & 6 below are not keeping with the character of the neighborhood
- Why long term rentals?
- Unfortunately our hood has become ridiculously expensive. Look at the average age of participants here! We're old! We need to look at affordability here. Solutions are not simple!
- Yes, but ensure a mix of market and affordable rental homes to maintain the mix
- Allow additional lot coverage for garden suites
- I think transportation should be considered with increased density
- We need affordable housing provided for people with lower incomes.
- We need to figure out a way to make it not about the developers buying properties and developing houses that are not affordable for most people
- Restrict demolitions, restrict foreign speculation, preserve neighborhood
- What does long term rental contribute to our neighborhood?
- Encourage "Abstract" to develop housing that fits in with the neighborhood, not box apartment style.
- Please be more creative than Vancouver style narrow townhouses, stacked housing is a better use of space and better access for the elderly and kids.
- How will you do number 2 & 3?
- In response to question #1 - To me, "low rise" should be no higher than 3 stories. In response to question # 5 – Yup exactly. Response to #6 – Yup, and #7 – Yes.
- I'm not against modern but it needs to fit the scale of the neighborhood. No loss of heritage houses please.
- Rental housing creates more car's, I do not consider 4 storeys to be low rise.
- Retain as much forest as possible – Plant a tree for every one removed
- All goals sound good but #5 should not be so restrictive so as to thwart #1 - 4
- Low rise is up to 4 storeys which isn't most people's idea of low. 4 is high!
- #2 how?

- This is not a starter home neighborhood
- 1, 2, 3, = problematic. I don't support
- # 6 is dependent on not blasting rock
- How about permeable parking spots for rentals? This way we increase the green space.

May 23 2017

**General Comments on the Plan:**

- Don't overdevelop. Promote multi-use aspect of Brighton like Maddison (policy #2)
- Do we need to keep acquiring SROW on Redfern Street/others? Loss of tree's
- Cut through street's Chamberlain, Davie, Redfern. Not good
- Need a crosswalk at Redfern
- Light pollution restrictions – No LED white lights
- Honoring of 1<sup>st</sup> nations as well as protecting colonialist heritage homes.
- Would like the plan to emphasize holding onto existing buildings rather than re-development
- Brighton Street – use permeable materials for sidewalks
- Overall I am very supportive of the initiatives suggested. I feel that our neighborhood is a unique and special place that should be protected.
- I believe that we should strive to maintain the Heritage and historical character of our houses and discourage by any mean possible, modern.
- Brighten, more tree's, creative traffic, calming grassy areas, natural feel
- New buildings to maintain neighborhood character – How will this be controlled effectively?
- Aboriginal place names for parks and other places in Gonzales
- Brighton avenue is a greenway
- Employee's from Oak Bay Ave park on Redfern south of Brighton
- Review SRow south to Quamichan
- Need street names
- Acknowledge first nations territory in the beginning of the plan
- Brighton and Redfern need to be re-paved
- Transportation – Review regulations such as road width/sidewalks that can change street character and neighborhood ambiance
- Need educational materials etc. to reinforce policies
- Flower garden on the traffic island at the Runnymede/Cowichan/Richardson intersection
- Look at equal awareness for representing first nations heritage
- Bus traffic moved from Hollywood goes along Ross St. now. Tough turn at St. Charles and onto Dallas
- Dangerous corner at Wildwood and Fairfield. Wildwood lost right of way to Lillian
- Change traffic patterns at streets feeding onto Oak Bay Ave. Too much through traffic
- Community Centre/space for Gonzales
- Redesign parking area. More greenspace
- Lower speed to 30km/h along Ross Street
- Natural low light feel is desirable for crossings to Gonzales parks
- Food truck at Gonzales beach?
- Parking for beach?

- Biker's/cyclists go up Foul Bay to bypass the hill
- Speed bumps on lower Foul Bay – Lots of speeders
- Put heritage designation on this whole area! This is why we moved here!
- Call our area: "South of Oak Bay, North of Richardson, East of Richmond, West of Foul Bay and North Fairfield.

## Summary Notes: Pizza and a Planner Events

**May 27, 2017**

**Ross Street**

**9 participants**

- Concern about buses from cruise ships. Corner at Ross St is hard for buses to navigate.
- Ross and Robertson – crossings are a problem.
- Emphasize migratory bird sanctuary in Gonzales park section. Show boundaries of sanctuary on map.
- Could Abkhazi Gardens be explored as a possible neighbourhood meeting space?
- Ross Bay – rocks make it difficult for walking. Is there an alternative medium other than big rocks?
- Like Redfern, Amphion St also has a pocket of historic homes
- Support for HCAs – want to protect historic features in Gonzales
- Question about tiny homes and whether these are supported (garden suites)
- For heritage designated houses, would prefer two suites in a house to a main house + garden suite
- Can wires be put underground over time? This is an earthquake zone
- Support for policy on requiring expansion of permeable paving
- Support for tree canopy policies in Queen Anne Heights/ Gonzales Hill/Foul Bay Road
- Concern about property tax increase due to assessments. Discussion about provincial deferment program.
- Townhouses – options as shown in plan are too big, too much for Gonzales. Like idea of a single row of townhouses, or rowhouses, but not keen on two rows. Discussion about need for plan to look ahead 25 years. If Thrify's Plaza redevelops to something higher, townhouses in designated area may not seem out of place – may buffer neighbourhood from urban village.
- Need to explain that Townhouses and Rowhouses are on two consolidated lots in our materials- looks like one lot.

**June 1**

**Beechwood Avenue**

**20 residents from Beechwood, Hollywood, Ross St**

- Focus on keeping Fairfield Plaza in existing footprint; there was a plan in the 80s to buy up lots behind for parking. Keep it a neighbourhood-oriented place.
- Crosswalk needed at Gonzales Beach. Assess for speed, configuration of intersections, alignment.
- Lower speed on Ross – what would be involved in reducing speed limit to 30?



- Intersection at St.Charles and Ross, and St. Charles and Dallas frequently used by tour buses. They have trouble turning with parked cars; get stuck. Assess for sightlines, curb configuration, whether parking should be brought back from the corner. Vehicles regularly drive up on curb at Dallas Road and St. Charles(heading west on Dallas).
- Concern regarding on-street parking for suites. Some streets have limited parking so people parking on adjacent streets. Discussion about whether would prefer to limit suites in the future to avoid on-street parking issues. Support from group for more suites, but would like improved sightlines, painted curbs to give driveways more room and sightlines. Want streets “to work better” for parking.
- Questions about why some streets have bus restrictions in area (eg Passmore and Hollywood) and others don’t
- Concern about increase in cruise ship traffic and what this means for small streets in area, particularly when turning. Buses seem to get lost in area (Beechwood, Ross, etc)- Can City work with Harbour Authority to develop clear route, and identify any improvements to help with through-traffic? Could buses be rerouted onto Fairfield where road seems better designed to deal with big buses?
- Question about access point at end of Hollywood Crescent – was this identified in earlier plan?
- Sidewalks are getting uneven and difficult to navigate from mobility perspective
- For accessibility, can we add viewing areas at the top of water access points, so that people can enjoy the view from wheelchairs etc without having to go to the beach?
- Frustration expressed about variance process – lack of notice (5 days not sufficient), feeling that people on the board weren’t interested in the neighbour’s input.

**June 5, 2017**

**Beechwood Avenue**

**Attendees: 15**

Notes: Attendees included a mix of age ranges and length living in the neighbourhood, one business owner (leases property), at least one renter, and at least two active in the heritage community.

Transportation:

- Lillian Road is dangerous – suggestions include turning it into one-way
- Lillian/Wildwood intersection, thought recently improved, does not function well. Cars have to slow down suddenly and make a sharp turn.
- Thrifty’s employees park on Fairfield and Wildwood, making it difficult for customers to the small urban village as well as residents.
- Speed on Fairfield Road – accidents (swiping parked cars) east of Wildwood
- Crosswalk on Fairfield near St. Charles is dangerous – no flashing lights
- Crescent at Robertson is dangerous – people cross here to go to the beach
- Would like to schedule a walkabout with transportation staff

- Discussion of whether new housing should have parking on site or not, given the desire for green yards and new housing. Consider parking on site for smaller lots.
- Concern about parking impacts of suites.
- One participant imagines soon owning only one car for family (rather than 2) and using car share
- How can we reduce driving if we increase residential units?
- Tour buses – lots of emissions
- motorbikes (rented by tourists) – lots of honking

#### Housing:

- Quality development is important – how do we get quality materials etc.?
- How will townhomes address barrier-free living? Will up-down townhomes be supported?
- Many of the lots we showed for townhomes are currently duplexes
- Will we prezone for townhomes or duplexes, or will it be a rezoning? The neighbours like to have notification and input.
- Privacy of homes and backyards is a concern – even with new single family homes. Have to spend money on frosted windows, landscape once privacy is lost.
- On-street parking – it is hard to park and hard to get into driveways
- Strong interest in encouraging heritage conservation as part of preserving the culture of the neighbourhood; don't encourage tear downs.
- Many older homes were vacation cabins – not well built
- Will all of Fairfield develop into 3-storey apartments replacing existing houses?
- Discussion of including suites in duplexes on standard sized lots (but see parking).
- Duplexes on Brook Street – don't even know they are duplexes
- One participant lives in a duplex on a lot less than 18m wide.
- Why do older duplexes on Brook Street have many families, and newer duplexes in James Bay don't? Prefer housing attractive to families. Ways to achieve may include suites, 3 bedrooms, access to open space.
- Overall like the principles in the plan
- Want clear design guidelines, and consultation with those affected
- Fairfield at Arnold 4-storey building is not sensitive to neighbourhood – avoid this with design guidelines. Wrong scale and type of building.
- Townhomes shouldn't exceed two storeys except on Fairfield
- Small lots with suites OK – no strong comment on maintaining 300m<sup>2</sup> requirement for Gonzales, but feel there are few opportunities for small lots at this size. Could happen with 2 lots consolidated (e.g. 2 lots → 5 small lots)

#### Heritage

- Strong interest in encouraging heritage conservation as part of preserving the culture of the neighbourhood.
- Consider financial/tax incentives for heritage conservation – tax incentive, fee reduction
- Some interest in more HCAs – to protect neighbourhood character when new single detached homes are built
- See how Oak Bay does this – they consult on single detached home design?

## Urban Villages

- Discussion on whether to preserve or replace Montague Court – attractive, unique heritage; not well-built
- Please add guidelines for sensitive transition to residential neighbourhood. Townhomes fronting the local streets is preferred. 2 storeys; 2.5 storeys with peaked roofs and sunlight. Townhomes at corner of Southgate and Douglas are a good example – a design consistent with the neighbourhood (arts + craft style, peaked roofs, relate to what's around it, allow sunlight to come through). Would like courtyard. Where will parking go? Can it be underground? Or interior to lot.
- 3 storeys along Fairfield is acceptable, but not 4
- Want specific design guidelines for Lilian/Wildwood intersection

## Community Facilities

- Support shared use with schools – spaces for meeting, events
- An amphitheater for music would be nice (e.g. hillside at Margaret Jenkins)
- Gonzales beach is a key feature of neighbourhood – don't increase traffic, improve pedestrian access

**June 8, 2017****Wilmer Street****Attendees:** 15 adults and 5-10 children attended.

- School used to use area as "parking lot" before residential parking signage
  - Parking on streets is an issue
  - Chandler is still a problem (busy with traffic)
  - Encourage people to use transit, car share
- Concerned about multiple units on site w/one parking spot. Triplex. There are buildings in the neighbourhood that have been built with two rental suites.
- people feel like the parking spot in front of their house belongs to them
  - people don't like cars parked in the street at all – use street for hockey, basketball
  - can we limit suites to have only one car? (discussion that we can't regulate people's behaviour through zoning – suggestion that we use a residential parking permit program and give each suite only one permit; extra cars would have to be on site)
  - we couldn't have built our suite if we needed to provide on-site parking
  - Planner's note: I arrived at 5:50 PM and was able to park directly in front of house, with probably 30-50% of on-street spaces empty. Situation was similar when I left at 8:30. I asked about this and was told that renters across the street (in home that allegedly has 3 total rental units and 6 cars) were out, that several houses were for sale or in an inheritance process, and that main objections are: 1) people feel ownership of the space in front of their house; and 2) people don't generally like cars on street because they want to play roller hockey, etc., and the increase in traffic associated with more cars. Main concern seems not the current parking availability, but for future development if it has 3 or more units with only 1 parking spot on site).

## Trees

- neighbourhood has a stock of mature trees – not just Queen Anne Hill. Area was called Pemberton Woods. 800 block of Richmond, for example – canopy trees
- moved here for the mature tree canopy, beautiful Gary Oaks
- does City have a plan to replace street trees proactively? Many of them are aging.
- when a single-family home is built, mature trees are often removed. How does the City protect trees? Paying a small fine is not an impediment to tree removal. Replacement with young trees changes the character of the neighbourhood for those who live here and will not see the trees mature for many years.
- concern developers will not water/establish new trees which replace those lost

## Gonzales Beach

- why can't I walk dogs early in the morning in the summer? No one is there at 6 AM

## Parks

- can we close off street-ends for parks / hardscape play areas or to slow traffic, encourage playing in street
- Pemberton Park (?)
  - o playground is old, needs update
  - o need hard spaces for games (roller hockey, basketball) – used to play these in street
  - o addition of fence is positive, protects small children from street

## Community facilities

- work not just with public schools, but with private
- involve kids in ecosystem protection projects, using alternatives transportation

## Streets

- Clare street was a pilot shared street – keep it the way it is (not sure what this refers to unless googlemaps is out of date)
- Many streets have “country lane” feeling – keep this, it is neighbourhood's character
- Brighton Street recently had a sidewalk installed – changed the atmosphere. Discussion – about 50/50 support among owners. Those with mobility issues would appreciate a sidewalk.
- Brighton connects to the park, ocean front to the east – it is a mix of streets with a rural feel, parks and trails - the greenway “transported you out of the city” - maintain this feel as a greenway, enhance as ped/cycling route. Suggest stopping sidewalk at Clare street, not going to Richmond. Consider other treatments – such as crossings for peds/bikes but not through for cars
- Discussion: are there alternatives to a standard city cross-section, which could provide safe pedestrian space with a “softer” design. What about rubberized sidewalks, chip trails, etc?
- Crosswalk at Foul Bay is positive
- Would like to do a walkabout with transportation staff
- Give residents an incentive to use car share, alternative modes (transit pass for suite residents?)
- Interest in enhancing residential parking – going to a permit system

## Development, zoning, housing

- concern for parking , with new development
- like feel and design of older neighbourhood – with peaked roofs
- consider more HCAs?
- consider ways, short of an HCA, to regulate appearance? E.g. redefine half-storey
- would like to comment on the design on new detached houses – how come Oak Bay residents are able to do this
- make things easier – right now, front porch is not counted as habitable space, so the size of the half-storey above is limited, hard to fit 3 bedrooms. (House w/basement suite)
- support multi-generational living
- many seniors living alone. They don't know their options (e.g. sharing with other seniors, building a suite or garden suite) or how to connect to others who would be interested. Could there be a way to help them know their options?
- interested in duplexes with suites – supports families living in neighbourhood, multi-generation living
- inclusive community

#### Questions

- How can we track PW improvements?
- What's planned for Gonzales beach, and other parks (e.g. what is funded, when?)
- Can the city clean seaweed off Gonzales beach?
- Why can't dogs walk early in the morning in summer? (few beach users at that time)
- How is tree preservation bylaw enforced? When a new single detached home is built?
- What is planned for Brighton?

#### Foul Bay Road

Tue, June 6

6:30 – 8:00 PM

- Questions about HCAs?
- Could we look at an HCA?
- Fear abrupt change in the neighbourhood, concern about developers. Would prefer people to optimize the existing. As a starting point, give more liberty to come up with something without demolition.
- What will I need a permit for?
  - what about garden suites?
  - what about subdivision?
- Conflicted – developers come in to make money – how will this plan help stop the bad development
- Frustrated about 2003 plan not being implemented – what guarantee is there that this will be followed?
- Foul Bay Road: Can we allow parking in bike lanes just during the day?
- Bus stop on Foul Bay needs a pullover



- Lochbuie – the bushes and wide traffic circle are difficult for cyclists
- No cross-walk at Chandler and Foul Bay. Concern about kids crossing into school. Assess this? (Parking, rock wall would like protect .... city and private? road?)

### Clare Street

15 people

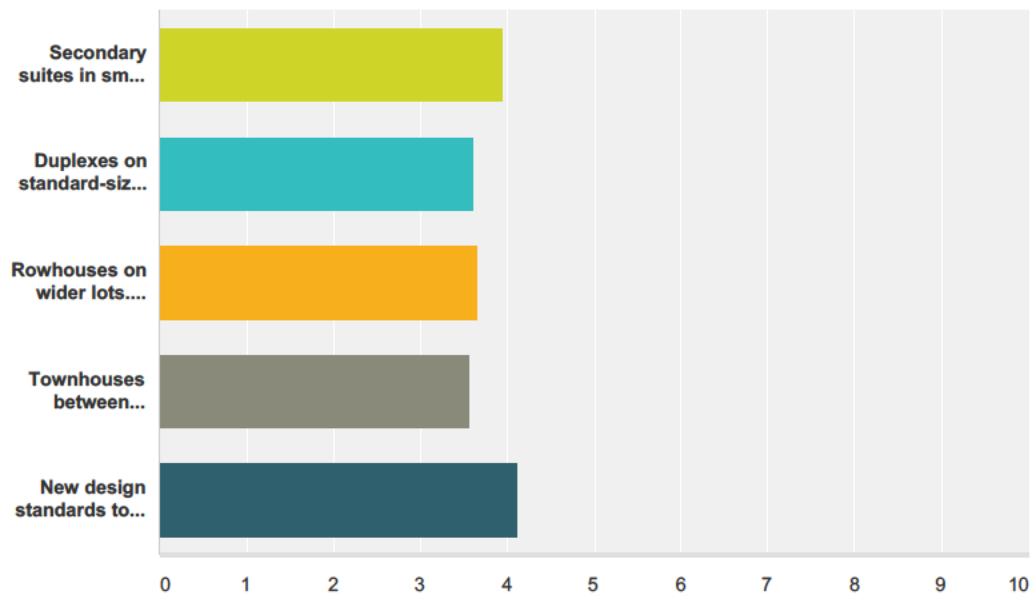
- Brighton street is an important part of a greenway going e-w to the ocean via local streets, trails, and parks. Some bought house b/c of this walk. Make Brighton Street feel like a greenway, with a softer image (not attached sidewalk and curb), as part of the larger greenway connecting to the ocean to the east. Suggestions include bioswales, boulevards, softer-surfaced walks, shared street (all modes shared), traffic calming. Current narrow road with pavement in poor condition slows people down. Sign the greenway.
- Consider a comprehensive traffic calming program for the streets between Brighton and Oak Bay. Cut-through and circling traffic is already an issue – fear it will be worse as Oak Bay Avenue Village develops. Spill-over parking is already a concern, esp. on Clare which is narrower than other streets
- Cut through traffic from Madison street related to school – cars come up Madison and then go through neighbourhood via Wilmer, Bank, Clare, etc.
- A crossing is needed at Quamichan and Madison – there are lots of cars (school related()) and pedestrians
- At Foul Bay Road and crescent road, for cars pulling out of the beach access parking area, there is a blind corner to the west
- Crosswalk at Foul Bay and Brighton needs a pedestrian activated signal – cars speed around the curve, visibility not good. (This is in Oak Bay)
- The “greens” (e.g. Wilmer Green) were envisioned as a place for kids to explore nature. Now, all people are kept out. Is there a way to allow access while protecting nature. (counter: have seen people camping, kids riding dirt bikes)
- Pemberton Park – was called Pemberton Woods. In the interest of safety/visibility, woods and underbrush have been cleared and it feels less natural. Would like a place for nature, with winding trails. (counter: drug use is a concern)
- Concern about proposed density:
  - Discussion of appropriateness of duplex + suites on 60’ wide lot next door – some felt too much on one lot, but most felt could be appropriate with consultation.
  - Pros: proposed building height (1.5 storeys + basement) and max. floor area for duplex buildings – comparable to a large detached house. Smaller units with suites will appeal to families; people in smaller suites less likely to own cars; car ownership may change; agree with keeping green backyard space. Design guidelines b/c larger more than one unit is a plus.
  - Concerns: would like consultation on each development, not just on plan. Concern if pace of change is rapid – concept is OK but if lots are built on one block, it will have impacts. Feel consultation has not always been sufficient, but where there is consultation, proposal has improved. One proposed 4-plex was changed to something else. Keep what is good about neighbourhood. Concerned that blocks near Oak Bay

Avenue already have little on-street parking, and will see more traffic from both low-density infill, and new development on Oak Bay Ave.

- Don't favour on-site parking for suites, b/c prefer green space.
- Parking is a concern – very little on street parking on Clare Street (consistent with Planner observation during time of event). Some houses don't have on street parking.
- Will there be parking in the backyard? Answer: Possible but limited – maintain green back yard (e..g duplex coul have rear parking accessed by a driveway – or we could adopt guidelines discouraging this)
- Development on Oak Bay Ave. should have sufficient on-site parking or parking behind the businesses, to avoid spillover.
- Can we support several small houses on a lot – or coach houses?
- Urban villages – some concern about replacing small residential units at Fairfield-Beechwood
- Gonzales Beach
  - Keep the beach naturalistic - don't need to change the beach much – the beach IS the playground – kids want to dig in the sand
  - Provide a patio option for refreshments – more than a concession stand or food truck. A café, with beer, etc. where people can sit on a patio overlooking the beach. Ex: Willows beach teahouse, but 2020, not 1950; Ogden Point café (doesn't need full serviced food). This could also be through private development as well – adjacent lots to the park space might be appropriate for commercial use.
  - Clean seaweed
  - Signage on beach, pointing to bathrooms above (for people who are drinking on the beach)
- More garbage cans along the streets so people won't leave dog poop in bags

## Q1 Which of the following are appropriate in residential areas of Gonzales

Answered: 111 Skipped: 1



	Very appropriate	Somewhat appropriate	Neutral	Somewhat inappropriate	Very inappropriate	Total	Weighted Average
Secondary suites in small lot houses and in duplexes on large lots <a href="#">Read more here</a>	42.34% 47	29.73% 33	12.61% 14	9.91% 11	5.41% 6	111	3.94
Duplexes on standard sized (5000 ft <sup>2</sup> /460 m <sup>2</sup> ) lots <a href="#">Read more here</a>	38.18% 42	23.64% 26	10.00% 11	18.18% 20	10.00% 11	110	3.62
Rowhouses on wider lots <a href="#">Read more here</a>	34.26% 37	31.48% 34	12.96% 14	8.33% 9	12.96% 14	108	3.66
Townhouses between Fairfield Rd Richmond Rd Richardson Rd and St Charles St and near Glenlyon Norfolk School <a href="#">Read more here</a>	31.78% 34	31.78% 34	11.21% 12	11.21% 12	14.02% 15	107	3.56
New design standards to ensure townhouses rowhouses and other multi unit housing to fit with surrounding streets <a href="#">Read more here</a>	58.72% 64	18.35% 20	7.34% 8	6.42% 7	9.17% 10	109	4.11

#	Comments for "Secondary suites in small lot houses, and in duplexes on large lots. <a href="#">Read more here</a> "	Date
1	Any move to increase the # of rental suites is necessary considering the housing crisis we're in. Without a change Victoria will become (even more) unliveable for young people.	6/8/2017 9:46 PM
2	as long as parking concerns are met	6/8/2017 6:06 PM
3	if parking is created	6/8/2017 11:16 AM
4	How with this effect storm water and radiant heat? Will there be permeable drive ways green roofs permeable parking spots permeable decks etc. Some of the photos shown at community open houses had a lot of concrete between buildings.	6/8/2017 8:44 AM
5	Basement suites yes in single family houses. Only 1 per house and no AirBNBs	6/7/2017 4:00 PM
6	What about secondary suites in existing houses	6/7/2017 2:50 PM
7	Any new house will be more expensive than the older stock. Affordability will not be improved.	6/6/2017 7:53 PM

8	But extra parking demands will do away with green areas which makes this area so unique	6/6/2017 3 59 PM
9	as long as parking is taken in account	6/6/2017 11 31 AM
10	parking could be an issue	6/5/2017 2 15 PM
11	Parking is an issue	6/5/2017 1 51 PM
12	prior to increasing density you need to have control on what gets built Community association and your own planners say you do not Get a municipal lawyer who will find the way Beit call specific streets or who neighbourhood as heritage New houses currently mostly not fitting in Like flat roofed containers ie Claire St Vs new infil on Wilmer Negative impact on street scape	6/5/2017 12 25 PM
13	We need affordable housing	6/3/2017 3 52 PM
14	too many cars on the street	6/3/2017 10 24 AM
15	would like to mention that traffic can be horrible and parking impossible in Gonzales area hopefully all suites will provide off street parking to tenants	6/2/2017 11 43 AM
16	there is already no off street parking as it is minor densification can be allowed but generally the neighbourhood plan is too focused on intense densification	6/1/2017 3 10 PM
17	parking can be an issue	5/30/2017 11 28 AM
18	Although philosophically am in favour of increased density am very concerned that no off street provision is made for parking for suites Parking is already a nightmare in the area around Fairfield and rving what with the school the pharmacy and the coffee shop none of which have provision for parking except on the street	5/30/2017 11 23 AM
19	Just adds more people which the root of Victoria's problem	5/27/2017 1 07 PM
20	garden suites will cause neighbour conflicts noise and parking problems	5/25/2017 9 45 AM
21	Please consider reducing front set back to 4m to allow more light to the rear yard	5/25/2017 6 55 AM
22	know it's currently not mandated but more suites without requiring at least 1 parking spot for each additional "accommodation" could be revisited	5/23/2017 8 58 PM
23	We need more housing that is affordable	5/23/2017 3 29 PM
24	Off Street parking should be required as there is parking congestion on many neithbourhood streets	5/22/2017 8 16 PM
25	COncerns retaled to the number of cars parked on a street as well as the use for short term renatls such as air bnb ALso concerns re the transient nature of more rental suites	5/21/2017 4 57 PM
26	The appropriateness of this is dependent on it being done through the renovation of existing character housing rather than brand new builds	5/16/2017 8 12 PM
27	Your plan fails to address the number of illegal suites in the area and the associated parking issues they create plus the increase on city services like water and sewer without having the suites pay for the wear and tear on the infrastructure	5/16/2017 6 11 PM
28	inadequate parking	5/16/2017 5 13 PM
29	There is lots of space in Gonzales and a clear need for more housing close to downtown As a neighborhood we should do what we can to address this as long as the developments are mindful of issues such as parking and green spaces	5/16/2017 3 37 PM
30	We agree with secondary suites and small lot houses would be all for duplexes as long as they fit into the neighbourhood design and don't look out of place ie too modern	5/16/2017 11 35 AM
<b>#</b>	<b>Comments for "Duplexes on standard-sized (5000 ft2/460 m2)lots. Read more here"</b>	<b>Date</b>
1	Any move to increase the # of rental suites in necessary considering the housing crisis we're in Without a change Victoria will become (even more) unliveable for young people	6/8/2017 9 46 PM
2	may work if they are designed to look like free standing houses	6/8/2017 6 06 PM
3	t all depend on green space and green is not just lawn e g wild flowers for the bees etc	6/8/2017 8 44 AM
4	On wide lots only Front to back duplexes remove much privacy from neighbor	6/7/2017 4 11 PM
5	Nope	6/7/2017 4 00 PM
6	Maybe a bit bigger lots so there is green space to play	6/7/2017 2 50 PM
7	Parking is becoming an issue on the streets already	6/6/2017 7 53 PM

8	Ditto	6/6/2017 3 59 PM
9	lots is too small and parking could be an issue	6/5/2017 2 15 PM
10	Too small	6/5/2017 1 51 PM
11	We need affordable housing	6/3/2017 3 52 PM
12	limit number of lots for duplexes on each block	6/3/2017 10 24 AM
13	the footprint of the duplex should not be bigger than the current house that is there	6/1/2017 3 10 PM
14	not if it will change the character and architectural heritage of the neighbourhood	5/31/2017 2 22 PM
15	Off street parking should be provided	5/30/2017 11 23 AM
16	live in a duplex and if done correctly it does not look like a duplex	5/28/2017 1 35 PM
17	Same as above	5/27/2017 1 07 PM
18	no out of character and too large	5/25/2017 9 45 AM
19	Similar comment as above increase family useable lot area in the rear yard	5/25/2017 6 55 AM
20	if not taking heritage house spots yes	5/23/2017 8 47 PM
21	A better choice to maintain the character of the area	5/22/2017 8 16 PM
22	as above	5/21/2017 4 57 PM
23	Having previously lived in James Bay I've seen firsthand the negative impact of duplexes on standard lots. These duplexes quickly became high end luxury duplexes that were unaffordable to most families in the area. Many duplexes seemed to be owned by retirees who came to Victoria for parts of the year. Any plans to allow duplexes on standard lots should be carefully considered.	5/17/2017 1 11 PM
24	Again the appropriateness of this is dependent on it being done through the renovation of existing character housing rather than by brand new builds	5/16/2017 8 12 PM
25	inadequate parking	5/16/2017 5 13 PM
26	See above comment	5/16/2017 3 37 PM
27	Ok with duplexes on any size lot as long as they fit into the style of the area ie character looking	5/16/2017 11 35 AM
<b>#</b>	<b>Comments for "Rowhouses on wider lots. Read more here"</b>	<b>Date</b>
1	Any move to increase the # of rental suites is necessary considering the housing crisis we're in. Without a change Victoria will become (even more) unliveable for young people.	6/8/2017 9 46 PM
2	new construction must conform to existing street character	6/8/2017 6 06 PM
3	if parking is created	6/8/2017 11 16 AM
4	like the design with parking at the bottom. Question/thought: will these garages transition well should the future have less cars as shared self driving cars?	6/8/2017 8 44 AM
5	For families a back yard is good. But the places will probably cost too much.	6/7/2017 4 11 PM
6	Not without yards	6/7/2017 4 00 PM
7	Wider side yards so as not to impact existing residences. shadow pattern to not impact existing residences	6/7/2017 2 50 PM
8	Ditto	6/6/2017 3 59 PM
9	on main roadways like Richmond	6/5/2017 12 25 PM
10	We need affordable housing	6/3/2017 3 52 PM
11	would prefer single family homes	6/3/2017 10 24 AM
12	should only be allowed on Fairfield road	6/1/2017 3 10 PM
13	On major roads only	5/31/2017 2 22 PM
14	Off street parking should be provided	5/30/2017 11 23 AM
15	Ottawa and Halifax this works out very well	5/28/2017 1 35 PM
16	LOkks like a mining town from the 1920's	5/27/2017 1 07 PM



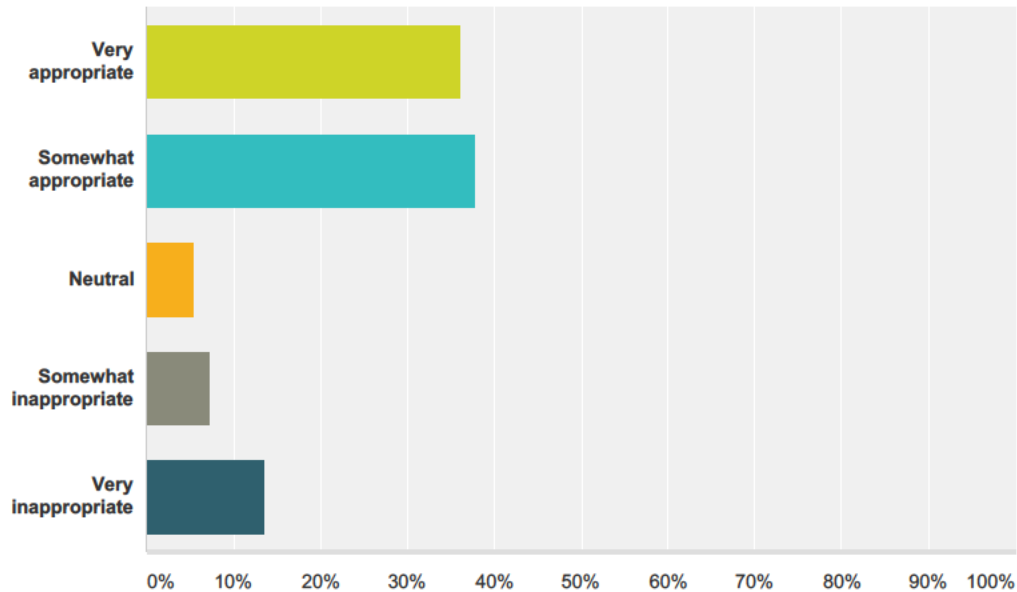
17	no out of character and parking and noise problems	5/25/2017 9 45 AM
18	Same problem parking on street changes use of neighbourhoods parking AND transit should increase faster than density	5/23/2017 8 58 PM
19	if not taking heritage house spots yes	5/23/2017 8 47 PM
20	With sufficient off street parking	5/22/2017 8 16 PM
21	As above	5/21/2017 4 57 PM
22	The appropriateness of this is dependent on the location of the lots on larger busier streets and on each house in the row having off street parking	5/16/2017 8 12 PM
23	have concern about too many cars being parked on nearby streets	5/16/2017 4 32 PM
24	See above comment	5/16/2017 3 37 PM
25	NO ROW HOUSES	5/16/2017 11 35 AM
<b>#</b>	<b>Comments for "Townhouses between Fairfield Rd, Richmond Rd, Richardson Rd and St Charles St, and near Glenlyon Norfolk School. Read more here"</b>	<b>Date</b>
1	Any move to increase the # of rental suites in necessary considering the housing crisis we're in Without a change Victoria will become (even more) unliveable for young people	6/8/2017 9 46 PM
2	this is a beautiful area dont want to see it ruined or lose the old growth tree canopy like the mass destruction in Vancouver	6/8/2017 6 06 PM
3	if parking is created	6/8/2017 11 16 AM
4	Green canopy? Having evergreen gardens and trees of interest is so important in this area	6/8/2017 8 44 AM
5	too big a change Design guidelines are just suggestions Council lets developers build giant ugly things with no yards Families need back yards	6/7/2017 4 11 PM
6	Nope Not without yards Stop this shit	6/7/2017 4 00 PM
7	BUT if they are not affordable for families will they just be for investment Maybe more should be rentable for families	6/7/2017 2 50 PM
8	Can school facilities the large population increase	6/6/2017 7 53 PM
9	Absolutely essential for all these categories that the style of building fits in with the "traditional looking" neighbourhood Please no more cube/ block houses so ugly and out of character That's not why we live here Builders must provide nice landscaping too (trees bushes greenery)	6/6/2017 3 59 PM
10	Any type of multi unit housing would be better than the 1 3 million dollar houses they are now building in Fairfield We live in a small strata duplex and our taxes have risen \$400 this year (with no improvements done) Tear downs being replaced by huge million dollar homes has caused this situation	6/5/2017 3 49 PM
11	on main roadways like Richmond ok	6/5/2017 12 25 PM
12	okay on busy streets but not in the residential area next to the school	6/3/2017 10 24 AM
13	Unless you live in this area you can't relate to the traffic concerns There are already many suites in houses adding to parking concerns inadequate parking for Hollywood park blind corners narrow and ill maintained streets Honestly get wanting to provide housing close to Margaret Jenkins but with the Fairfield plaza park school traffic this neighbourhood is at its vehicle capacity	6/2/2017 11 43 AM
14	townhouses only on fairfield road richmond road is already too congested for driving on	6/1/2017 3 10 PM
15	Off street parking should be provided	5/30/2017 11 23 AM
16	is it Richmond Ave or Richmond Rd?	5/28/2017 8 00 PM
17	live here because we dont have them	5/27/2017 1 07 PM
18	parking and noise problems	5/25/2017 9 45 AM
19	Why limit this house form?	5/25/2017 6 55 AM
20	See below	5/23/2017 8 58 PM
21	if not taking heritage house spots yes	5/23/2017 8 47 PM
22	Why limit townhouses to just these areas? if we are planning for growth for the next 20 years all areas should be open	5/23/2017 8 24 PM
23	As above	5/21/2017 4 57 PM

24	As much as the City of Victoria is right to encourage walking cycling and public transit the plan must be realistic about parking for private vehicles and traffic congestion on major roads The townhouses proposed for the designated area is not realistic with respect to this issue	5/16/2017 8 12 PM
25	See above comment	5/16/2017 3 37 PM
26	NO TOWN HOUSES	5/16/2017 11 35 AM
#	<b>Comments for "New design standards to ensure townhouses, rowhouses and other multi-unit housing to fit with surrounding streets. Read more here"</b>	<b>Date</b>
1	we feel that this area should retain heritage structures as much as possible and any new structures must reflect the areas character with minimum destruction to trees and street beauty	6/8/2017 6 06 PM
2	Would welcome some modern houses with glass appropriate to the location is just as valid or more valid than just looking like the house next door We want to be a modern city as well as heritage	6/8/2017 4 57 PM
3	A balance between overregulation and the current system is required cannot fathom why all the flat top boxes that keep springing up are being permitted They ruin the character of the neighbourhood	6/8/2017 4 53 PM
4	How can reclaimed salvage from heratage properties (here and elsewhere) be used in these houses?	6/8/2017 8 44 AM
5	No guarantee these will be followed so why are you pretending this will make a difference	6/7/2017 4 11 PM
6	Not without yards No townhouses period	6/7/2017 4 00 PM
7	define stories how tall New projects often have 10 12' ceilings which make the whole building taller	6/7/2017 2 50 PM
8	See above NO CUBE/ BLOCK HOUSES Must come with landscaping and green space	6/6/2017 3 59 PM
9	preserve heritage character where it exists at present	6/6/2017 12 49 PM
10	Basic designs (rather than high end finishes) would make the houses more affordable for average families Hopefully this could be considered	6/5/2017 3 49 PM
11	include single family homes in design standards	6/5/2017 2 15 PM
12	Should be for single family dwellings as well	6/5/2017 1 51 PM
13	again your problem of no control on design Even private subdivisions like Broadmead have design controls	6/5/2017 12 25 PM
14	am 'extremely' concerned that we will be crowded out believe in providing more housing but the houses beside me are larger being built larger (new development on Beechwood near Li	6/4/2017 6 08 AM
15	if they are unavoidable make sure they are spread out through the area rather than all clumped together	6/3/2017 10 24 AM
16	n 'brown shaded' Queen Anne etc area not appropriate to create more restrictive and 'one size fits all' rules rather individual lot considerations must be allowed	6/2/2017 3 32 PM
17	am a firm believer in increasing density in a way that is respectful of neighbourhood characteristics Adding more rental properties in the Gonzales neighbourhood enables mixed housing which creates more vibrant communities	5/31/2017 7 20 PM
18	A must Should also apply to single family homes in order tp protect the heritage and character of the neighbourhood	5/31/2017 2 22 PM
19	As an architectural historian am concerned that the architectural character of the neighbourhood is being destroyed Gonzales is traditionally an area of bungalows but the architectural character of the environment is being destroyed by the outbreak of flat roofed modernist houses These are fine in a different kind of neighbourhood but it is important to consider architectural consistency	5/30/2017 11 23 AM
20	f most of the existing structures are single family homes how in hell are you going to make townhouses "fit in" ? Stop fooling yourselves and everybody else	5/27/2017 1 07 PM
21	Should not force a "heritage look" on new homes Modern styles provide diversity and often better usage	5/25/2017 8 15 PM
22	parking and noise problems and out of character ruin neighbourhood	5/25/2017 9 45 AM
23	Staggered units would allow more light and provide additional security ncrease eyes on the street effect	5/25/2017 6 55 AM
24	People scout to live in this neighbourhood because of its feel it's heritage New can still fit in if it uses heritage as inspiration	5/23/2017 8 58 PM
25	No square boxes like we are starting to see now	5/22/2017 8 16 PM
26	Don't make them too strict allow for creative variability	5/20/2017 1 46 PM

27	Sounds good on paper rarely lives up to the standard when it comes to less expensive housing To be blunt design standards to fit with character architecture especially designated heritage properties is for large expensive fully detached dwellings The latter is exactly opposite to what the development plan is pursuing The more affordable housing for renters and first time buyers in the real estate market that the plan means to facilitate will require building budgets that cannot conform to the design standards The standards will be the first thing to be sacrificed in projects for the development of economical residences and with all due respect the City of Victoria will allow developers to disregard the standards once building begins	5/16/2017 8 12 PM
28	Absolutely critical We must protect the heritage style streetscape in this area	5/16/2017 3 37 PM
29	Must stay with style and character of area Houses being built right now in this area are too modern looking and not fitting with the character of the street They look out of place	5/16/2017 11 35 AM

**Q2 How appropriate are small apartment buildings (up to 3 storeys) and townhouses along Fairfield Rd between St Charles St and Foul Bay Rd. Read more here**

Answered: 111 Skipped: 1



Answer Choices	Responses
Very appropriate	36.04% 40
Somewhat appropriate	37.84% 42
Neutral	5.41% 6
Somewhat inappropriate	7.21% 8
Very inappropriate	13.51% 15
<b>Total</b>	<b>111</b>

#	Comments	Date
1	Extra density means more pressure on Fairfield Road t is a key route to Plaza Cook and Moss Str Villages and City Bicycle and walking routes must be considered along with car and bus route Commuting route for workers downtown	6/8/2017 8 57 PM
2	Fairfield Road is an main artery for all transportation options For bicycles it is the main and fastest route to downtown for workers to Cook Street and Moss Str villages and City Also to Plaza Make bicycle path key especially adding more residents	6/8/2017 8 39 PM
3	must retain character of old city charm	6/8/2017 6 11 PM

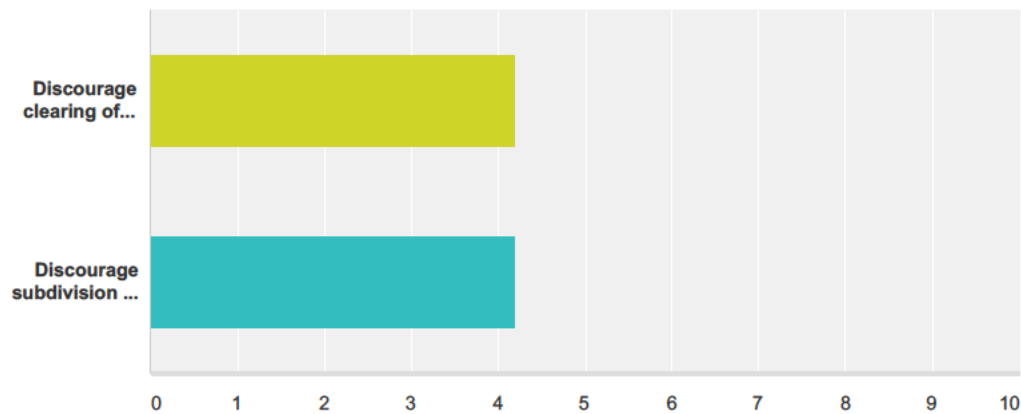
4	<p>There are a couple significant issues here 1) Your current plan includes replacing part of a park (Hollywood park) and hospital (Glengarry) with apartment buildings There will also be apartments next to an elementary school Regardless of what think of that idea replacing parkland (specifically a part of the park that has old trees) with apartment buildings runs counter to elements of your own neighbourhood plan goals can't seriously believe you want to intend to remove part of a park with in favour of apartment buildings Replacing part of a hospital with apartment buildings obviously means getting rid of the hospital or building some ghastly structure around it somehow As for the school are you sure that parents want a batch of lower income rental units next to or across the street from a school? mean even with just the park and hospital off limits you're already down about a third of the space you seem to think is there think the easiest way to think about this is to ask yourself a simple question "would rather live next to a house or next to an apartment building?" f you're already in the neighbourhood 'd think that people generally would answer "house " The entire apartment building idea seems to benefit only those that would like to live in the area not those that currently do While can appreciate designing for the future think it would be a folly not to prioritize the wishes of those of us that currently enjoy living in the area 2) The "small urban village" idea also runs contrary to the goals you've outlined Your plan is to replace some of the most affordable rental housing with commercial space? There is already an "existing large urban village" literally a block away There are already several businesses operating at this location There was even a corner store there for decades but it couldn't compete with the Thrifty Foods a block away which is why it's a pet store now As for "protecting commercial areas" are you going to turn the houses on the corners of Robertson and Lillian and rving and Crescent back into corner stores ( 'm probably dating myself but they used to be "commercial areas" as well before they couldn't compete and closed their doors and become residential properties) mean at least the apartment idea seems to be a misguided attempt to introduce affordable housing but this urban village idea feels like you're trying to fix problems that don't exist all while creating new problems at the same time would like to stress that am strongly opposed to both the construction of new apartment buildings and the removal of existing rental units in favour of unneeded commercial space just a block away from a significant amount of commercial space Your plan seems like a plan that a land developer would like one that stands to profit from the construction sale and management of the property</p>	6/8/2017 4 54 PM
5	To me the design of these buildings would be a very important factor The esthetics of the neighbourhood must be taken into account and the design must conform or compliment that	6/8/2017 11 27 AM
6	Having a small urban village that is full of chain stores is not of intrest As it stands now the Thrifty's parking lot is a "Gong Show" it's very full parking is hard and the lack of trees within it create an unplesant atmosphere am often on foot or bike while there So 'm concerned about this strip becoming a parking lot Having geen parking areas bike lanes and safe spaces for mobility ads and strollers is important	6/8/2017 8 54 AM
7	Two things 1 Council will allow developers to add one two or even eleven stories We might say three or four but they can easily change it to 8 or 20 for any single development And then they all want to do it 2 What will you do about the increased traffic from all the extra cars? f you look at the whole plan not just here this plan's zoning capacity looks HUUGE s the plan to double or triple the population in Gonzales? Looks like it but you are not saying so	6/7/2017 5 35 PM
8	Are you serious? We are short family housing not housing for young male tech workers Small apartments are too small NOPE No small apartments they will just be AirBNBs are you will not enforce by laws NO SMALL APARTMENTS PER OD	6/7/2017 4 02 PM
9	t makes sense for Fairfield frontage Where lots are bordered by other streets (e g Montague Court property) lower profile to suite character of neighbourhood should be maintained	6/7/2017 3 31 PM
10	Parking currently is limited along there especially with the park Hope "near Fairfield Rd" does not leak into the current res areas behind Fairfield Rd	6/7/2017 2 51 PM
11	No more then 3 stories	6/6/2017 7 53 PM
12	No more than 3 stories Definitely not 4 stories	6/6/2017 4 00 PM
13	Don't disrupt the character of the neighbourhood's by adding and high number of apartments Some are fine but not an overwhelming number of them	6/6/2017 12 54 PM
14	We desperately need more affordable rentals for singles seniors (not only for couples or families with 2 incomes who can afford higher rents than singles or seniors)	6/5/2017 3 54 PM
15	Only if off street parking is provided	6/5/2017 2 15 PM
16	With off street parking	6/5/2017 1 53 PM
17	Always ask the question of crowding out neighbours	6/4/2017 6 10 AM
18	some are appropriate but not a continous band as one might find in cook street village	6/2/2017 7 09 PM
19	mpact on neighbouring properties privacy light and outlook need to be considered perhaps through design setback requirements etc	5/31/2017 11 48 AM



20	Appropriate only if off street parking is provided	5/30/2017 11 23 AM
21	density of traffic at Wildwood Lillian and Fairfield Road already makes this particular location problematic	5/28/2017 3 37 PM
22	don't do it we don't need more traffic and parking in this area if you force it max 2 stories	5/25/2017 9 46 AM
23	Key would be transit growing faster than density currently buses are often full and off schedule The inconvenience encourages driving which reduces cyclists feeling safe	5/23/2017 9 03 PM
24	This direction is entirely in keeping with the historic pattern of mixed development along this secondary arterial road	5/23/2017 7 34 PM
25	Three stories will overpower the feel of the neighbourhood if all the properties are redeveloped similar to what happened along Cook with frame apartments blocks	5/22/2017 8 18 PM
26	Again this bring concerns about the number of cars parked on the street from increased residents and visitors Also concerns re more use for short term rentals and air bnbs as they are near the beach	5/21/2017 4 59 PM
27	Makes complete sense Should even consider some four story	5/18/2017 11 59 AM
28	'm not sure how this could work when single family homes on this strip of Fairfield have been selling for close to \$1 million in principle this seems like wonderful idea but we need to consider what levers will be in place to prevent a strip of luxury apartments and townhouses that are not affordable for young families (the demographic we want to ensure has a space in Fairfield Gonzales)	5/17/2017 1 13 PM
29	in my previous comments drew attention to the parking and traffic problem associated with townhouses While am more supportive of small apartment blocks on the assumption that each unit will be provided with an off street parking spot am not supportive of them along the area proposed because this will require the bulldozing of perfectly good houses presently along the road as well as the "choking off" of Hollywood Park	5/16/2017 8 20 PM
30	People live in the gonzales area because it is less dense than other areas in Victoria This whole plan is ruining the neighbourhood	5/16/2017 6 16 PM
31	support townhouses and Rowhouses on Fairfield but not apartment buildings There is very little that is 3 stories on Fairfield now and this would dramatically change the neighborhood Rowhouses and townhouses would be far more appropriate keeping with the look and feel of the neighborhood and encouraging a sense of community Apartments are not ideally suited for single families they do not foster a sense of community and will require significant adjustments to the tree lined streets and will dramatically increase traffic Kids will be less likely to ride bikes and walk to school due to all the increase traffic and anonymity apartments provide How can they knock on a door and ask for help? How many cars will drive out of a parking garage in the morning? DO NOT support this and think it's a very poor idea Why is the only solution to create a tunnel of buildings in the name of Affordability when in fact it's the least desirable housing option for buyers and residents alike	5/16/2017 1 52 PM
32	NO TOWN HOUSES Ok with small apartment buildings up to 3 storeys but no miire	5/16/2017 11 36 AM

### Q3 Which of the following is appropriate in this area?

Answered: 111 Skipped: 1



	Very appropriate	Somewhat appropriate	Neutral	Somewhat inappropriate	Very inappropriate	Total	Weighted Average
Discourage clearing of land and trees by encouraging intensive forms of housing and flexible site planning	59.26% 64	20.37% 22	9.26% 10	2.78% 3	8.33% 9	108	4.19
Discourage subdivision in order to retain large green spaces	54.63% 59	22.22% 24	12.96% 14	7.41% 8	2.78% 3	108	4.19

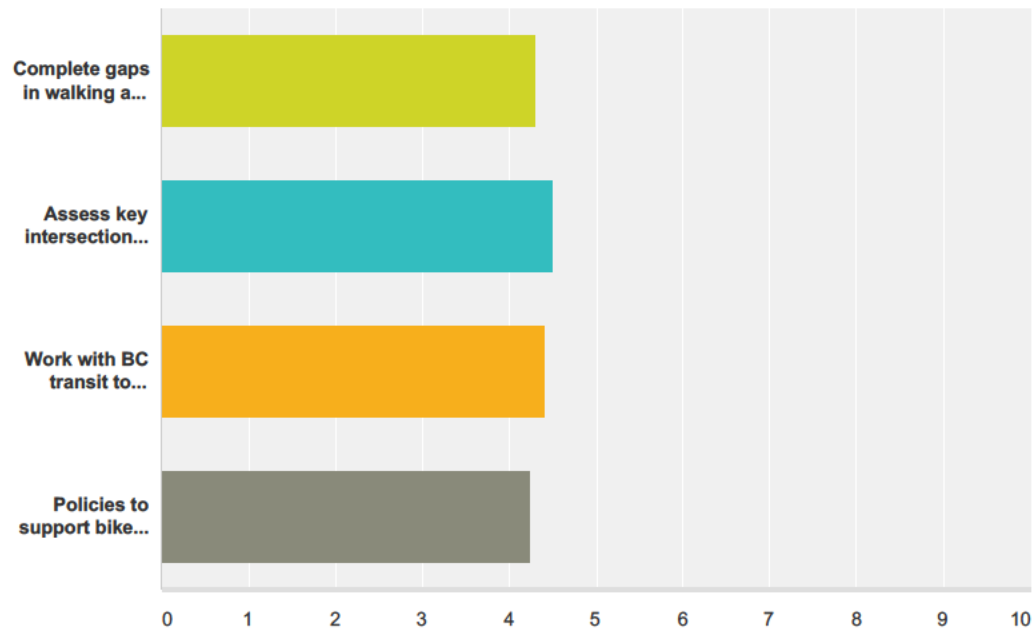
#	Comments for "Discourage clearing of land and trees by encouraging intensive forms of housing and flexible site planning."	Date
1	actually prefer green space but absolutely do not want the kind of overreaching regulations that Saanich has imposed that make it costly and impossible to make modifications to private property Also think banning paved driveways is a clear example of government overreach would not necessarily be opposed to having incentives to achieve goals but do not think it is appropriate to put outright bans in place for things of that nature	6/8/2017 4 54 PM
2	Definitely an important issue	6/8/2017 11 28 AM
3	How about community spaces in this area Places for the arts to have affordable offices/studios/rehersal/building space etc	6/8/2017 9 00 AM
4	Not just discourage Ban When the trees have been cut down they will never come back	6/7/2017 5 35 PM
5	Nope Shouldn't be "encourage or discourage" Have the guts to say no builds Do you have the guts???? NOPE	6/7/2017 4 04 PM
6	Require more planting of trees near areas where trees have been removed Require after building that more trees will not be removed	6/7/2017 2 56 PM
7	Great idea really want the natural green spaces preserved	6/6/2017 4 01 PM
8	Keep all of the tree areas and green areas possible	6/6/2017 12 56 PM
9	maintain the character of the neighbourhood	6/3/2017 10 28 AM
10	This is reasonable because it is not black and white but rather a guideline There has to be room for individual circumstance	6/2/2017 3 36 PM
11	Unclear what is meant by flexible site planning Townhouses and rowhouses in this area are not appropriate given the stated need to preserve the large lot character and tree canopies	5/31/2017 11 51 AM
12	prefer 3 or more units inside house rather than garden suites to retain green space	5/30/2017 1 20 PM
13	Trees and greenery are a major part of what makes Victoria a beautiful city and attractive place to live Every effort should be made to preserve them	5/30/2017 11 26 AM
14	Poorly worded somewhat unclear	5/30/2017 9 20 AM

15	Agree with a ban on any more land and tree clearing	5/27/2017 1 10 PM
16	Flexibility and bylaw variance should be encouraged where necessary to provide both greater density and canopy protection	5/25/2017 8 20 PM
17	discourage clearing of land and trees but its a trick question we don't want higher density or your flexible planning which means what?	5/25/2017 9 48 AM
18	Tree planting needs to be considered however a balanced approach is required to maintain the tree canopy and increase housing	5/25/2017 6 59 AM
19	This seems a little late for discussion now that this area is a sample of what people point to as to what they don't want boxes and cutting down of trees City seems worried about parking adding to hard spaces and green space destruction but no problem with gigantic boxes and butchering of trees to accommodate and pretending that is same as a tree left to grow naturally	5/23/2017 9 08 PM
20	'm absolutely in favour of densification but also believe you can do this while also retaining trees t is SO unfortunate when large green spaces are cleared (eg 800 block of Foul Bay) More homes could have been retained while still allowing the development	5/23/2017 8 36 PM
21	A creative approach to intensification that maintains the tree canopy and open character of this area	5/23/2017 7 36 PM
22	Without the mature trees many neighbourhoods would be ugly and reflect the age and level of maintenance of adjacent old houses	5/22/2017 8 21 PM
23	Such a unique and beautiful area of town needs to be preserved	5/17/2017 1 14 PM
24	ntensive housing on the basis of existing structures is what have been recommending from the start To be blunt again notice this is explicitly proposed by the City of Victoria with concern for retaining green spaces and tree stocks only now that the focus of the plan has moved east i e into the "like Oak Bay" part of Victoria	5/16/2017 8 30 PM
25	yes Keep all existing greenery	5/16/2017 11 38 AM
<b>#</b>	<b>Comments for "Discourage subdivision in order to retain large green spaces."</b>	<b>Date</b>
1	Consider the fact that Fairfield is renowned for its trees and greenery All areas should be considered for protection The balance of housing to trees is not just an issue for the large lots Therefore garden suites and basement suites are less destructive than subdivision of larger lots which inevitably removes green areas and trees	6/8/2017 9 04 PM
2	Fairfield renowned for its trees and greenery Consider impact on less privileged areas which do not have large lots Subdivisions of modest lots not to be at expense of trees	6/8/2017 8 43 PM
3	must have large green spaces to discourage urban decay	6/8/2017 6 12 PM
4	wish you would stop letting developers buy up nice large old lots with houses nicely placed on them so they can cram as many houses as humanly possible on the property all to earn a quick buck t ruins the character of the neighbourhood	6/8/2017 4 54 PM
5	The large green areas can't come back but housing design can be inventive to be set under the canopy Also what about blasting? This area is rock and blasting compromises the land etc	6/8/2017 9 00 AM
6	Again not discourage ban	6/7/2017 5 35 PM
7	This should be in areas throughout the city That means you keep large single family lots and no townhomes	6/7/2017 4 04 PM
8	Great idea Ditto	6/6/2017 4 01 PM
9	Subdivisions can meet desire for urban forest and green space if done correctly but it has to be done sensitively	6/3/2017 3 54 PM
10	As stated above blanket rules like this are not appropriate or desirable The result can easily be unintended consequences if sensible plans are not even considered because of 'one size fits all' arbitrary rules The residents of the area must also be considered and listened to carefully	6/2/2017 3 36 PM
11	Subdivision is fine if it doesn't endanger large old trees	5/30/2017 11 26 AM
12	We do not live in a museum Large lots are no longer appropriate not desired by many residents and can be financially prohibitive Currently designated Heritage Properties excepted subdivision of large lots should be encouraged within the usual zoning and bylaw limits	5/25/2017 8 20 PM
13	absolutely and any politicians who support subdivision will be defeated	5/25/2017 9 48 AM
14	There should be more discussion of green space for the sake of it and green space that public can access	5/23/2017 9 08 PM
15	Perhaps the best option here would be for some form of clustered strata title development on larger properties	5/23/2017 7 36 PM
16	We have already done a lot of infill that has changed the character of Victoria's oldest neighbourhoods	5/22/2017 8 21 PM

17	Subdivisions will not maintain the character and heritage of this area	5/17/2017 1 14 PM
18	Please re read my comment directly above and be honest about the socioeconomic bias informing the plan ALL neighborhoods need to retain large green spaces by discouraging the clearing of trees Urban development that does not hug those giant plants is civilization in peril	5/16/2017 8 30 PM
19	Yes keep existing greenery	5/16/2017 11 38 AM

## Q4 Do you support the following initiatives to improve mobility, connectivity and safety?

Answered: 109 Skipped: 3



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Complete gaps in walking and cycling routes to improve connections to popular neighbourhood destinations	66.06% 72	20.18% 22	0.92% 1	3.67% 4	9.17% 10	109	4.30
Assess key intersections and other spots for safety improvements	76.15% 83	11.93% 13	2.75% 3	3.67% 4	5.50% 6	109	4.50
Work with BC transit to improve bus service	63.30% 69	22.02% 24	9.17% 10	2.75% 3	2.75% 3	109	4.40
Policies to support bike parking and car sharing in key locations	58.33% 63	23.15% 25	8.33% 9	3.70% 4	6.48% 7	108	4.23

#	Comments	Date
1	consider roundabouts as traffic calming devices to deal with the speeding problem and the universal practice of "rolling stops" at stop signs They prevent T bone collisions Speeding cars make a lot of noise and threaten an area with many residents keen on walking and cycling Also many young children in area	6/8/2017 9 09 PM
2	bike everyday regardless of weather or traffic conditions ( literally do not own a car) and see no need to make improvements n fact often find that some of the new biking infrastructure though well intentioned makes my bike trips more difficult by confusing motorists (like the disastrous bungle that Pandora has turned into) For example along the waterfront there is no need to improve "wayfinding " do not think it is possible to completely idiot proof roads All you've got to do is keep going along the road you're already on Are you going to put up signs that say "cyclists don't turn if you want to keep going along this road" or something like that?	6/8/2017 5 09 PM
3	take the Foul Bay bus route often and drive that route love how that the speed limit is 30 km	6/8/2017 9 05 AM
4	Please do improve the path at Margaret Jenkins	6/7/2017 10 31 PM



5	These seem like baby steps Why the slow pace? You should be making it safe and pleasant to walk and cycle on every single street immediately For example (and it's just one example) don't know why you would be seeking input about whether to assess key intersections etc for safety improvements that seems like a no brainer and something you should have done already and you should have acted upon Again why are you appearing to drag your feet on this stuff?	6/7/2017 8 42 PM
6	am sure most will agree with all these but no matter what you do most people still want to drive Car sharing isn't as great as advertised 've tried it Bus service bigly needs improvement> Frequency and the two buses (3&7) come at almost the same time with a big wait between And BC Transit will decide so no promises here	6/7/2017 5 35 PM
7	As a resident of rving Road recommend this is not an appropriate street to make a designated bike/pedestrian route it is a (more) narrow street with a single sidewalk and is congested by school dropoff/pickup traffic Other streets to the West seem better options ie Robertson	6/7/2017 4 38 PM
8	You aren't actually going to do this so don't see why it's in the plan	6/7/2017 4 11 PM
9	low emissions vehicles for public transport should be encouraged particularly if frequency of public transit is to increase Use of high emissions older buses (whether regular public transit or tour operators) for example should be discouraged	6/7/2017 3 35 PM
10	Cite bikers for dangerous riding it is not only the cars that cause problems How would you support car sharing? Better E/W connection to Oak Bay	6/7/2017 2 59 PM
11	How do you improve cycling when you will have more cars parked on the streets with increased densification	6/6/2017 7 57 PM
12	'm a 57 year old cyclist and fully approve these ideas	6/6/2017 4 02 PM
13	Transit bus service is good at present keep it at same level	6/6/2017 1 05 PM
14	Reinstall crosswalks at intersection of Gonzales Richmond & Despard Many students and others try to cross the road at this location and cars just speed by them These crosswalks were taken out a number of yrs ago	6/5/2017 4 00 PM
15	The way this question has been worded "Do you support the following initiatives to improve mobility connectivity and safety?" will cause a major bias in the answers received because not many people will want to say they strongly oppose improving mobility and safety oppose the methods not the endgame	6/4/2017 2 13 AM
16	Earle St has unstable substrait and a park entrance Unsuitable for trucks and speeding traffic Currently used as a shortcut by motorist and trucks	6/3/2017 8 03 PM
17	The neighbourhood is very bike accessible without any further work	6/3/2017 3 55 PM
18	cycle and walk a lot in this neighbourhood and don't see big problems am leery of spending a lot of money on this stuff	6/2/2017 3 37 PM
19	things are fine the way they are we do not need more concrete added in various parts of Fairfield	6/1/2017 3 20 PM
20	Bike routes are especially important And they should be separated from traffic using barriers wherever possible	5/31/2017 8 17 PM
21	Some past improvements little used eg bike lanes on Foul Bay Speed limits already lowered in most of area with some eg 30 km along most of Foul Bay unrealistically low and therefore rarely observed Bus service depends on ridership and low density of Gonzales makes it difficult for BC Transit to offer frequent service particularly during summer months when University/college students not using routes	5/31/2017 11 54 AM
22	Better transit between City core UVic and Uptown areas will support densification and reduction of car usage	5/30/2017 1 23 PM
23	The intersection of rving and Fairfield is blind because of the heavy parking along Fairfield right up to the corner This is not the only dangerous intersection in the area but one of the worst live on rving and am selfishly concerned that installation of a bike lane along the street would involve tearing the whole street up t has not been very many years since this street was torn up and our lives were disrupted for months s this going to happen again?	5/30/2017 11 30 AM
24	Crescent is a very busy road and good lighting that respects residents windows is very necessary	5/28/2017 1 41 PM
25	keep transit on current routes no new routes	5/25/2017 9 50 AM
26	Excellent concepts	5/25/2017 7 04 AM

27	ntersection at Richmond and Richardson needs better cues to drivers that it is a four way stop Southbound drivers on routinely blow through the stop sign Rumble strips would be a cost effective means of altering drivers to the low visibility spot signs Please do not invest in unnecessary cycling infrastructure in this area good cyclists don't need it As a long time cyclist in this city Gonzales is perhaps the most cycle friendly A white line in the road does not offer protection and will not turn non cyclists into cyclists Cycling cultures like Denmark and Holland are erroneously cited as models but people cycle in those countires because there are few affordable or practical alternatives given their urban geography car ownership is very expensive moreover medieval towns and cities have no capacity for cars Please get rid of the traffic calming islands on Richardson it obstructs vision cyclists cannot see or be seen also the islands collect dangerous amounts of gravel and debris f you want to make cycling safer legislate that all cyclists have rear view mirrors bells and lights Experienced competent cyclists don't need bike lanes Anyone can become a competent cyclist	5/24/2017 4 20 PM
28	Please no sidewalks on Brighton The rustic feel of the street is unique and just right There's plenty of space for pedestrians to walk on the edge of the road We love the Brighton Trail as it is	5/24/2017 8 36 AM
29	This is already an incredibly walking and cycling friendly neighbourhood while in the neighbourhood public transit to other areas is lacking	5/23/2017 9 13 PM
30	Transit seems pretty good Options along Foul Bay Fairfield Richardson and Oak Bay Ave	5/23/2017 8 40 PM
31	My primary concern relates to Brighton Avenue which is currently having curbs gutters and sidewalks installed in what seems to be a very conventional manner for a street that is a designated greenway would encourage the City to stop construction immediately until such time as a greenway standard is developed for Brighton Avenue Such a standard should ensure a greater proportion of the right of way width is devoted to green features including planted verges permeable paving green infrastructure such as bioswales and raingardens and a shared street concept where pedestrians cycles and cars share the paved area Road design elements such as chicanes permeable paving tree bulb outs and limited parking layby areas should be considered As it stands Brighton Avenue is being constructed to conventional street standards that in no way mark it out as a green way in anything other than name	5/23/2017 7 41 PM
32	traffic calming measures on richardson supported looks like potential for crosswalk at Lawndale and Pemberton park	5/23/2017 2 50 PM
33	Given that many transit buses pass my house on Ross St empty of with one or two riders most of the day think smaller buses and reductions or elimination in schedules needs to be looked at Don't create cycle lanes that eliminate street parking as its already hard to park in front of my own home	5/22/2017 8 28 PM
34	Oak Bay needs to coordinate with Victoria to complete gaps	5/22/2017 1 54 PM
35	How about reduced rent or market sale value for homes that do not require parking? E) the owners contract to not owning a personal automobile	5/20/2017 1 48 PM
36	Bike sharing should also be considered	5/17/2017 1 15 PM
37	As indicated previously public policies to encourage walking and cycling are all very well but naive if supposedly instead of private vehicles yes mostly electric as soon as possible The real alternative to the automobile for the vast majority of the population is not and never will be walking or cycling even in balmy Victoria The real alternative is extensive affordable public transit	5/16/2017 8 45 PM
38	As someone who does not drive and frequently uses public transit cycles and walks places in the neighbourhood adding a bunch of gratuitous paths will not make anything safer or nicer There are already multiple bus routes in the (small) area and frankly bus service in general is very good As for cycling and walking any safety concerns are due to people's poor understanding of road rules not a problem with the infrastructure of the neighbourhood The problem is the people not the place	5/16/2017 6 24 PM
39	Get BC Transit and the tour buses OFF Ross Street This is a residential area and should be respected as one Transit and the tour bus companies DO NOT contribute to road repairs As well the roads in this area are in POOR condition and with the taxes we pay they should be the best in the city	5/16/2017 6 14 PM
40	'm opposed to any changes on Richardson St particularly to facilitate OakBay cyclist traffic	5/16/2017 5 18 PM
41	The more easy walking routes there are the better We are trying to drive as little as possible and making it safer to walk to Oak Bay Ave especially in winter when it's dark would be much appreciated	5/16/2017 4 35 PM
42	Something must be done about the intersection of Chandler and Richmond When travelling east on Chandler in a car you cannot see around the corner for oncoming traffic The result is you have to be way out into the intersection before you know if it is safe to proceed or not The City had some shrubs trimmed on the corner to help but it is not enough With a school and hospital in this area this intersection is VERY busy at times t must become a four way stop (currently is just a two way stop) This is the only safe way of managing traffic and people at this intersection	5/16/2017 3 41 PM
43	Encourage BC Transit to adapt electric power buses	5/16/2017 2 37 PM

44	NO B KE LANES on roads that cannot handle them There should not be bike lanes along hollywood crescent t is already to narrow to drive for vehicles there is no space to take for bike lanes All streets proposed are not wide enough for bike lanes All users should share road there should not be designated bike lanes	5/16/2017 11:39 AM
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## Q5 Did we miss anything?

Answered: 34 Skipped: 78

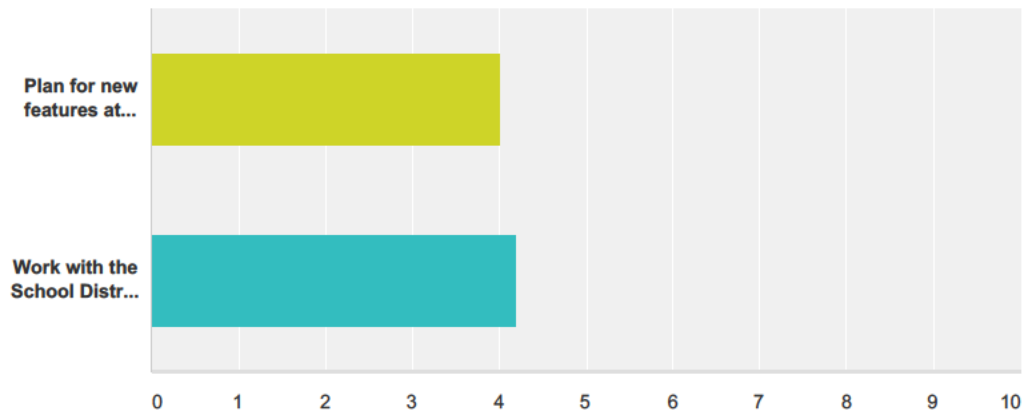
#	Responses	Date
1	Turning left onto Oak Bay Ave (whether biking or driving) really any where between Richardson and Monterey is super dodgy and dangerous (low visibility to see around parked cars and not many natural breaks in traffic during daytime hours Curious if there are ways to improve this?	6/8/2017 9 53 PM
2	Speed control Consider roundabouts for traffic calming which will also deal with universal illegal rolling stops	6/8/2017 8 45 PM
3	seems to be a good plan on paper	6/8/2017 6 14 PM
4	n the area we live near Gonzales Bay the shortest route by bike to Richardson corridor is Lillian Road and path thru Hollywood Park Recognizing and improving this route for bike access is desireable including an adjustment to Earle St sidewalk to remove sharp curb which impedes bikes	6/8/2017 5 34 PM
5	don't know if it's missing per se but "widen path at Margaret Jenkins Elementary" begs a simple question what path? 'm not sure if you actually had anyone check this or not but unless a worn out section of grass along the edge of a school field is supposed to be a thoroughfare think what you really mean is "build" a path Also 'm not sure but isn't that provincial land? s putting a public access route right through the middle of where schoolchildren play a good idea Also in terms of traffic if there was any evidence that 40km/h speed limits were effective tools at improving safety wouldn't have a problem with them But they were imposed against the recommendations of your own traffic staff (the ones that would actually know if this was a good idea or not) and there was a report after they had been in place for a year that they haven't helped reduce traffic incidents one iota So really all you did was spend a ton of taxpayers' money on new signage	6/8/2017 5 09 PM
6	see a potential problem around the Davie St cycle route plan the new Redbarn is causing serious problems with their delivery area (large trucks backing up honking congestion etc ) on Redfern St Several of the Redfern residents are discussing the possibility of blocking Redfern just before Oak Bay Ave f so Davie would become a lot more important for those delivery trucks etc Having a bicycle corridor there may not be such a good idea Try moving bicycle corridor to Chamberlain St ?	6/8/2017 11 34 AM
7	Keep the speed limit slow like that as a driver a pedestrian a cyclist and a rider Going slow is a "selling" feature of Victoria	6/8/2017 9 05 AM
8	Yes Nothing about how to deal with all the extra cars on the roads	6/7/2017 5 35 PM
9	Yes This is a crappy plan All you are doing is appeasing the development community and encouraging speculation You don't make any effort to talk to neighbours with your structured predetermined outcome workshops This isn't a plan about Gonzalez but a plan for densification to benefit developers Using words like "encourage" "discourage" are meaningless drivel and you know it Words like "Ban" "Not allowed to develop under any circumstances" would be how you can convince people you want to protect and enhance Gonzalez Right now you are just acting as agents for developers and speculators	6/7/2017 4 11 PM
10	Remember that in future if we are using cars less that those old driveways and parking can be turned into greenspace	6/7/2017 2 59 PM
11	The intersection at Robertson/Ross/Crescent and access to Gonzales beech is extremely unsafe Need painted crosswalks plus pedestrian controlled traffic lights as a minimum	6/6/2017 1 05 PM
12	Make the neighbourhood more walkable with cut throughs to streets for bikes & walkers	6/4/2017 4 50 PM
13	There is a link to commercial development and this section With the arrival of the Red Barn traffic and parking of staff has increased on Redfern Street My car was just clipped 3rd time in the 900 block of Redfern Traffic calming is needed beyond the speed bumps to limit oak bay folks from zooming up Redfern to the gas station and Red barn	6/4/2017 1 33 PM
14	Support traffic policy reviews for streets in south of Oak Bay Avenue Village	6/3/2017 12 10 PM
15	We have a peaceful beautiful neighbourhood t is worth protecting as it is	6/3/2017 10 33 AM
16	leave Richardson street alone there already is traffic calming on this street and the speed limit has been reduced t is the only efficient street for getting out of fairfield Cyclists should be encouraged to use chandler as the best way in and out of fairfield Also there should be no parking allowed on one side of richmond all the way up to oak bay avenue t is too dangerous for cyclists to use as there is not enough room for parking moving traffic and cyclists	6/1/2017 3 20 PM
17	Add Crosswalks at the intersection of Crescent Road Ross Street and Robertson to improve safe access to Gonzales Beach	5/31/2017 2 26 PM

18	enforce speed limits often 30 is totally ignored helps cyclists	5/30/2017 11 31 AM
19	Parking	5/30/2017 11 30 AM
20	Not yet	5/28/2017 8 02 PM
21	Reducing speeding and short cutting was mentioned for a few streets but notably absent was rving Road We are a straight street that shortens car trips for people connecting between Foul Bay Rd and Crescent Road (or Lillian) as well as people travelling between Fairfield Rd (via Lillian) and Crescent Road (towards Chinese Cemetary) This plan only addresses short cutting on Earle and the Oak Bay Village area but there are many many other streets facing similar issues with cars avoiding the arterial routes 'd love to see kids playing on the street in our neighbourhood but currently this isn't common due to the traffic Cars parked on the street certainly doesn't help visibility is very poor though there are claims this helps slow traffic it hasn't on our street	5/25/2017 11 46 AM
22	yes replace missing and damaged trees	5/25/2017 9 50 AM
23	Maintain narrower streets that naturally slow traffic maintain safe slow vehichular routes ensure on street parallel parking remains in place	5/25/2017 7 04 AM
24	Fairfield Plaza has little employee parking so they all park blocks away and crowd the already limited on street parking Many homes in my area have three or four cars due to students illegal suites and commercial vehicles parking overnight Go to Passmore Street any weeknight and see the crowding far more than 2 cars per house	5/22/2017 8 28 PM
25	Car speed mitigation needed along roads like Foul Bay Road (where cars frequently drive 60+ around blind corners where posted speed limit is already 30kph)	5/22/2017 1 54 PM
26	Take buses off Ross Street and move to Fairfield	5/20/2017 5 24 PM
27	Vehicles regularly exceed the 30kmph speed limit along the coastal road instal speed calming measures to make roads safer	5/20/2017 2 38 PM
28	Bike lane along Pandora Ave a total disaster Can hardly wait for it to be removed Massively interferes with emergency vehicles	5/20/2017 11 07 AM
29	Please add speed bumps to the north bound lane in the 300 block of Foul Bay Road We need to make this part of Foul Bay Road safer for the residents as most drivers do not obey the 30km speed limit	5/18/2017 3 46 PM
30	Assessment for safe access for pedestrians going to Gonzales Beach Traffic Management 3 8 Neighbourhood identified Priority Management mprovements 3 8 5 Enforcement (b Ross St/Crescent Rd between St Charles & Richmond n my opinion this area is urgently in need of some changes Pedestrian safety crosswalks are a necessity This is a popular beach for children and people of all ages Because there is a convergence of roads at Gonzales Beach it makes pedestrian crossing a real safety issue t would be very helpful too if the 30 km/hour speed limit was extended from Crescent Road to include Ross Street up to St Charles Currently as the 30 km speed zone on Crescent Road ends just before Ross Street many drivers decide to race up Ross Street and up to St Charles Our neighbours and find it dangerous just getting out of our driveway Why not extend the 30 kms per hour speed limit through Ross Street ts just a short street anyway often see near misses and hear horns honking and brakes squealing where Robertson Crescent Road and the Gonzales Beach road access intersect This should not be difficult to fix	5/17/2017 3 08 PM
31	Bike sharing programs	5/17/2017 1 15 PM
32	No but the survey program did not enable all of my commentary in the previous field so continue in this ongre on the topic of improving the safety of intersections and such There are enough speed bumps and cross walks and all the rest of that stuff Either you are URBAN planning or you are not All of the efforts to reduce speeding on the streets is reactionary V LLAGE nostalgia Traffic that moves properly is safe traffic Traffic that is regulated by physical obstructions just accelerates road rage	5/16/2017 8 45 PM
33	Keep Lisa Helps and her bike lanes off the arterial roads	5/16/2017 6 14 PM
34	You didn't have any meaningful neighbourhood consultation before deciding on radical changes to Richardson Street We need parking not restrictions We have a number of day cares in my block people park across the end of my driveway often	5/16/2017 5 18 PM



## Q6 Do you support the following initiatives to create more social gathering places or “community living rooms” in Gonzales?

Answered: 109 Skipped: 3



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Plan for new features at Pemberton Hollywood and Gonzales Beach Parks that encourages people of all ages to gather such as benches games and public art and picnic tables	49.53% 53	26.17% 28	7.48% 8	8.41% 9	8.41% 9	107	4.00
Work with the School District and others to create indoor community space in Gonzales	49.53% 53	30.84% 33	14.02% 15	0.93% 1	4.67% 5	107	4.20

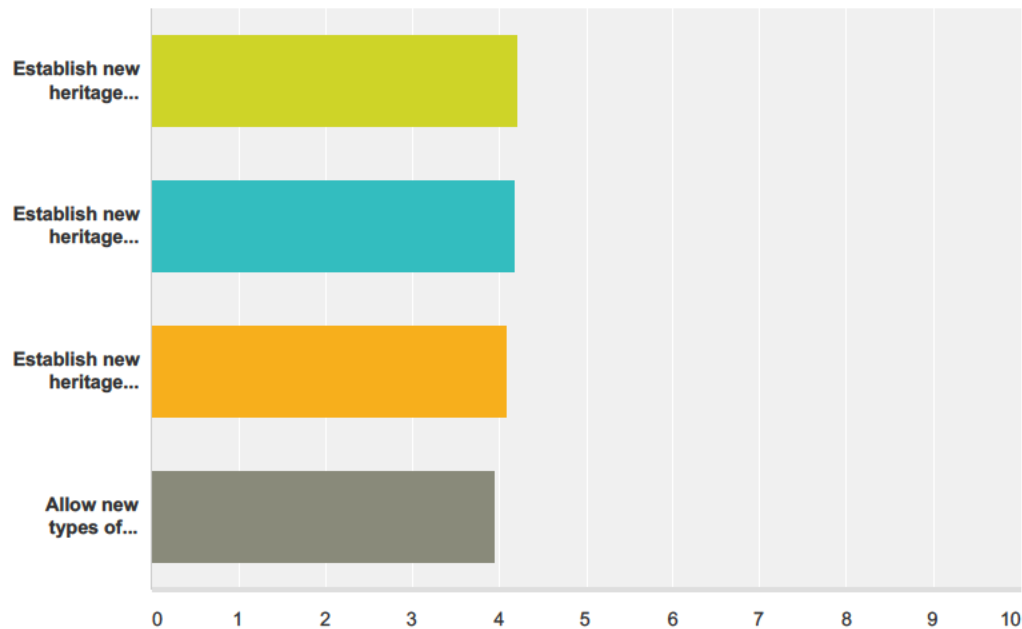
#	Comments for "Plan for new features at Pemberton, Hollywood and Gonzales Beach Parks that encourages people of all ages to gather, such as benches, games and public art and picnic tables"	Date
1	it would be awesome if Victoria would make a move *away* from defensive architecture i.e. no benches that can't be slept on no jagged fences around places that could otherwise offer shelter etc	6/8/2017 10:00 PM
2	'm confused don't all of these things already exist in these locations?	6/8/2017 5:10 PM
3	Would that eliminate the small green space that currently exists	6/8/2017 5:05 PM
4	love the idea of "gathering" and performances spaces however am concerned that there may not be enough thought being given to supporting those that make the art which might be performed in these spaces suggest that consideration be given to providing affordable rental space for professional performing arts organisations To put it another way it's great to be thinking about providing alternate performance spaces but there is a real need in the city for affordable spaces to create those performances	6/8/2017 11:39 AM
5	only if onsite parking is created	6/8/2017 11:21 AM
6	This is great But as a professional artist that tours internationally/nationally and am perplexed by the lack of rehearsal space and creation/administration space for the creation of the arts We are often driven out of our community to industrial areas This requires riding ones bike in traffic leaving children in school/care away from work and we are not supporting local services re food coffee etc However when working in other cities around the world arts spaces are part of a thriving city's plan Vancouver has "killed" its venue and rehearsal space over the last 15 years Many artists moved here because they could afford a house Many stayed in Vancouver and it's been hard That said it's hard here and we don't see a plan for the art spaces for the production of art This plan gives the artist a place to perform but does not address the reality there is no collective rehearsal space or office space for professional and amateur arts	6/8/2017 9:15 AM
7	support this if it does not interfere with existing uses of these parks	6/7/2017 8:43 PM
8	like that thing in the picture Homeless people can go there at night and the kids can clean up during the day Good for character building	6/7/2017 5:35 PM

9	People go to Gonzales Beach to literally be on the beach using funds to build structures entirely unnecessary & intrusive "less is more"	6/7/2017 4 39 PM
10	No No No Ask the people they like it the way it is	6/7/2017 4 11 PM
11	ensure that natural space at Gonzales beach is preserved as it is one of the rare escapes from a manufactured landscape	6/7/2017 3 36 PM
12	Consider the noise that might be generated by groups at night	6/7/2017 3 00 PM
13	More security at Gonzales beach	6/6/2017 7 57 PM
14	As long as it doesn't compromise my ability to walk our dog on Gonzalez Beach	6/6/2017 4 03 PM
15	Picnic tables would be a great improvement	6/5/2017 4 06 PM
16	'm not sure how successful this will be t's not lack of community living rooms that keeps people inside their houses	6/3/2017 3 57 PM
17	not spending a lot of money on it	6/2/2017 3 38 PM
18	Northern Fairfield area definitely needs a place	6/2/2017 3 24 PM
19	No changes required to Gonnzales Beach Continue to prohibit dogs on the beach in the summer No one wants to sit or step in dog poop	5/31/2017 2 29 PM
20	Support this but only with strategies to minimize disturbances to neighbours particularly late night	5/31/2017 11 55 AM
21	Be careful to ensure any increased access to beach areas does not put additional pressure on marine and shore birds and their habitat as this is part of the Victoria harbour Marine Bird Sanctuary Ensure no off leash dogs especially in the mornings and in the winter	5/30/2017 1 30 PM
22	like to see parks used as gathering places but as a dog owner like many many other people in Gonzales am concerned that new features in the parks will cut down on the dog off leash areas There is already a shortage of such areas Gonzales beach is closed to dogs in the summer and both Pemberton and Hollywood parks are often used for sporting events such as Little League games which means they are often not available for dogs to run around There are often times when THERE S NO DOG OFF LEASH AREA AVA LABLE AT ALL N GONZALES which means that dog owners have to USE THE R CARS to take their dogs somewhere suitable for exercise Please keep dog owners in mind when re designing parks	5/30/2017 11 38 AM
23	noise at night particularly on Gonzales beach	5/30/2017 11 31 AM
24	Upper Gonzaolas Beach are by the bathrooms needs a major rework Better parking bathrooms kids play area art work	5/28/2017 1 42 PM
25	Grudgingly	5/27/2017 1 14 PM
26	highly support new features but not necessarily for people to "gather" Picnic tables public art and games often go unused ( 'm not anti art but it seems to have a poor return on investment it's not something people can use every day and it can be very expensive) Games are out who brings a chess set to the beach? Aren't there checkers apps now? 've never seen people use the checkers/chess boards at Hollywood park Some very fresh thinking is needed for games and inexpensive facilities that are timeless or can be easily modified to meet our "entertainment needs" of the future Maybe build a massive play structure at Pemberton (leaving "satellite" structures at Hollywood and Margaret Jenkins) Beach related facilities at Gonzales would be excellent (foot rinse better ramps etc) but please no more picnic tables at Gonzales people want to sit on logs at the sunny end of the beach instead use the beach nearly every day and have never sat on a bench or table 've seen the picnic tables at Hollywood Park playground used for birthday parties maybe build a long table and better sun shade that is well suited for that sort of thing?	5/25/2017 12 10 PM
27	the park is too busy already parking is a mess so improvements so encourage local use not attract more vehicles	5/25/2017 9 52 AM
28	These are already very well used seems like an incredible waste of money	5/23/2017 9 17 PM
29	AS A WORK NG ART ST N THE NE GHBOURHOOD T WOULD BE GREAT TO HAVE AN ART ST N RES DENCE LOCAT ON	5/23/2017 8 55 PM
30	Yes Pemberton Park in particular could be far better utilized	5/23/2017 8 41 PM
31	strongly encourage the City to give consideration to redeveloping the washroom/changeroom facility at Gonzales Beach into a proper community gathering place included a cafe/restaurant/snack bar that takes advantage of the views from this location while including improved washroom and changeroom facilities The model is something along the lines of the restaurant/changeroom facilities at Kits Beach Park in Vancouver albeit smaller scale in keeping with the scale of the beach an anticipated visitation rates	5/23/2017 7 44 PM
32	would not want to live near such installations as they will gater the undesirables off hours and be a maintenance headache/	5/22/2017 8 30 PM

33	Fenced dog park areas should be prioritized	5/22/2017 1 55 PM
34	Enforce no alcohol laws on beach to encourage families	5/20/2017 2 38 PM
35	Tables with chess/checker boards in them are long overdue in this town	5/16/2017 8 49 PM
36	There are already a sufficient number of benches in these parks ( 've never had a problem find one nor have seen them all full ever) and people bring there own games to parks so anything added would just get in the way	5/16/2017 6 27 PM
37	Leave the beaches and parks undeveloped	5/16/2017 5 19 PM
38	The City has wasted so much money on public art that is really bad support benches and tables but not public art	5/16/2017 3 42 PM
39	YES YES YES	5/16/2017 11 40 AM
#	<b>Comments for "Work with the School District and others to create indoor community space in Gonzales"</b>	<b>Date</b>
1	This would be nice although know the fairfield gonzales comm centre already exists so perhaps lower priority than other items?	6/8/2017 10 00 PM
2	There are plenty of recreation centres in the City of Victoria Oak Bay Saanich and Esquimalt already	6/8/2017 5 10 PM
3	where would an indoor community space be on the crescent drive?? Not clear	6/8/2017 5 05 PM
4	Yes but will the community support the above mentioned comment	6/8/2017 9 15 AM
5	As long as we are willing to pay for extra cleaning and maintenance service this is a good idea	6/7/2017 5 35 PM
6	maximizing the use of public space makes sense and schools could benefit from additional resources being contributed by the community win/win	6/7/2017 3 36 PM
7	There could also be an outdoor amphitheater type space at MJS which could also be used for outdoor classes Problem is many school grounds are not used after hours or in summer How to make them more gathering space	6/7/2017 3 00 PM
8	Good idea but consider many seniors would avoid schools	6/6/2017 1 07 PM
9	Lots of retirees could use more space for indoor activities (yoga classes etc ) instead of having to relie on Oak Bay facilities	6/3/2017 3 57 PM
10	not spending a lot of money on it	6/2/2017 3 38 PM
11	there should be no development in Queen Anne heights or Gonzales hill that is larger than current foot print of existing house no new deveopment on disturbed sites What is the city of victoria position on garry oak meadows? seems to be pro development	6/1/2017 3 27 PM
12	Work with land Conservancy to increase access to Abkhazi Buiding and grounds for neighbourhood access meeting space summer jazz concerts etc	5/30/2017 1 30 PM
13	Also Abkhazy Gardens	5/30/2017 11 29 AM
14	in existing facilities and work to keep Moss Street Market where it is	5/25/2017 9 52 AM
15	My neighbourhood (right near Hollywood pet center) has an incredible number of self directed block parties get together and events because we all know each other	5/23/2017 9 17 PM
16	NCORPR ATED SCHOOLS W TH PUBL C ART PERHAPS A GONZALES MOSA C ON THE CONCRETE WALL ( VE WORKED W TH ARTSTARTS AND COULD GET FUND NG)	5/23/2017 8 55 PM
17	Great There do seem to be events at Margaret Jenkins (like your Open House ) but not many	5/23/2017 8 41 PM
18	The use of idle school facilities makes far more sense than the creation of 'hang outs' in our parks	5/22/2017 8 30 PM
19	ndoor community space to do what? Would this be to house City of Victoria recreation programs such as those already offered in the existing recreation centres? Or would this space be for independent community groups to use? f so for free?	5/16/2017 8 49 PM
20	YES YES YES	5/16/2017 11 40 AM

## Q7 Do you support the following initiatives to protect the historic character of houses and streets?

Answered: 107 Skipped: 5



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Establish new heritage conservation area on Upper Foul Bay Road Why this area?	55.14% 59	24.30% 26	13.08% 14	1.87% 2	5.61% 6	107	4.21
Establish new heritage conservation area on Lower Foul Bay Road Why this area?	50.48% 53	26.67% 28	17.14% 18	0.95% 1	4.76% 5	105	4.17
Establish new heritage conservation area on Redfern Street Why this area?	45.63% 47	27.18% 28	21.36% 22	1.94% 2	3.88% 4	103	4.09
Allow new types of housing on designated heritage properties such as main house + secondary suite + garden suite to support heritage conservation and increase rental housing	40.95% 43	33.33% 35	12.38% 13	6.67% 7	6.67% 7	105	3.95

#	Comments for "Establish new heritage conservation area on Upper Foul Bay Road. Why this area?"	Date
1	f it means you're not going to let land developers ruin the area with apartment buildings wouldn't oppose it	6/8/2017 5:13 PM
2	Yes However this is a celebration of Colonialist Heritage and ther Heritage of men who could own land at that time with no mention of First Nations	6/8/2017 9:28 AM
3	Nice trees	6/7/2017 5:36 PM
4	think however your so called heritage zone will be rife with "exceptions" and you will give developers what they want	6/7/2017 4:12 PM
5	Mid Century modern should be included Are any of these already divided into suites?	6/7/2017 3:03 PM
6	Quite frankly don't trust what this would mean in the future The draft plan is quite balck and white in it's current statmeents and creating a heritage conservation area opens the door for unintended consequences form future 'bright ideas' from those who do not live here	6/2/2017 3:44 PM
7	the area included should be larger and take in more of queen anne heights	6/1/2017 3:30 PM

8	Apply this policy throughout Gonzales neighbourhood in order to protect the character and heritage of the area so that Gonzales does not become a hodge podge like James Bay	5/31/2017 2 32 PM
9	Support in general to preserve heritage character of neighbourhood but am somewhat unclear as to what practical benefit is	5/31/2017 11 59 AM
10	As an architectural historian am very concerned with preserving architectural heritage have already seen far too many Arts and Crafts bungalows and Art Moderne houses pulled down to make way for undistinguished development in particular Victoria seems to have absolutely no interest in preserving its Art Moderne buildings notice that most of the buildings that are preserved as "heritage" are large buildings but there are many smaller houses worthy of preservation	5/30/2017 11 44 AM
11	Apart from existing designated Heritage properties homeowners in these areas should not be subjected to additional and unnecessary restrictions and bylaws Most of the homes in these areas are not Heritage quality and the owners did not buy them as such if the goal is to protect the trees and streetside canopy there are better ways to accomplish this than a blanket Heritage designation This directly damages the financial wellbeing of the homeowners	5/25/2017 8 26 PM
12	heritage conservation throughout Gonzales no more oversized ultra modern houses should be allowed	5/25/2017 9 55 AM
13	Ensure energy improvements are not in conflict with this approach	5/25/2017 7 06 AM
14	My only hesitation is that by "heritage" the areas outlined look like the city means heritage only means opulent as well Plenty of the older more modestly sized houses nearer Gonzales bay say something of the heritage and evolution over time	5/23/2017 9 22 PM
15	I love the idea of keeping these beautiful old homes but hope it would not be at the expense of affordability (ie protecting lots of single family homes preventing increased density) However these old mansions can be converted into rentals or condos which would be perfect Keep the character increase rental or lower cost options	5/23/2017 8 49 PM
16	We have so few of these heritage homes left it is so important to protect and conserve them	5/18/2017 8 36 PM
17	I am all for this while exposing the socioeconomic bias informing it I would strongly oppose it if saving a handful of mansions was to be at the expense of all the character housing throughout the rest of the neighborhood Just as I objected to the preservation of green zones only in the "like Oak Bay" east I want the preservation of the architectural heritage of the entire sector renovated to accommodate intensive residences but not replaced by new builds that fail to live up to aesthetic codes	5/16/2017 9 04 PM
18	Protect homeowner rights and property values	5/16/2017 5 20 PM
19	Keep character	5/16/2017 11 41 AM
#	<b>Comments for "Establish new heritage conservation area on Lower Foul Bay Road. Why this area?"</b>	<b>Date</b>
1	Nice trees	6/7/2017 5 36 PM
2	I think however your so called heritage zone will be rife with "exceptions" and you will give developers what they want	6/7/2017 4 12 PM
3	Are these already divided into suites?	6/7/2017 3 03 PM
4	<div> <div>personal information</div> <div>given his position to remove that wonderful home</div> </div>	6/4/2017 1 38 PM
5	See above	5/31/2017 2 32 PM
6	Same comment as above	5/31/2017 11 59 AM
7	These areas support urban forest preservation	5/30/2017 11 31 AM
8	heritage conservation throughout Gonzales no more oversized ultra modern houses should be allowed	5/25/2017 9 55 AM
9	I love the idea of keeping these beautiful old homes but hope it would not be at the expense of affordability (ie protecting lots of single family homes preventing increased density) However these old mansions can be converted into rentals or condos which would be perfect Keep the character increase rental or lower cost options	5/23/2017 8 49 PM
10	Absolutely protect these heritage homes there are so few left Just think if the UK had not protected the old stock heritage homes it would not be the UK any more so lets follow suit and protect the homes we have left	5/18/2017 8 36 PM
11	As above	5/16/2017 9 04 PM
12	Protect homeowner rights and property values	5/16/2017 5 20 PM
13	Keep character	5/16/2017 11 41 AM
#	<b>Comments for "Establish new heritage conservation area on Redfern Street. Why this area?"</b>	<b>Date</b>

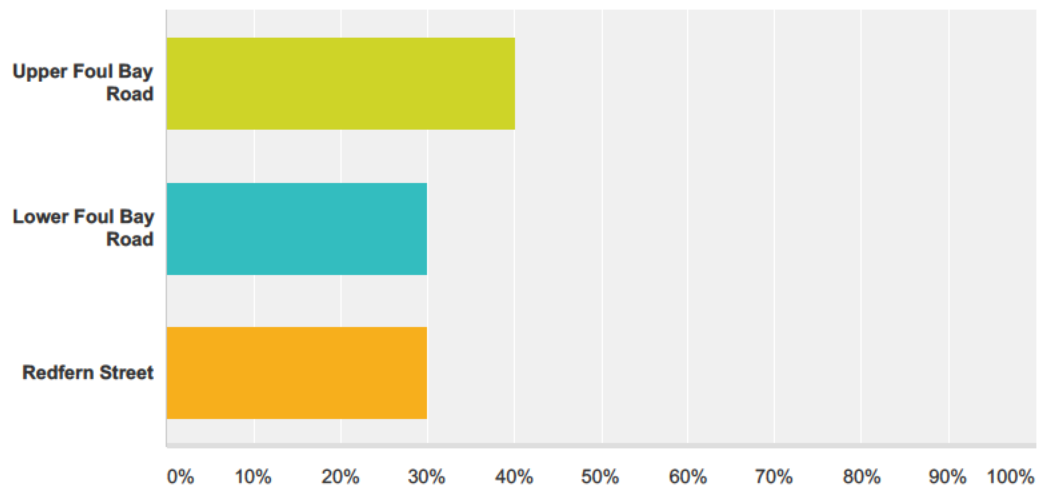


1	There are many clusters of heritage buildings that should also be considered not just these few mentioned areas	6/8/2017 9 15 PM
2	We live on tis street and we are intrested in preserving the area and see an incentive for older houses to be preserved	6/8/2017 9 28 AM
3	Nice houses	6/7/2017 5 36 PM
4	think however your so called heritage zone will be rife with "exceptions" and you will give developers what they want	6/7/2017 4 12 PM
5	That whole area has a unique character in Gonzales and for that matter the whole city it is not only the houses but the trees and landscape and no sidewalks	6/7/2017 3 03 PM
6	as a resident directly affected encourage initiatives to protect historical character but it should be the homeowners' decision on how they can alter their house not the city f the city is going to enforce this then there should be some tax break or incentive for the homeowner f the homeowner was wanting to have a heritage designated house they have that option don't understand how the city can justify enforcing this if it were to go through	6/6/2017 7 00 PM
7	expand HCA to other streets and/or complete neighbourhood in order to control design see earlier note	6/5/2017 12 31 PM
8	See above	5/31/2017 2 32 PM
9	Same comment as above	5/31/2017 11 59 AM
10	heritage conservation throughout Gonzales no more oversized ultra modern houses should be allowed	5/25/2017 9 55 AM
11	The matching houses on Redfern Street are unique and should have their character preserved	5/19/2017 8 40 AM
12	As above	5/16/2017 9 04 PM
13	Protect homeowner rights and property values	5/16/2017 5 20 PM
14	keep character	5/16/2017 11 41 AM
#	<b>Comments for "Allow new types of housing on designated heritage properties, such as main house + secondary suite + garden suite, to support heritage conservation and increase rental housing."</b>	<b>Date</b>
1	Yes yes yes to this	6/8/2017 10 03 PM
2	live in a laneway house on Redfern Street (rented) and support the development of more affordable housing options and rental options so that younger people and a more diverse population can afford to live in this neighbourhood	6/8/2017 8 28 PM
3	There are so many factors re loss of green space and how to midigate that incentives for replacing non drought resistant trees driveways that shed water wildflowers to attract bees/birds/insects	6/8/2017 9 28 AM
4	Helpful on large properties in Queen Anne Heights but in Redfern will have to be done carefully to keep the heritage value	6/7/2017 5 36 PM
5	Only if there is still garden area to use	6/7/2017 3 03 PM
6	always a good policy to increase appropriate housing solutions	6/7/2017 11 24 AM
7	agree with heritage designation and concern but if development to other areas of the community mean that my 1940's house is considered collateral in the plan then believe plan should be left and 'community' taken out of the title of this document	6/4/2017 6 21 AM
8	Great idea	6/3/2017 4 00 PM
9	This is too restrictive a statement so disagree with it (as discussed with Kristina Bouris) Specifically why rental? strongly disagree with suddenly saying no subdivision in this area f there is a good proposal it should be allowed to be heard and considered Otherwise much less desirable options might be done simply because of arbitrary black and while rules	6/2/2017 3 44 PM
10	no garden suites no development outside of existing foot print	6/1/2017 3 30 PM
11	Strongly support assuming this is instead of other development on the property rather than in addition to other development	5/31/2017 11 59 AM
12	Prefer more units inside the existing house rather than garden suites to keep green space	5/30/2017 1 31 PM
13	Fine so long as it doesn't affect the architectural qualities of the original building	5/30/2017 11 44 AM
14	f it has new housing on it it is not a "heritage "property Why keep trying to turn everything of value into Pabulum?	5/27/2017 1 17 PM
15	the garden suite proposal is going to cause great conflict between neighbours no wants a new dwelling 6 m from their property adopt a process for prior neighbour input beforehand	5/25/2017 9 55 AM

16	Absolutely if in keeping with the heritage look	5/23/2017 9 22 PM
17	As long as it fits into the neighbourhood and doesn't overwhelm the on street parking available	5/22/2017 8 32 PM
18	Again concerned about the number of cars and short term rentals this will bring in to this area	5/21/2017 5 03 PM
19	It would not be at all sensible to mix new homes in with designated heritage properties	5/18/2017 8 36 PM
20	Wish could endorse this but it sounds too good to be true a cake and eat it too proposal that will result in foul fowl near or on Foul Bay road while attempt to fish for fish not fishy	5/16/2017 9 04 PM
21	do not support any new suites unless parking is off street Further Bylaw Enforcement needs to be proactive on the regulating of illegal suites (which you conveniently omitted in your plan) is this because the political will from Mayor and Council is non existent and you can't address issues that they don't allow you to?	5/16/2017 6 16 PM
22	It's depends don't support it if the trees and yards are compromised in any way	5/16/2017 1 57 PM
23	Yes as long as structures are with the character of the area	5/16/2017 11 41 AM

## Q8 Do you own property in one of these areas?

Answered: 20 Skipped: 92



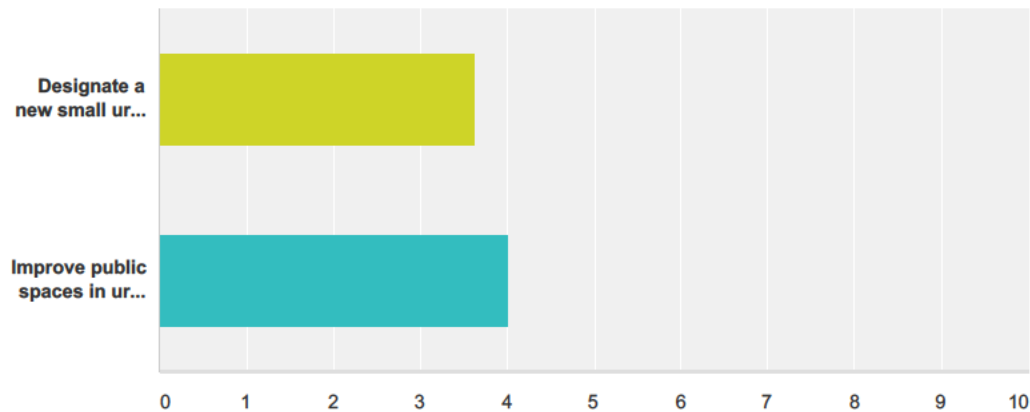
Answer Choices	Responses
Upper Foul Bay Road	40.00% 8
Lower Foul Bay Road	30.00% 6
Redfern Street	30.00% 6
<b>Total</b>	<b>20</b>

#	Comments	Date
1	A better survey of the whole area is needed There are other significant clusters that are ignored	6/8/2017 9 15 PM
2	no but near by still love cycling the beautiful treed streets in this area	6/8/2017 6 19 PM
3	f did probably wouldn't like these ideas	6/8/2017 5 13 PM
4	Not within the proposed heritage conservation area	6/8/2017 11 41 AM
5	Street parking is a big issue for us due to Gonzales beach	6/8/2017 11 23 AM
6	Wewould like to be a part of the Oak Bay Ave Village planning talks Sound and light pollution are of key intrest to us	6/8/2017 9 28 AM
7	No	6/7/2017 5 36 PM
8	do not own property in these areas but do live in a 100+ year old house Recommend incentives for owners of older properties that are outside heritage conservation areas as these properties add to the character throughout Gonzales e g waving fees where there is conversion to duplexes or waving permit fees or other financial incentives as homes are maintained and improved	6/7/2017 3 42 PM
9	No in another area of Gonzales	6/6/2017 1 09 PM
10	No	6/5/2017 1 57 PM
11	love this street The houses the trees and the people <span style="color: red;">personal information</span> be managed house too high truck traffic and equipment multiple out buildings Laws are only good with enforcement	6/4/2017 1 38 PM
12	With all the conservation areas need to make sure that paperwork hoops (heritage building permits etc ) are not onerous Any new buyers will be aware of the restrictions in the HCA but existing owners should not be arbitrarily harmed	6/3/2017 4 00 PM

13	have looked carefully at the lots in our area feel that these rules are unfair and have not taken into account the current owners am unable to attend the Jun 6 meeting	6/2/2017 3 44 PM
14	My property is of no heritage value but support this if it helps to retain the overall character of the neighbourhood and to retain green space and tree canopies	5/31/2017 11 59 AM
15	no	5/30/2017 11 44 AM
16	Do not own	5/28/2017 8 04 PM
17	Living and Crescent Roads	5/28/2017 1 43 PM
18	no	5/25/2017 9 55 AM
19	No	5/18/2017 8 36 PM
20	Do not own property in these areas	5/17/2017 3 10 PM
21	No	5/16/2017 9 04 PM
22	own property in Gonzales but not in these areas	5/16/2017 3 43 PM

### Q9 Do you support the following initiatives to enhance and strengthen neighbourhood commercial areas?

Answered: 108 Skipped: 4



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Designate a new small urban village at Fairfield Rd and Lillian St/ Wildwood Ave to allow 3-4 storey mixed use buildings	37.04% 40	30.56% 33	8.33% 9	7.41% 8	16.67% 18	108	3.64
Improve public spaces in urban villages at Fairfield at Irving and Fairfield at Lillian/Wildwood including wider sidewalks, street trees, seating and lighting	44.86% 48	31.78% 34	11.21% 12	2.80% 3	9.35% 10	107	4.00

#	Comments for "Designate a new small urban village at Fairfield Rd and Lillian St/ Wildwood Ave to allow 3-4 storey mixed use buildings"	Date
1	Parking lot will draw more vehicles	6/8/2017 9:17 PM
2	this is already a nice little urban village not sure on the plan to densify it with 4 storey buildings?	6/8/2017 6:28 PM
3	Of all the ideas in the neighbourhood plan this is by far the worst idea touched on this earlier but essentially you're removing rental housing and replacing it with unneeded commercial space I'm sure land developers and business owners would like this but don't think residents would. Again you're trying to solve problems we don't have	6/8/2017 5:17 PM
4	More green/arts space More attracting bees artists birds	6/8/2017 9:30 AM
5	fear that protect means allow demolition and building something bigger maybe way bigger Council nearly always allows variances so no point in saying 3-4 stories and seriously mean it	6/7/2017 5:37 PM
6	No	6/7/2017 4:13 PM
7	like the existing site on the North side of Lillian would hope the heritage building at the corner and one East of it on Lillian be preserved but have concerns about adding to congestion in this area given that traffic and parking is already an issue for the neighbourhood	6/7/2017 3:44 PM
8	3 stories ONLY No 4 storey in Gonzales at all	6/7/2017 3:03 PM
9	3 stories at the most	6/6/2017 8:00 PM
10	Definitely not 4 stories But support 3 stories	6/6/2017 4:04 PM
11	Parking would be a problem no 3 storey buildings please	6/6/2017 1:13 PM
12	No more than 3 stories	6/5/2017 10:44 PM



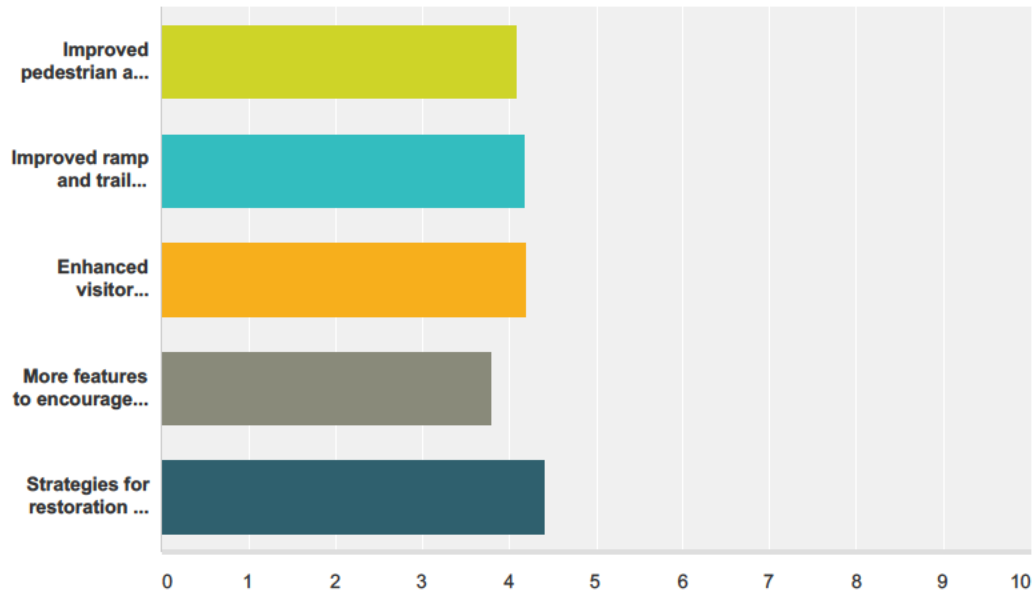
13	could support 3 story buildings but 4 stories is too high for our neighbourhood A traffic management plan is required do not support the commercial development of the small lot at the corner of Wildwood (currently Shaw Pet Hospital) This lot is much too small for a building over 2 stories tall Also parking along Wildwood is already an issue with the park across the street and staff from the Fairfield Plaza parking	6/5/2017 2 21 PM
14	3 Story max and create a gradual transition to the single family residences along Wildwood (That is only 2 story where Shaw Pet Hospital is currently )	6/5/2017 2 03 PM
15	This is where I am most concerned and fearful We live raised our family right beside the <b>personal information</b> Wildwood Ave attended a recent Open House and discovered that the zoning for the pet hospital could allow for a 3 or 4 story redevelopment if this occurred we would be crowded out physically and environmentally As we and I am not allowed to express this but it would affect our housing value Furthermore parking and traffic are becoming issues at our corner Therefore we have some ideas which are as follows For policy 6 2 3 ask to have Wildwood included in the policy text " if redevelopment occurs create a gradual transition in building heights and massing to complement residential properties on Beechwood and Wildwood Avenues" For policy 6 2 5 inquire about how this may affect neighbouring single family residential sites (such as your own) Policy 6 2 3 requires a gradual transition in building heights and massing however building close to the property line could have a negative affect on neighbouring sites so there needs to be a clear distinction between sites along Fairfield and and the north side of Lillian then sites along Wildwood and Beachwood Aves For 6 2 6 before considering lower parking requirements there needs to be a traffic management study conducted in this area (specify peak season e g baseball) to showcase that there are already parking issues in this area	6/4/2017 6 39 AM
16	Who actually wants this?	6/4/2017 2 19 AM
17	except for 3 story building which I support the relatively recent 4 story condominium next to the pharmacy is too tall	6/2/2017 7 13 PM
18	The width of Lillian Rd is inadequate for any more traffic don't quite see the improvement and we would probably lose the businesses already there	6/2/2017 12 05 PM
19	3 storey max But no increase in traffic on Lillian Wildwood Beechwood Robertson	5/31/2017 4 12 PM
20	Max height should be 3 stories given adjacent residential neighbourhood	5/31/2017 12 00 PM
21	Ensure design is in keeping with area and businesses are viable	5/30/2017 1 32 PM
22	It depends parking is always a problem	5/30/2017 11 50 AM
23	highly support	5/25/2017 12 16 PM
24	more commercial encroachment no parking and traffic problems already and strongly oppose multiple story buildings	5/25/2017 10 00 AM
25	This current commercial space hardly frequented already can not accommodate for patron parking The current buildings should be preserved at all costs as they are beyond an icon in the neighbourhood They are an appropriate size to house SMALL commercial business	5/23/2017 9 27 PM
26	Yes it would be great to have more of a "hub" at this corner	5/23/2017 8 50 PM
27	own a business that would be affected by construction and am concerned about the damage to my earning potential	5/23/2017 3 33 PM
28	4 stories is too tall for this area and belong in high density parks of the city only	5/22/2017 8 33 PM
29	I love that we do not have any tall building in this area and simply single family homes The single family homes could be encouraged to put in rental suites or build a garden suite rather than build up There is a very special area of single family homes running between Irving and Wildwood and I believe these should be left alone	5/18/2017 8 44 PM
30	There are a few shops there now Let them be A new building will probably drive them out with higher rents Meanwhile the Fairfield Plaza is a stone's throw away Anyone not satisfied with the products and services offered by the businesses there should make the effort to travel to another part of Victoria to shop	5/16/2017 9 14 PM
31	I like the idea of a commercial area but does it need to be 3 or 4 stories? Why? Again I'm against that level of densification in Gonzales Cook st Fernwood Victoria and elsewhere are already going down that route can't we try a little harder to keep the charm the trees the friendly neighborly way of Gonzales?	5/16/2017 2 03 PM
32	Not needed We have Ross Bay Plaza 2 blocks away	5/16/2017 11 42 AM
#	<b>Comments for "Improve public spaces in urban villages at Fairfield at Irving and Fairfield at Lillian/Wildwood including wider sidewalks, street trees, seating and lighting"</b>	<b>Date</b>
1	yes if non defensive seating (i.e. doesn't obviously have an anti homeless person rail in the middle)	6/8/2017 10 06 PM

2	do NOT like the new LED streetlights they are much too bright and abrasive The brightness of these lights is disruptive and potentially damaging to the people plants and animals in the area as the LED lighting disregulates the circadian rhythms hope that the lighting in public spaces is more human friendly With the new LED lighting the city is designing lighting on streets for cars and car drivers instead of for the people who live in the neighbourhood and want to sleep in the dark at night	6/8/2017 8 38 PM
3	'm trying to remember the last traffic or pedestrian fatality at any of the locations you've mentioned and can't recall one (and 've lived in the area a long time) So it seems to me that they're already working just fine and no new expense is needed Also did you have anybody check to see if you even have enough right of way for this? don't think you do unless you make it a single lane one way street (which is a terrible idea)	6/8/2017 5 17 PM
4	Lighting is very important think that a lot of thought should be given to what type of lighting There are many people who suffer with scoptic sensitivity and poorly placed lighting may provide illumination but cause but cause issues with sensitivities am more in favour of more low powered lighting rather than bright /harsh LED lights	6/8/2017 11 45 AM
5	What about arts creation/rehersal/office space? )	6/8/2017 9 30 AM
6	Again unclear why you are not already proceeding with this and why you are asking for input t seems like an obvious way to improve the city	6/7/2017 8 46 PM
7	Sure why not doubt any of this will be done unless a neighbourhood group raises money and finds a few volunteers to do the work	6/7/2017 5 37 PM
8	What you think is improvement is usually in direct opposition to what the neighbourhoods think is improvement	6/7/2017 4 13 PM
9	See above	6/7/2017 3 44 PM
10	n Hollywood park there will be lots of seating etc and gathering so can't see people sitting at Lillian when the park is so close the Bus stop could be improved	6/7/2017 3 03 PM
11	Help with parking How about doing a traffic management study in area to consider traffic associated with Fairfield Plaza (and staff parking) and use of Hollywood Park during baseball season )	6/5/2017 2 03 PM
12	adding transportation comments folks use streets off oak bay ave as shortcuts south two vehicle hits on Chamberlain St two weeks ago one my car based on drive throughs folks already shop on the avenue and park all along Chamberlain and other side streets even before you take away parking spaces on the avenue Check your records for roughly a 1980 city report on blocking off the sideroads like Chamberlain from oak bay ave Do not widen redfern to make it a freeway Try more like Layton	6/5/2017 12 38 PM
13	You can't just keep widening sidewalks and adding all these things and still have space The sidewalks are already wider than average there is more than enough seating the existing trees already cause many problems with aphids and falling branches and rot out and there are street lights already	6/4/2017 2 19 AM
14	Seems okay now	6/3/2017 4 01 PM
15	not spending a lot of money on it	6/2/2017 3 45 PM
16	Parking is already a TERR BLE problem in this area largely because of parents delivering and picking up their children at Margaret Jenkins school and because of people shopping at the pharmacy where there is no parking This corner is extremely dangerous because it is blind People pulling out of rving onto Fairfield cannot see the traffic because of cars parked right up to the corner on Fairfield on both the East and West sides of rving	5/30/2017 11 50 AM
17	terrible lighting at night females alone don't feel safe	5/30/2017 11 33 AM
18	highly support this but don't like how the top of rving Road has become a parking lot for people using the village sightlines are poor when turning from Fairfield onto rving because of all the parked cars Fairfield/Lillian/Wildwood is a strange intersection and more cars (mobile and parked) will present challenges	5/25/2017 12 16 PM
19	Fairfield/Lilian/Wildwood is hardly an urban village and oppose making it one would rather remove commercial than increase it t's close to lots of public space but do plant more trees in neighbourhood	5/25/2017 10 00 AM
20	the sites along the south side of Lilian and along Wildwood are directly adjacent to single family homes Transition form mid density commercial uses to low rise residential areas to be a respectful and gradual The existing commercial space at 277 Wildwood works because it conforms to the small scale character of the neighbouring homes This site deserves particular attention due to its proximity to single family homes	5/24/2017 10 08 PM
21	We already have tons of green space and park areas FOR HEAVENS SAKE NO MORE L GHTS City haze from lights has increased especially with some street lights on fairfield Rd being replaced with LEDs they are so harsh	5/23/2017 9 27 PM
22	as long as this does not involve a three storey buildings being built	5/18/2017 8 44 PM

23	This sounds like the warm and fuzzy mask on the face of the commercial development to which have already objected Making the intersection more pedestrian friendly in order for those pedestrians to be shoppers at a new vertical mall is bunk All that will happens is increased traffic and no parking if the businesses initially thrive and failed businesses when shoppers realize there is no place to park	5/16/2017 9 14 PM
24	The sidewalks in these areas are already larger than a standard side walk and making them bigger would make the road essentially unusable When school starts and ends and parents drop there kids off there is already barely enough room for cars to drive (let alone when a bus comes) Furthermore in the example picture there is an added bus stop when a bus stop was recently taken out near there because it was useless and just made the bus slower	5/16/2017 6 32 PM
25	look forward to seeing a plan for Oak Street Village	5/16/2017 2 39 PM
26	Depends if 3 4 story buildings are needed to pull this off	5/16/2017 2 03 PM
27	support it at rving but not at lillian	5/16/2017 11 42 AM

### Q10 The plan suggests improvements for a future Gonzales Beach Park plan. Do you support the following initiatives at Gonzales Beach Park?

Answered: 109 Skipped: 3



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Improved pedestrian and cycling connections to and from the surrounding neighbourhood	53.70% 58	25.93% 28	6.48% 7	4.63% 5	9.26% 10	108	4.10
Improved ramp and trail access	56.07% 60	21.50% 23	13.08% 14	2.80% 3	6.54% 7	107	4.18
Enhanced visitor facilities such as washrooms and bike parking	53.77% 57	27.36% 29	9.43% 10	3.77% 4	5.66% 6	106	4.20
More features to encourage community gathering such as picnic tables and play features	47.62% 50	20.95% 22	7.62% 8	12.38% 13	11.43% 12	105	3.81
Strategies for restoration of coastal bluffs and supporting migratory birds	68.27% 71	14.42% 15	10.58% 11	2.88% 3	3.85% 4	104	4.40

#	Comments for "Improved pedestrian and cycling connections to, and from, the surrounding neighbourhood"	Date
1	This is a very beautiful area and could use some upgrading for sure	6/8/2017 11 50 AM
2	Diss ability access please	6/8/2017 9 40 AM
3	Most of the parks could use more bike parking	6/7/2017 5 37 PM
4	No	6/7/2017 4 15 PM
5	Cycling lanes must consider narrow streets and on street parking Don't sacrifice green and treed boulevards	6/6/2017 1 17 PM
6	don't take away any parking spaces please We need all parking spaces that exist now it is difficult to improve and add cycling connections	6/5/2017 10 48 PM
7	new crosswalk would be helpful	6/3/2017 10 42 AM
8	it works fine now don't spend much money	6/2/2017 3 46 PM

9	Add crosswalks (3) at the intersection of Crescent Ross and Robertson streets to improve safe access to the beach Also reduce traffic speed on Ross Street to 30km/h (remove end 30km/h sign at the end of Crescent St (just before beginning of Ross)	5/31/2017 4 30 PM
10	Yes cycling safe for bikers to and from downtown and oak bay	5/31/2017 4 04 PM
11	Care should be taken to ensure routes are appropriate and will be used Foul Bay bike lane gets very little use compared for example to bike traffic on Richardson St	5/31/2017 12 02 PM
12	Yes unless the means tearing up rving Road AGA N	5/30/2017 11 54 AM
13	LEAVE T ALONE	5/27/2017 1 22 PM
14	public space and let's remove illegal docks etcc along beach	5/25/2017 10 05 AM
15	Seems ok now	5/23/2017 8 51 PM
16	Please create a safer crossing area at Robertson/Ross Streets	5/21/2017 5 05 PM
17	The City has wasted a lot of my money on bike routes and has done so with no public vote on them and with no care for the negative impact they have on traffic flow strongly oppose any more spending on cycling routes	5/16/2017 3 46 PM
18	How? t's not that bad Add a cross walk at the kids end if the beach and it's great	5/16/2017 2 09 PM
19	NO B KE LANES yes to pedestrian improvements	5/16/2017 11 43 AM
#	<b>Comments for "Improved ramp and trail access"</b>	<b>Date</b>
1	Yes for access for people using wheelchairs 'm less excited about designing ramps for watercraft	6/8/2017 8 40 PM
2	No	6/7/2017 4 15 PM
3	so long as it respects the natural aspect of the beach	6/7/2017 3 47 PM
4	Yes but wheelchairs would not be able to go to beach Maybe an area where wheelchairs could access to see the water There are 5 nursing homes/hospitals in Gonzales	6/7/2017 3 06 PM
5	Good already	6/3/2017 4 08 PM
6	it works fine now don't spend much money	6/2/2017 3 46 PM
7	yes we have a canoe and sometimes find it hard to take our boat to the waters edge as there are many logs etc but we make it We live a block away so it's nice to carry the boat down	5/31/2017 4 04 PM
8	Yes for sure the ramp closer to Foul Bay Road was better for bring kayaks down before the stairs where installed	5/28/2017 1 46 PM
9	am 75 and a bit disabled and have no problem	5/27/2017 1 22 PM
10	its about time why now when the city lazily allowed mega homes to encroach on public space and let's remove illegal docks etcc along beach but oppose reopening boat launch	5/25/2017 10 05 AM
11	AM AN AV D PADDLE BOARDER AND USE A TROLLEY TO ROLL MY BOARD TO THE BEACH	5/23/2017 9 03 PM
12	Beach access is too steep at Ross Street	5/16/2017 6 18 PM
13	Ramp is adequate as is stop wasting money	5/16/2017 5 23 PM
14	Seems unnecessary	5/16/2017 2 09 PM
#	<b>Comments for "Enhanced visitor facilities such as washrooms and bike parking"</b>	<b>Date</b>
1	Need parking off street	6/8/2017 11 25 AM
2	Washrooms are always an issue for the diss abled the elderly women and parents with children The concrete bunker with small stalls	6/8/2017 9 40 AM
3	Keep it simple t's about the beach not the amenities	6/7/2017 4 45 PM
4	No	6/7/2017 4 15 PM
5	think heritage interpretive signs should be there both for the First Nations and for the late 1880's 1930's Do not take away the lawn areas to add more parking	6/7/2017 3 06 PM
6	Washroom is needed at east end of beach as regular partiers (March October) daily use the bushes and private property as a toilet	6/6/2017 4 16 PM
7	this already exists?	6/3/2017 10 42 AM
8	what is wrong w/ current washrooms some more bike parking would be nice	6/2/2017 7 15 PM



9	it works fine now don't spend much money	6/2/2017 3 46 PM
10	update washrooms bike racks and more Consession stands would be nice vegan options burgers wraps etc	5/31/2017 4 04 PM
11	Keep focus on upper areas of park	5/30/2017 1 41 PM
12	Perfectly sound and adequate as it is	5/27/2017 1 22 PM
13	ok as long as in area of exisiting facilities and doesn't go to willows beach scalle no commercial	5/25/2017 10 05 AM
14	MORE GARBAGE AND PERHAPS ANOTHER WASHROOM AT THE FOUL BAY END	5/23/2017 9 03 PM
15	Seems ok now	5/23/2017 8 51 PM
16	strongly encourage the City to include a refreshment stand/cafe/restaurant with outdoor terrace in any enhanced visitor facility at Gonzales Beach	5/23/2017 7 47 PM
17	There are already washrooms Just need to add more cycling lanes to get there and bike parking	5/23/2017 4 19 PM
18	Have fresh water near the bathrooms to hose off boats and kids' feet etc	5/19/2017 8 42 AM
19	have no problem with the washrooms now	5/16/2017 9 18 PM
20	Hot water and soap would be a nice start criminals in jail have that at least as do Saanich Parks	5/16/2017 6 18 PM
21	You must be blind there are washrooms already (Underused)	5/16/2017 5 23 PM
22	No more bike parking There is already enough Families use that beach and for young families biking is not an option especially with all the things you need to bring We need better pedestrian access and parking for vehicles	5/16/2017 11 43 AM
#	<b>Comments for "More features to encourage community gathering such as picnic tables and play features"</b>	<b>Date</b>
1	into having some more tables i find this beach nice because it doesn't have a ton of "extras" There are lots of other places with playgrounds think this would be nice to bring my kids to just for the joy of going to the ocean and letting the beach be the playground	6/8/2017 10 09 PM
2	Yes and supports the community that provides festivals performance events music We need affordable space to work out of	6/8/2017 9 40 AM
3	Yes as long as they don't detract from existing character	6/7/2017 8 48 PM
4	People go to be on the beach Other structures not a good use of money or space	6/7/2017 4 45 PM
5	No	6/7/2017 4 15 PM
6	prefer the natural gathering that occurs on beach blankets and siting on logs	6/7/2017 3 47 PM
7	Play structures are not needed Play on the beach Maybe some adult activities like bocce or chess definitely more picnic tables including ones with wheelchair access	6/7/2017 3 06 PM
8	People come for the beach put the play features in Hollywood or Pemberton Park instead	6/3/2017 4 08 PM
9	leave he beach unclu ered bu playground on upper grassy area would be okay	6/ /2017 10 42 AM
10	it's a beach let's leave it that way	6/2/2017 7 15 PM
11	it works fine now don't spend much money	6/2/2017 3 46 PM
12	picnic tables play areas for dogs and kids but enough green space to relax and read a book	5/31/2017 4 04 PM
13	Doesn't increased use by people affect the natural environment especially bird life?	5/30/2017 11 54 AM
14	already too noisy at night	5/30/2017 11 34 AM
15	Upper Gonzaoles Beach are by the bathrooms needs a major rework Better parking bathrooms kids play area	5/28/2017 1 46 PM
16	No more picnic tables There are many and they never seem to get used Everyone comes to the beach to sit on the beach Any features should be designed to encourage everyone to go down to the sand and should have a natural feel structures made from bare wood that emulates driftwood for example Highlight the history from Victoria's early beach days (ie the controversy of Gonzales Bay vs Foul Bay name) or what about the Ross farmhouse where was it located? Certainly family oriented facilities should be located at the west end The east end seems to be all 20 somethings drinking beer and smoking dope	5/25/2017 12 25 PM
17	as long as its not accompnied by more vehicles	5/25/2017 10 05 AM
18	B GGER AREA FOR FAM L ES AT FOUL BAY END W TH TABLES AND COOK NG	5/23/2017 9 03 PM
19	wouldn't object but don't think it's necessary	5/23/2017 8 51 PM

20	The beach is fine	5/23/2017 4 19 PM
21	Lets try to keep the beach natural and not overdue the 'amenities' Washrooms could be improved	5/22/2017 8 35 PM
22	Please no play structures the kids need to just play on the beach/rocks/tidepools and not be distracted by plastic artificial play structures	5/20/2017 1 54 PM
23	Depends on the play features am against turning any part of park into a playground or any sort	5/16/2017 9 18 PM
24	Why are play feature necessary? t is already a beach Build a sandcastle go swimming chill out	5/16/2017 6 33 PM
25	Leave beaches undeveloped	5/16/2017 5 23 PM
26	How is this keeping with the natural setting of the beach? Kids don't a playground at the beach they just need the water and sand As for picnic tables no one uses whats there now	5/16/2017 2 09 PM
27	YES YES YES	5/16/2017 11 43 AM
#	<b>Comments for "Strategies for restoration of coastal bluffs and supporting migratory birds"</b>	<b>Date</b>
1	fight again mega walls built in conjunction with "Block Houses" which are located right at beach level Big black wall at east end of Gonzales Beach	6/8/2017 9 20 PM
2	This plan is supported by home owners how can we help in our own back yard front yard side yards roofs drive ways?	6/8/2017 9 40 AM
3	Unless dogs are better controlled in the area birds will tend to stay away	6/7/2017 5 37 PM
4	That would mean banning dogs There's no way you or Council will ban dogs	6/7/2017 4 15 PM
5	Yes get rid of invasive species and restore BUT make sure people can still see the water from the street area	6/7/2017 3 06 PM
6	Makes no sense taxpayer subsidies for waterfront owners?	6/3/2017 4 08 PM
7	Enforce the dog bylaws always see them giving warnings never tickets	6/3/2017 10 42 AM
8	Update signs on shore birds so people are more aware	5/31/2017 4 04 PM
9	ABSOLUTELY But how can you encourage bird life and at the same time encouraged increased use of the park People and birds are antithetical	5/30/2017 11 54 AM
10	Should be doing more of this all over the CRD	5/27/2017 1 22 PM
11	and deal with waste dumping lawn and garden chemical use and illegal docs etc along shrelne	5/25/2017 10 05 AM
12	Do it This is the exact opposite of a playground for people t is a "playground" for other species that we are fortunate enough to experience while at the beach	5/16/2017 9 18 PM
13	And the problem is?? Unless you build a lot of junk on the beach	5/16/2017 5 23 PM
14	This would depend on the cost 'm not in favor of spending much on this	5/16/2017 3 46 PM
15	Bu you can' have i bo h ways you can' crea e higher densi y and keep he birds They need rees o nes	5/16/2017 2 09 M
16	YES	5/16/2017 11 43 AM

## Q11 Did we miss anything?

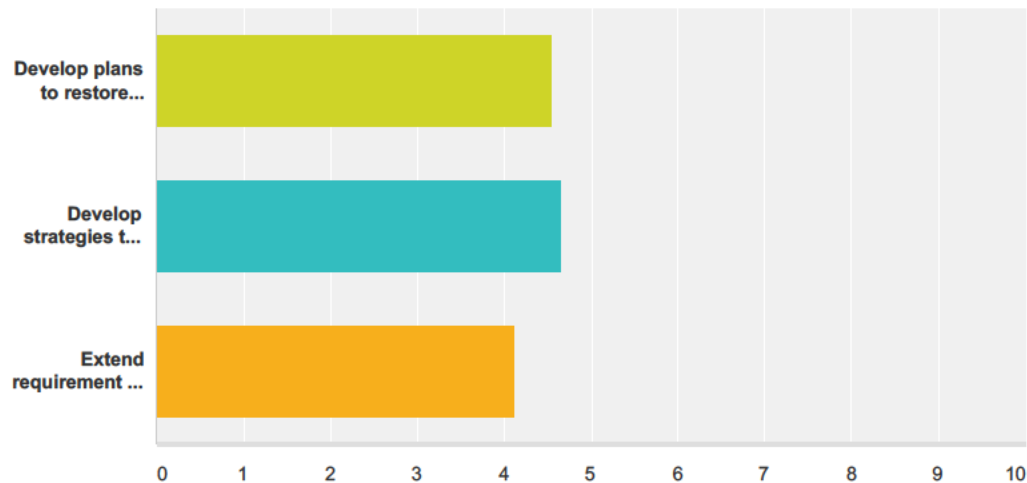
Answered: 23 Skipped: 89

#	Responses	Date
1	Yes 1 Mentioning first Nations Land that we are on 2 Planning long term/short term rehearsal/creation space for rent/free for artists that bring life/business/connection into the community by festivals etc	6/8/2017 9 40 AM
2	Regarding dogs all the beaches and parks in Victoria have dogs running around loose it would be nice if off leash dogs were restricted to a few small areas Maybe more enforcement of present bylaws would help	6/7/2017 5 37 PM
3	Just leave it	6/7/2017 4 15 PM
4	could improve locations of garbage and add recycling collection	6/7/2017 3 47 PM
5	Maybe readjust the parking as it is so busy in summer Add a kiosk for posting garage sales etc and other things that might be going on in the area	6/7/2017 3 06 PM
6	More security during the day	6/6/2017 8 01 PM
7	Our biggest interest of the entire neighbourhood plan is that we want to walk our dog on the beach on summer mornings This would be the single biggest improvement to the quality of our lives and to the quality of the neighbourhood We live in a house overlooking the beach and walk the beach twice daily with our dog from Sept May We are scrupulous about picking up not only our dog's poo but also other poo we might see on the beach and we regularly pick up plastic stuff that has washed ashore We have observed that in summer months there is nobody on the beach until about 9 30 when the parents and tots show up applaud Victoria for passing a bylaw that experiments with a 6 30 8 30 a m window of time during the summer for people to walk dogs Please post signage at each walkway to inform people of this change (and we don't want our neighbours to think we are flouting the law) Dog walking on the beach is the best time of our day it brings us health serenity social contacts (with other dog walkers) relaxation and happiness Thank you	6/6/2017 4 16 PM
8	More identifiers to provide information about the First Nations of our area interpretive signs story poles art etc Also more signage about the indigenous plants animals birds etc of this and our area	6/4/2017 6 45 AM
9	The September May off leash dog access is great For most of the winter the only people on the beach are dog walkers in the summer (June August) the beach is empty before 10 AM it should be opened for off leash dog access until 10 AM After 10 AM the beach starts to fill up with little kids big kids and families For those who don't want to share their beach with dogs close access to dogs in the summer from 10 AM until dark Dog walkers on Gonzalez Beach are responsible picking up dog excrement and trash Allowing dogs until 10 AM does no harm to any other beach user	6/3/2017 4 08 PM
10	don't go to the beach in the summer because of the loud thumping stereos it is a way of taking over the space and should not be allowed	6/3/2017 10 42 AM
11	Make minimal changes to the beach and park they are great the way they are	5/31/2017 4 30 PM
12	Need more clarity about the importance of this area within the Victoria Harbour Marine Bird Sanctuary and the strategy to support birds and reduce conflict/stress to birds by people and pets	5/30/2017 1 41 PM
13	How about allowing dogs off leash on the beach in the summer in the early morning hours say before 9 00 AM?	5/30/2017 11 54 AM
14	parking restrictions? people park on intersections and everywhere near the beach very dangerous for cyclists as visibility is limited	5/30/2017 11 34 AM
15	keep it quaint low key we don't want/need another Willows Beach	5/25/2017 10 05 AM
16	This beach goes from lovely and tranquil in "off season" to absolute insanity in summer it is busting at the seams from people OUTS DE the neighbourhood Those of us from the neighbourhood avoid it all summer because it is unrecognizable overflowing partying loud scene	5/23/2017 9 31 PM
17	Nothing says community gathering place like a place where people can get food and drink and relax in a lovely setting This opportunity to enhance neighbourhood conviviality exists at the site of the existing changeroom/washroom near the bus stop and parking area at the west end of Gonzales Beach	5/23/2017 7 47 PM

18	traffic flow over the spring/summer it is almost impossible to cross crescent road whether i have my dog or no people in cars DO NOT STOP even when i am in one lane waiting for chance to cross to park/home it is all well and good to do future planning for housing for the area but we need to deal with the traffic an completely idiot drivers at the very least we need a crosswalk at richmond and crescent so kids parents and dogs can cross safely the crosswalk at lillian is completely useless	5/22/2017 3 53 PM
19	Perhaps a food cart or some way to have a little coffee shop	5/21/2017 5 05 PM
20	Reduce dog traffic at Gonzales Beach	5/20/2017 5 32 PM
21	The beach has become a gathering area for young adults to drink making it less appealing to families and children	5/20/2017 2 38 PM
22	f the big tree/logs could be kept off the bottom of the ramp and the bottom of the stair ways t difficult to get down onto the beach when the big logs trees prevent getting onto the beach if you have disabilities thank you	5/18/2017 8 47 PM
23	don't own a dog but like to interact with them hope there is never a restriction on dogs on the beach (as is the case at some times of year at Willows Beach) Let's keep the beach open for all including our four legged friends	5/16/2017 3 46 PM

## Q12 Do you support the following initiatives intended to preserve and restore the neighbourhood ecosystems?

Answered: 107 Skipped: 5



	Strongly support	Somewhat support	Neutral	Somewhat opposed	Strongly opposed	Total	Weighted Average
Develop plans to restore natural areas in Gonzales and Pemberton Parks	76.42% 81	11.32% 12	5.66% 6	4.72% 5	1.89% 2	106	4.56
Develop strategies to maintain the urban forest such as street tree replanting, new trees in urban villages, community orchards and neighbourhood pilot projects	75.47% 80	19.81% 21	1.89% 2	0.94% 1	1.89% 2	106	4.66
Extend requirement for permeable driveways and parking areas to all new development <a href="#">Read more here</a>	57.55% 61	18.87% 20	12.26% 13	0.94% 1	10.38% 11	106	4.12

#	Comments for "Develop plans to restore natural areas in Gonzales and Pemberton Parks."	Date
1	Restoration is already proceeding in appropriate places that is good but don't want to see any loss of existing uses	6/7/2017 9:13 PM
2	And then after developing the plans follow through and do it	6/7/2017 5:37 PM
3	Like you did in Moss Rock Park?	6/7/2017 4:16 PM
4	Get rid of invasive species Even on private property education and action	6/7/2017 3:07 PM
5	don't spend much money	6/2/2017 3:48 PM
6	Pemberton park is important habitat for barred owls along with LG property in Rockland need to ensure broader strategy to support park transit zones	5/30/2017 1:43 PM
7	Please don't do anything to discourage the owls in Pemberton Park	5/30/2017 11:55 AM
8	Definitely Gonzales not sure about Pemberton	5/30/2017 9:28 AM
9	"restore and expand"	5/27/2017 1:23 PM
10	vague question everyone supports it generally	5/25/2017 10:08 AM
11	Absolutely love the forest at pemberton park (Owl Forest as my kids call it)	5/23/2017 8:53 PM
12	Pemberton park had a large natural area until the Cit and Dogge people decided to put in the dog poop trail owned a home across the street for years and that was not an improvement just became a destination for dog walkers and their dogs who crapped on the lawns and boulevards all the way to the park and home again	5/22/2017 8:42 PM

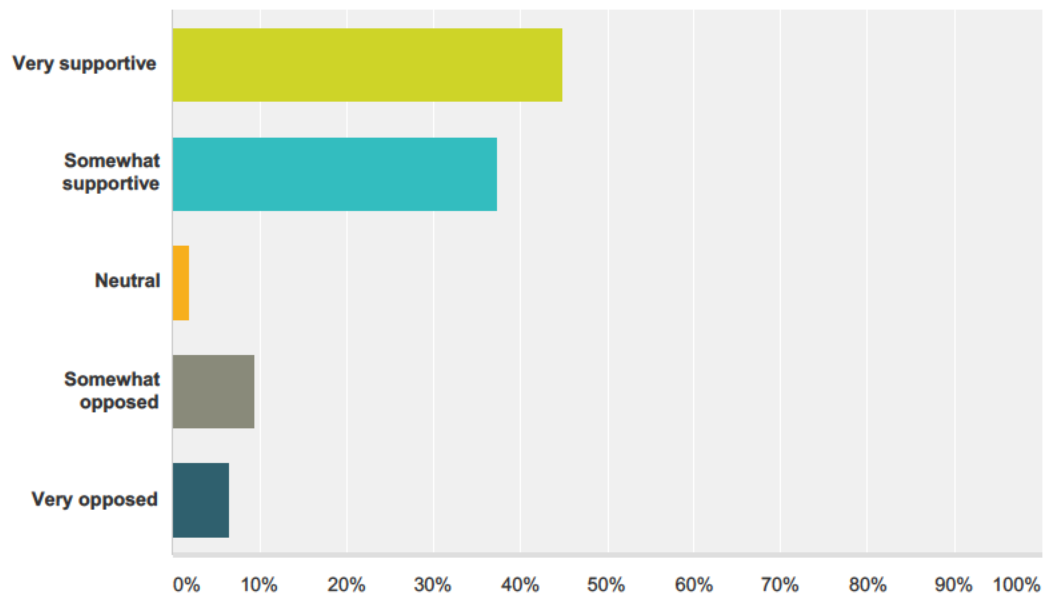


13	Waste of money so far just restricting public use of the park More bush= more invitation for campers	5/16/2017 5 24 PM
#	<b>Comments for "Develop strategies to maintain the urban forest, such as street tree replanting, new trees in urban villages, community orchards and neighbourhood pilot projects."</b>	<b>Date</b>
1	Community orchards/gardens is an excellent idea	6/8/2017 10 10 PM
2	Deal firmly with BC Hydro to get them into 21st Century to bury cables as the Gas Company has done The excuse that it is too expensive is not valid or we would have overhead gas lines The butchery of trees by Hydro weakens the large trees and makes them vulnerable to wind damage which brings down lines ncreasing storm damage may be expected due to climate change Also we live in an earthquake zone in a compact neighbourhood making it difficult to access or evacuate should line come down	6/8/2017 9 26 PM
3	this should already be part of the strategy	6/8/2017 6 52 PM
4	One of the reasons love where live is the green canopy Existing healthy trees should be maintained and protected where trees have been removed due to developer mismanagement or poor tree health replanting should be encouraged / subsidised	6/8/2017 11 52 AM
5	How about green roofs for new commercial/residential	6/8/2017 9 44 AM
6	After the strategies are developed do it	6/7/2017 5 37 PM
7	You will not do this so don't see any reason to comment	6/7/2017 4 16 PM
8	Change bylaws so that a developer is only charged \$750 to cut down a tree or that such a landscape tree be allowed to be replaced by cheaper trees	6/4/2017 6 52 AM
9	The street trees cause major aphid problems that cause damage to cars and houses and kill other plants	6/4/2017 2 21 AM
10	don't spend much money	6/2/2017 3 48 PM
11	new native trees are the priority orchards are a lot of work and should not be undertaken by the city	6/1/2017 3 41 PM
12	Trees are always good	5/30/2017 11 55 AM
13	and the heritage areas also help	5/30/2017 11 33 AM
14	PLEASE make it a priority to encourage landowners to trim their hedges along sidewalks and promote maybe planting them a little bit further back from the sidewalk? t's very difficult to walk along sidewalks in Gonzales without having an eye poked out by a thorny bush or laurel sticking way out in the way	5/25/2017 12 29 PM
15	improve urban forest its been neglected don't want community village orchards on city land pilots for what?	5/25/2017 10 08 AM
16	All expect neighbourhood orchards Currently organizations like lifecycle L TERALLY can NOT keep up with excess fruit from unused trees languishing in people's yards	5/23/2017 9 33 PM
17	Standard must be increased for the painting of garedns on public boulevards Many are untidy and left an eyesore all winter n the Gonzales area the street trees planted are of a variety that have roots invade the drains and overgo the neighbouring yards A more suitable type and moderate size will be an improvement as the old ones are taken out	5/22/2017 8 42 PM
18	Smaller broadleaf evergreens on Boulevard s Magnolia trees work well	5/20/2017 5 35 PM
19	As long as "new trees in urban villages" does not mean trees in a new urban village at the intersection of Fairfiled/Lillian/Wildwood	5/16/2017 9 23 PM
20	When the Shawn the arborist makes a list of unsafe trees why does he have to waste time taking the list to council to be approved before dangerous trees can be removed? Power control issues??	5/16/2017 6 20 PM
21	Everywhere this has been done the street has been narrowed	5/16/2017 5 24 PM
22	This strongly depends on the cost and the specifics of the kind of plants proposed There are many really bad city trees along streets in this area and replacing them with more appropriate trees would be good	5/16/2017 3 48 PM
#	<b>Comments for "Extend requirement for permeable driveways and parking areas to all new development Read more here."</b>	<b>Date</b>
1	Discourage box houses with concrete sloping driveways into garages at front of house	6/8/2017 9 26 PM
2	this appears to be a great idea and far advanced with working with home owners and future developements	6/8/2017 6 52 PM
3	ncentives are fine but hard requirements reek of government overreach	6/8/2017 5 18 PM
4	Does this include new commercial areas? Less grass and more wildflowers and ground covers Dogs will need to be accomidated with patches for dogs to "go"	6/8/2017 9 44 AM

5	Support for requiring driveways and parking areas to be permeable NOT support for requiring driveways and parking areas (i.e. more off street parking)	6/7/2017 9 13 PM
6	There may be areas where this is not beneficial so maybe reword to allow impermeable stuff in certain circumstances For example if the driveway is on solid rock there may be little gain if the area is boggy maybe it will contribute to flooding in the house Don't really know not an engineer	6/7/2017 5 37 PM
7	Yes and city infrastructure it will give an example for others to follow	6/7/2017 3 07 PM
8	Provide economic incentives for water catchment (e.g. rain barrels a small beginning) residential composting community learning events for organic and water wise practices etc	6/4/2017 6 52 AM
9	permeable driveways are ugly and overpriced	6/4/2017 2 21 AM
10	Great idea	6/3/2017 4 08 PM
11	Yes but don't make people rip up their driveways just because they are doing a reno with a permit	6/3/2017 10 44 AM
12	when i built my new home on chandler avenue in 2005 6 permeable drive ways were foolishly prohibited so all the rain falling on all the concrete is a burden on the storm sewer system having come from a community where permeable driveways were common for good reason i was baffled and annoyed by the concrete mind of the planning zoning and building departments	6/2/2017 7 17 PM
13	encourage it yes require it no	6/2/2017 3 48 PM
14	Why not? new development only of course	5/30/2017 11 55 AM
15	Prohibitive installation and maintenance cost and effort	5/25/2017 8 32 PM
16	Street parking is a big issue Responsible drivers do slow down but irresponsible drivers (who already speed and short cut) don't slow down Street parking makes safe drivers drive safer but makes unsafe drivers even more dangerous	5/25/2017 12 29 PM
17	and ban lawn and garden chemicals car and boat washing servicing and storage in neighbourhoods or your permeable proposal is meaningless	5/25/2017 10 08 AM
18	This might be appropriate but doesn't necessarily deliver the return on investment The maximum site coverage requirements for residential lots already addresses the question of maintaining site permeability well enough	5/23/2017 7 48 PM
19	Easier to do when building new Success of permeable paving depends of type and the regular maintenance that most won't see	5/22/2017 8 42 PM
20	My only reservation about this is that my preference is for the renovation of existing structures over new builds but the expense of permeable driveways might deter my preference if private homeowners were not given some sort of grant from the City of Victoria	5/16/2017 9 23 PM
21	if you want it you can pay for it	5/16/2017 6 20 PM
22	We looked into this for our yard restoration and were not convinced it is all that effective and certainly was not worth the cost it is required we will have far fewer people doing yard renovations and this will have a negative impact Let's leave it as an option the City supports but please DO NOT make it a requirement	5/16/2017 3 48 PM
23	We would love to install a permeable driveway and tear out slab of concrete out Perhaps you could extend a tax benefit or grant for existing driveways?	5/16/2017 2 10 PM

### Q13 Overall, how supportive are you of the draft Gonzales Neighbourhood Plan?

Answered: 107 Skipped: 5



Answer Choices	Responses	
Very supportive	44.86%	48
Somewhat supportive	37.38%	40
Neutral	1.87%	2
Somewhat opposed	9.35%	10
Very opposed	6.54%	7
<b>Total</b>		<b>107</b>

## Q14 Tell us why

Answered: 69 Skipped: 43

#	Responses	Date
1	focus on parks & green space and making it more possible for residents to stay within our own community to have our needs met also making it easier for homeowners to create rental spaces and having higher density housing options in the area is VERY MPORTANT to alleviating the housing crisis	6/8/2017 10 19 PM
2	live in this neighbourhood and want more affordable housing options so that younger families can live here like the idea of a neighbourhood that is more pedestrian and bicycle friendly love the peaceful quiet treed streets and hope that the neighbourhood can retain these qualities as it grows	6/8/2017 9 34 PM
3	good to have a plan and to be consulted	6/8/2017 9 32 PM
4	its good to see that council is working with residents to maintain the urban character while pushing for future requirements	6/8/2017 7 01 PM
5	This plan addresses problems that don't exist (few commercial areas) and creates new ones (removing park space for apartment buildings) There are some good thoughts about trying to preserve the character of the nieghbourhood that are overpowered by suggesting the most drastic changes the neighbourhood has ever seen with the construction of apartment complexes and an "urban village" that is an obvious euphemism for a small strip mall The plan itself feels confused and poorly thought out can see no evidence (statistical or otherwise) to support some of the changes and some ideas seem to directly conflict with the goals	6/8/2017 5 39 PM
6	believe it addresses the issues we will be facing as a community in the coming years and is concerned with maintaining/improving the esthetic appeal of the area	6/8/2017 11 54 AM
7	Parking problems on certain streets	6/8/2017 11 26 AM
8	You are involving the community There are good ideas here and have watched folks walk into your community events angry and then leave with pride/hope	6/8/2017 9 46 AM
9	New housing types need to blend with existing house stock Design guidelines are critical	6/8/2017 7 02 AM
10	1 The whole process making this plan seems a sham The meeting went to was very controlled by staff t was as if the plan was already finalized and we were there to tick the box "public consulted? yes" 2 Part of Fairfield Plaza is in Gonzales but there is no consultation about it that know of And nothing in this survey except that it will be done elsewhere 3 Oak Bay Ave is a major shopping and residential street in Gonzales and it has been shunted to another bunch of meetings and surveys Are the planners bonused on number rather than quality of meetings? Or maybe lots of overtime? 4 ask my neighbours about the survey and plans and none of them have heard of it So if you think you are getting public input you are deluded 5 At the meeting i went to developers and people who want to subdivide their properties were over represented And they tend to monopolize the staff Either that or 80% of Gonzales residents are developers and that's hard to believe	6/7/2017 5 39 PM
11	Some good ideas for mix of housing improving facilities setting guidelines to prevent over development Please keep it simple though Don't force development commercial or residential Part of the neighbourhood is the relaxed feeling and the (mostly) natural beach	6/7/2017 4 48 PM
12	This is a plan for speculators and developers t is not a plan that is well thought out Your mission is to densify at all costs and you will do it	6/7/2017 4 17 PM
13	We need to plan for higher density t's inevitable would like growth and development to include strong participation and input from those directly or indirectly affected by major changes whether new building rezoning creating amenities etc	6/7/2017 3 52 PM
14	it is important to be thinking ahead and mostly this plan does do that think it will be the implementation and incentives for developers ( to value the neighbourhood they will build in) and homeowners ( to protect the private land and the heritage and character ) Public will be watching to see if this plan is followed	6/7/2017 3 24 PM
15	Maintaining and improving the character of a historic neighbourhood is a positive municipal policy	6/7/2017 11 28 AM
16	Suggested Densification is too much You will not keep the current ambience of Gonzales	6/6/2017 8 04 PM
17	Content is very thorough and thoughtful and really appreciate your process of consultation Great job Thanks to all the employees and volunteers who have worked on it	6/6/2017 4 17 PM



18	Like the plan but am concerned about the addition of a high number of apartments Some are a good idea but a lot of them would dilute the heritage character of the neighbourhood	6/6/2017 1 22 PM
19	A new development at Lillian and Fairfield is needed but it must be kept to 3 stories	6/5/2017 10 51 PM
20	Planning for affordable rentals is a great idea especially with the cost of single houses out of reach of many residents improving transportation also great idea	6/5/2017 4 13 PM
21	Obviously parking is an issue that needs to be addressed before development of any kind is approved	6/5/2017 2 22 PM
22	t has needed an update	6/5/2017 12 41 PM
23	strongly oppose the proposal to build row houses anywhere in the Gonzales area Any new secondary suites or duplexes should have off street parking Parking is a huge problem in this neighbourhood very strongly oppose and proposal to build 3 or 4 story buildings at the corner of Lillian and Fairfield Rd The existing development at that corner is quaint and lovely	6/5/2017 11 16 AM
24	am supportive of adding townhouses in our area to enable seniors to downsize in their neighbourhood Consider parking spaces for mobility scooters for townhouses	6/4/2017 4 59 PM
25	ts about seeing what is needed and then with engagement putting forth a vision to manage change	6/4/2017 1 43 PM
26	am supportive of creating a neighbourhood that blends livability with affordability although this is a relevant term for our neighbourhood But am concerned for my/our/neighbour's place within it We have created an organic urban landscape that is threatened by the potential of a three or 4 story building being built beside us have an urban farm that is threatened by development through a plan that suggests otherwise	6/4/2017 7 06 AM
27	Not much of the plan makes much sense economically or logically This plan seems to be pandering to a very very small portion of the population of the neighbourhood	6/4/2017 2 24 AM
28	Need to restrain development on small lots Not suitable for character of existing neighborhood	6/3/2017 8 06 PM
29	t's a good balance between maintaining the current neighbourhood feel and increasing affordable housing so that young families can join us oldies	6/3/2017 4 15 PM
30	don't feel that it is our responsibility in quiet neighbourhoods to provide affordable housing options for people planning to move to Victoria or needing inexpensive rental options would like to see the ramshackle homes on busy streets like Shelbourne Quadra and Bay replaced by townhomes and apartment buildings This would improve those areas rather than detract from ours	6/3/2017 10 49 AM
31	Strongly opposed to concept of HCAs My modest property is not a heritage property and never will be but this proposal indiscriminately sweeps up everything in the area subjecting my own non heritage type place to the same restrictions and repressive measures that would be attached to a prized MacLure residence My house can't even be seen from the road but you will want to tell me can't install vinyl windows? No Protect the trees along the street and leave my property alone	6/3/2017 12 30 AM
32	Needs changes re my area	6/2/2017 3 48 PM
33	Too much government interference and red tape Other things should be focused on	6/2/2017 12 28 PM
34	Would this be necessary if the municipalities amalgamated? No room for growth because we can't move outwards to provide victoria city hall with more tax funding so move up crowd in Will housing in fairfield/Gonzales provide families with affordable living doubtful the taxes alone are daunting?	6/2/2017 12 15 PM
35	the plan is to pro densification the old plan was fine why prepare a new one?	6/1/2017 3 44 PM
36	t covers key elements including housing transportation mixed communities heritage preservation commercial hubs and environmental considerations	5/31/2017 8 23 PM
37	Much more attention is needed to traffic management especially traffic speeds on Ross Street Also must address tour bus traffic through the neighbourhood streets they should b directed along Foul Bay Rd Fairfield Rd and Memorial Crescent They do not fit on Hollywood Crescent or Ross St Also greater efforts must be made to protect the character and heritage of the entire neighbourhood not just the three snall areas identified	5/31/2017 4 41 PM
38	We are renters and have been renting for almost 6 years here in Gonzales we live just a block away from the Gonzlaes beach and spend a lot of time biking to and from work boating from Gonzales beach running around the community and hiking trails in the area or near by areas would love to see the area be updated with housing sustainability bike areas parks rec and beach areas t a beautiful little area almost a hidden gem As renters we dream of buying a place someday in the Gonzales area so good change and growth would be amazing to be apart of	5/31/2017 4 12 PM



39	Overall good Some proposals lack sufficient specificity and/or language too weak to achieve intended objectives e.g "encourage" new types of housing "discourage" subdivisions and "encouraging careful house design" when there are few if any real tools/levers to achieve that Plan needs more consideration of/mitigation strategies for the impact on neighbouring homes from allowing 3 4 storey building along Fairfield Allowing 5 or 6 stories in proposed Ross Bay Village too high for the area	5/31/2017 12 26 PM
40	Appreciative of the time spent getting to this point but question whether the 'transportation' section is too heavily weighted for implementing all kinds cycling pathways networks bike storage facilities etc	5/31/2017 11 07 AM
41	Like concept of gentle densification need housing for new families Area needs to be "welcoming"	5/30/2017 1 44 PM
42	think protecting the character and natural beauty of the Gonzales Neighbourhood is very important	5/30/2017 1 37 PM
43	support increased density and preservation of trees and natural areas But don't see anything in it about parking about architectural consistency in the neighbourhood or about dog off leash areas Since would guess that at least half the households in the area have a dog this is an important aspect of life here	5/30/2017 11 58 AM
44	Seems to be well thought out and the consultation process is impressive	5/30/2017 9 32 AM
45	more community spaces and mixed housing is a good idea However it is absolutely necessary to consult with Wildwood (not just Beechwood) residents regarding the further development of an urban village in this area it is an area that is already very dense with traffic particularly when baseball is in season	5/28/2017 3 44 PM
46	it is very reassuring to have a community plan together for us to comment on like the mix of new housing historic property businesses proposal and the concept Thank you	5/28/2017 1 50 PM
47	NO one is prepared to grasp the real problem Victoria and the world is facing the same problem too many people You can't "solve" it by repeatedly trying to accommodate them Surely we should try to set an example	5/27/2017 1 29 PM
48	Supportive of "green oriented initiative" Don't want more rules / regulation (enough already ) about how we are allowed to develop our own property	5/25/2017 6 50 PM
49	think there are many steps in the right direction transforming the neighbourhood from a car centric place to a walk bike friendly area is a huge step Putting energy into the villages ( Irving/Fairfield Fairfield/Lillian) in particular will keep the neighbourhood young and vibrant In the last 5 years our neighbourhood has dramatically changed from retirees to young families It's becoming a great mix of demographics and a lot of the plan is in line with this Putting effort into Gonzales Hollywood and Pemberton especially think they have the potential of being a triple crown for outdoor fun and recreation	5/25/2017 12 48 PM
50	Many a questions are misleading don't trust this process is more than a ruse to justify transforming a quiet and fragile neighbourhood into a busy mixed area for which none of us moved here Already too many cars and traffic too much noise need a calming plan not one to create another Fairfield village that will kill Gonzales	5/25/2017 10 16 AM
51	We need to increase opportunities for affordable housing options	5/25/2017 7 10 AM
52	it strikes me as fragmented and unrealistically ambitious It's already a great neighborhood put the money where it's needed most There are areas of the city that need more attention Doing the new pool right strikes me as a very high impact high value project for this community Put a library in that facility as well Save the tax payers money for that one it will be a magnificent and lasting legacy Homelessness is the other big ticket item this is a pressing issue Our neighborhood's "issues" are trivial in comparison	5/24/2017 4 36 PM
53	As a cyclist I'm concerned about the expense and practicality of putting bike lanes on busy streets (Fairfield Rd Richmond Oak Bay Ave) There are so many quiet streets in the neighbourhood which could be designated as cycling routes think these would be more attractive for all ages and newer cyclists than busy roads	5/24/2017 8 42 AM
54	Worried that concept of "density" is overriding principle and not taking into account culture of the area	5/23/2017 9 34 PM
55	Seems to strike a nice balance Pro densification but also finding ways to protect the beauty of the neighbourhood The big old houses are wonderful but it's also very important to me to live in a mixed neighbourhood I'd like to see more rental townhouses row houses condos etc in Gonzales Love the community hubs idea Living in this neighbourhood often mean heading to Oak Bay or Fairfield to have a coffee or shop I'd love to have more gathering spaces in Gonzales	5/23/2017 8 57 PM
56	think the plan is a great document Clear and visionary think it needs a bit of enhancement respecting greenway design standards and enhanced opportunities for community gathering and enjoyment ie some kind of place to get food and something to drink at Gonzales Beach	5/23/2017 7 53 PM
57	Adding Affordable housing is the key to diversify the community economy and services	5/23/2017 4 21 PM
58	have lived in the area for 30 years miss having Hollywood grocery store would love to see more local options for shopping in these areas also love the idea of making parks and Gonzales beach more accessible year round	5/21/2017 5 10 PM

59	'd love to see increased density but reduced traffic That will take careful planning and a paradigm shift on the part of residents in giving up their personal automobiles for car share/transit biking	5/20/2017 1 57 PM
60	Transportation improvements for bikes modestly increased density along major corridors and encouraging alternate developments such as townhouses	5/18/2017 12 07 PM
61	t will allow for some growth more housing for families keep our beautiful neighbourhood intact and develop a village feel	5/17/2017 3 21 PM
62	Some of the duplex/townhouse plans have me concerned we don't want this neighbourhood to cater to 'empty nesters' or retirees who can afford to 'downsize' to a luxury duplex or townhouse	5/17/2017 1 22 PM
63	decline the opportunity to give an overall evaluation	5/16/2017 9 24 PM
64	Many of these plans will cause the density of the Gonzales neighbourhood to increase The most basic of logic shows us that when neighbourhood density increases the utility of those in the neighbourhood decreases f anyone wanted to live in a place with more "urban" areas they would live closer to a city centre There is only a certain amount of space and it is not feasible to widen sidewalks and add bike lanes everywhere and still have room to drive and have more/larger housing and keep green space and have heritage space The only way to fit all these ludicrous things all in one area is to build up and if there is anything anyone knows about building up is that you have less space for more money Frankly not much about this plan makes any economic sense and even lacks general common sense	5/16/2017 6 50 PM
65	Overall looks good but deal with the illegal suites parking issues and the bus pollution on Ross Street	5/16/2017 6 21 PM
66	like the idea of better pedestrian trails and more green space and preserving heritage My only reservations are around increased vehicle traffic and streets full of parked cars that come with densification We used to live in Saanich where the car is king and people park on their lawns when they run out of curb side parking We don't want to see that here it's one of the reasons we chose this neighbourhood	5/16/2017 4 42 PM
67	t does some good things but there are details missing on costs and specifics planned making it hard to know for sure how effective it will be	5/16/2017 3 49 PM
68	t good but not great think you need to focus on what Gonzales is is it an eclectic neighborhood with a deep appreciation for nature or is it a creatively inspired urban neighborhood? There are a few mixed messages in your plan that will make it hard for residents to agree or disagree with and very hard for you to make the right choice	5/16/2017 2 15 PM
69	like that we are focusing on making the area better however we need to focus on keeping the character and the greenery in the area We also shouldn't densify until we have the proper structures in place such as enough spaces for children in schools and enough space in our hospitals f we are planning on allowing more people to live in the area those structures are a must also don't want to see row houses or town houses in the area They do not suit am happy for 3 storey apartment buildings or duplexes triplexes and so on in character looking homes	5/16/2017 11 45 AM

## Q15 Do you have any other comments on the draft Gonzales Neighbourhood Plan?

Answered: 33 Skipped: 79

#	Responses	Date
1	The new street lights that are going in in lots of neighbourhoods are really harsh on the eyes and not only mess with human sleep and physiological cycles but have the same effect on plants and animals in the vicinity (can affect migratory and mating patterns in some animals) 'd strongly recommend that the city reconsider it's recent moves to replace all the street lights with harsh LEDs The long term health and environmental effects are largely unknown but don't want to be the guinea pig to find out	6/8/2017 10 19 PM
2	Please do NOT put the new LED streetlights on every street (and especially not on Redfern Street and other quieter side streets) These lights are much too bright and completely ruin the atmosphere at night in addition to being harmful and disruptive to people plants and animals in case you think 'm just ranting on an invented conspiracy theory the harmful effects of LEDs has been documented to the point that The American Medical Association has issued a statement guiding the reduction of the harm caused by LED lights ( <a href="https://www.ama-assn.org/ama/adopts-guidance-reduce-harm-high-intensity-street-lights">https://www.ama-assn.org/ama/adopts-guidance-reduce-harm-high-intensity-street-lights</a> )	6/8/2017 9 34 PM
3	Look at the whole area so that all residents feel benefited equally Consideration for protection of the larger more affluent areas such as Queen Anne Heights is good but trees and greenery protection in all areas is just as important From the point of density very important	6/8/2017 9 32 PM
4	It feels like a plan for how to ruin the neighbourhood	6/8/2017 5 39 PM
5	Discourage picnic table areas bec it encourages rats people will litter it's predictable that garbage will be left behind and rodents will become a problem look at case study from Granville island Vancouver All for development of commercial areas for food restaurants but not in favour on the waterfront park areas unless u consider garbage and cleaning crews	6/8/2017 5 12 PM
6	Please relax the off street parking requirements and allow homeowners to convert their unused garages and driveways to useful spaces Allow it as of right without any requirements	6/7/2017 9 14 PM
7	would like specific requirements for the development of the Montague Court property in keeping with what is proposed structures fronting Fairfield should be up to 3 stories but structures fronting Lillian and Beechwood should be more consistent with the elevation of the neighbourhood to maintain its character Careful consideration of parking is needed Currently employees who work at Fairfield Plaza take up space on Fairfield which means customers of the businesses at Fairfield and Lillian spill into neighbourhoods causing troubling congestion if there is more development this needs to be addressed as well as pedestrian safety	6/7/2017 3 52 PM
8	would hope any new development in Montague mews could somehow keep the look of the little cottages Maybe building something taller in the middle Page 15 of draft says previous plan encouraged open space by reducing house sizes That does not seem to be happening How does the plan support affordable housing? How does the plan encourage urban forest on private land? How handle workers parking on Res streets Lower the speed limit on Ross Wish all ref to meters could also be in feet Page of draft 49 rear setbacks 9 m or 30% of lot depth how does that work with the push for garden suites How many garden suites is too many in a neighbourhood taking into privacy green space and parking???	6/7/2017 3 24 PM
9	have a continual concern that the city will continue to permit small lots with no control on what gets built With no regard to street scape and whether new buildings actually fit in	6/5/2017 12 41 PM
10	Make it mandatory to preserve our fabulous large trees Don't allow taking down large trees especially the oaks just because it's a "new build" tragic	6/4/2017 4 59 PM
11	Commercial space the Shell gas station promised to maintain their gardens This was a process participated in They do not keep their gardens up full of black berry brambles and now huge coffee cups on the edge of the property nothing about those garish cups fits this plan They must be managed please Thank You	6/4/2017 1 43 PM



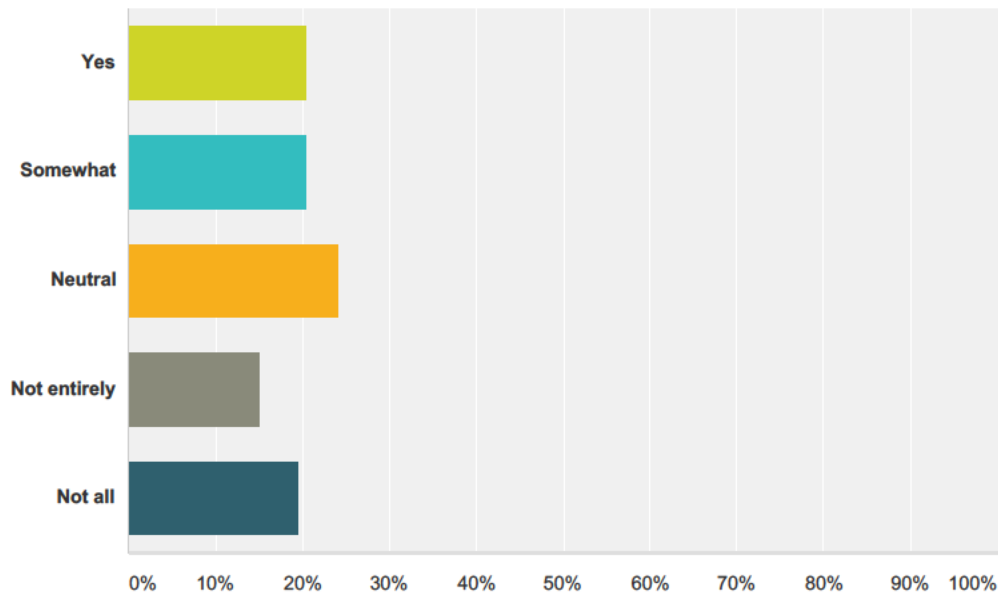
12	As mentioned previously recently attended an Open House to explain the plan This was the first had heard of this plan How come was missed for initial input? Furthermore as the City's Official Community Plan adopted in 2012 includes various Strategic Directions for each of Victoria's neighbourhoods For the Gonzales sub area the strategic directions include "21 10 6 Explore opportunities to enhance small urban village at the intersection of Fairfield Road and Irving Road " however there is no mention of the Wildwood/Lilian/Fairfield intersection The land use map also does not identify those sites as commercial spaces to be explored rather as a Traditional Residential area Toward this end am looking for clarity on where the rezoning policies apply Upon first review it sounds like the proposed heights and densities (up to 3 4 storeys) are for sites along Fairfield Rd not Wildwood if this is the case which rezoning policies then apply to the commercial sites along Wildwood (e g the adjacent site to you) You can ask if they have a land use map of the proposed zoning changes	6/4/2017 7 06 AM
13	This plan will ruin Gonzales Please please please don't do it On a side note a couple of the pictures featured in the Gonzales neighbourhood plan are not even in Gonzales Someone maybe should have double checked that	6/4/2017 2 24 AM
14	Very well organized meeting and well thought out plan my congratulations to those who worked to put them together At the meeting was told about the recent bylaw setting out a trial period of summer time dog access on Gonzales Beach between 6 30 and 8 30 AM This is not common knowledge Can you post a notice to this effect at Gonzales Beach and at other parks to which dog walkers have had to decamp for the summer?	6/3/2017 4 15 PM
15	have lived in this neighbourhood most of my life so of course am sad to see too many changes coming am not against town homes but limit them to fourplex units on a two house lot Don't create congestion in areas already suffering from traffic concerns	6/2/2017 12 15 PM
16	money in the CRD parks planning budget should be used to buy important habitat in the city such as queen anne heights area or Gonzales neighbourhood plan would support my taxes going toward buying local habitat for a change rather than property out in the H ghlands	6/1/2017 3 44 PM
17	No	5/31/2017 8 23 PM
18	The boundaries of the Plan Area are very arbitrary The area south of Richardson is really part of the Fairfield neighbourhood	5/31/2017 4 41 PM
19	Need for regional transit plan should be included as a key element of improved transit	5/30/2017 1 44 PM
20	Need's more cow bell	5/30/2017 1 37 PM
21	think you covered the waterfront and can see a lot of work went into it it is well laid out But as said Victoria is simply "pushing the mountain ahead of itself "	5/27/2017 1 29 PM
22	'd like there to be a place for community programming currently most community association / recreation activities occur in Fairfield it would be great if there was at least some seasonal programming within walking distance perhaps at Pemberton Park or one of the schools in Gonzales	5/26/2017 12 04 AM
23	Please address shortcutting and speeders on all the residential streets cutting one end off some streets to prevent driving through would be amazing Short cutters don't stop fully at stop signs or obey speed zones so more drastic steps are needed One thing missing from the plan is facilities for runners/joggers A very popular running route is between Little Ross Bay Green along Hollywood Cres or Ross Street to Gonzales Bay (and beyond) via Crescent Road What can be done o widen sidewalks and improve visibility along this route Getting homeowners o trim their bushes along there would help too and a better flatter sidewalk (or asphalt pathway instead of concrete sidewalk) would be amazing Maybe work with Oak Bay to improve the sidewalk along Crescent Road to King George Terrace and beyond to McNeill Bay? It's a great running route but the sidewalk totally stinks as it is (uneven surfaces very narrow in places overgrown hedges poor driveway sightlines car parked on the sidewalks in Oak Bay)	5/25/2017 12 48 PM
24	want clarity on where the rezoning policies apply and which rezoning policies apply to commercial sites along Wildwood If redevelopment occurs it must complement single family residential properties building close to the property line will have a negative effect on neighbouring properties and there must be provision for affected party input before approval We need tougher parking requirements there needs to be a traffic management study conducted in this area Already problems with over parking and parking commercial and recreational vehicles Vague questions cause the survey to be misleading	5/25/2017 10 16 AM
25	think it is a mistake to leave the planning for the Ross Bay Village and the Oak Bay Avenue Village out of consideration for this planning exercise Oak Bay Avenue Village in particular depending upon how broadly it is conceived has great potential to change the fundamental land use character south of the Avenue at least to Brighton Avenue in the direction of multi family and attached housing forms This may be entirely appropriate if the village is to have sufficient density within an easy walk of shops to make it commercially viable and vital while also not being car dependent This is a hard conversation to have and putting it off til later won't make it any easier and would fundamentally change the direction of the plan for the northern edge of the neighbourhood	5/23/2017 7 53 PM
26	More cycling infrastructure please	5/23/2017 4 21 PM

27	crescent needs residential parking for at least part of the street it is impossible to go out in the afternoon and have confidence that you can find a parking place when you get home	5/22/2017 3 56 PM
28	There needs to be a commitment from the District of Oak Bay to work together on border issues. A good example of this lack of coordination is how the bike lanes and sidewalks along Foul Bay Road in Victoria end once you cross the Oak Bay border. If Oak Bay doesn't cooperate on, for example, sidewalks on both sides of Foul Bay Road and bike lanes along that road, it defeats Victoria's goals.	5/22/2017 1 59 PM
29	Again, I am concerned about increasing too much rental volume. We already have a number of suites and these bring in a transient population as well as they are increasingly being used for short-term Airbnb, by which I find disruptive. People come for their one-week vacation and can be loud and disruptive in a neighbourhood where homes are already very close together. I have great concerns about these types of business in my area. To me, this is very different from the ones being proposed at Lillian and Wildwood and Fairfield.	5/21/2017 5 10 PM
30	Work with GNS to get their population to reduce traffic on our residential streets. The before and after school parade of vehicles driving middle and high schoolers to the door is unnecessary and unhealthy and referred to on our street as the GNS 500. Thanks for asking.)	5/20/2017 1 57 PM
31	How can we ensure this neighbourhood is a welcome and affordable place for families?	5/17/2017 1 22 PM
32	No	5/16/2017 9 24 PM
33	The City needs to do a much better job of managing its finances and must approach projects like this with better budget management than other recent projects have displayed (e.g., I can't believe how much of my money went to paying for a bike lane on Pandora.)	5/16/2017 3 49 PM



### Q16 Were you as involved in the development of this plan as you wanted to be?

Answered: 107 Skipped: 5



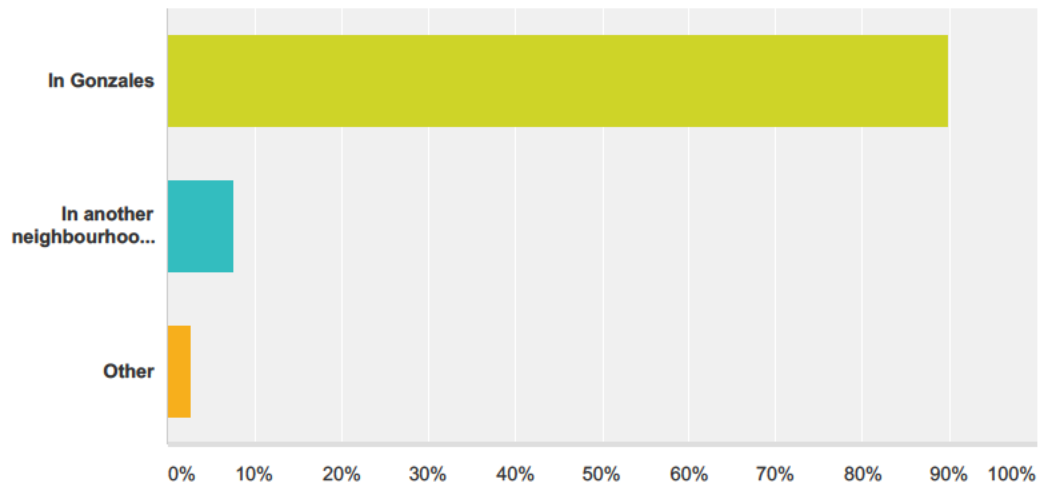
Answer Choices	Responses
Yes	20.56% 22
Somewhat	20.56% 22
Neutral	24.30% 26
Not entirely	14.95% 16
Not all	19.63% 21
<b>Total</b>	<b>107</b>

#	Comment	Date
1	moved to this neighbourhood fairly recently (Sep '16) so wasn't as invested in it before as am now	6/8/2017 10 19 PM
2	didn't know it was happening until received a brochure in my mailbox	6/8/2017 9 35 PM
3	would like to see more artist renderings of future looks of areas and urban villages	6/8/2017 7 02 PM
4	suspect that a very loud minority of people gave most of the input for this draft plan and that a wider base of community engagement is required can't believe people that live near Fairfield Road want apartment buildings as neighbours	6/8/2017 5 40 PM
5	never knew about it and we own a home on Crescent	6/8/2017 5 13 PM
6	think their needs to be direct outreach/meetings with neighbours effected directly by development This was made available but we did not hear back from the city when we asked to have a meeting Please reach out to the home owners and buisness when it comes to Oak Bay Ave development know you have open meetings but somtimes that attracts folks with a bee in their bonnet and they dominate the discussion am very interested in bringing more arts/market events to the corner of Redfern with Shell/RedBarn HomeHardware We would also like to talk about noice and light pollution it's a give an take We feel that a street barricade would be a good idea for the end of Redfern St The parking lot of Red Barn has many issues for us here on Redfern as does the lack of maintenance of the Shell Gas Station Solutions can be found	6/8/2017 9 53 AM

7	was involved but none of my friends and neighbours were consulted at all The engagement people and planners say "what else can we do?" but obviously what they are doing isn't working And there is this "working group" who nobody knows Were they all developers? don't know How were they picked? Who picked them? Why do you ask my gender at the end of the survey? f i say i am a woman do my comments carry more weight?	6/7/2017 5 39 PM
8	My husband attended city hall last year to give a presentation in support of dogs being allowed on the beach on summer mornings between 6 9 Thank you for listening to him	6/6/2017 4 18 PM
9	Appreciated the opportunity to attend meetings and/or complete this survey	6/5/2017 4 13 PM
10	Wasn't aware it was in the works	6/5/2017 2 22 PM
11	We didn't know it was going on	6/5/2017 2 05 PM
12	knew nothing about a new plan being created and would have liked to have more input in the initial stages	6/5/2017 11 17 AM
13	As mentioned was not involved and have to ask why was not invited to participate Therefore for me this is a flawed process	6/4/2017 7 08 AM
14	t feels as though it was decided before discussions with the people in the neighbourhood began	6/3/2017 10 50 AM
15	Timing and time commitment interfered	6/2/2017 3 49 PM
16	Uncertain about the degree to which my ideas will be integrated in the final plan but have been so far	6/2/2017 3 27 PM
17	what options do we have to comment on the next iteration of the plan?	6/1/2017 3 45 PM
18	own a house in the catchment area but reside in Toronto am currently renting the house to a family of four will return to Victoria as a permanent resident within the next two years	5/31/2017 8 24 PM
19	Only involved very late in the process	5/31/2017 4 42 PM
20	The City did a poor job of communicating to residents that the plan was under development There should have been letters/flyers to homes advising of when/where meetings were taking place such as is being done for the draft plan participated in one of the meetings but only found out about it by happenstance and would like to have attended others	5/31/2017 12 29 PM
21	Hard to get a word in edgewise at the meetings	5/30/2017 11 58 AM
22	wasn't aware of the plan until received the brochure So far have attended one meeting and have read the plan This will probably meet my needs may attend on eof the upcoming meetings	5/30/2017 9 35 AM
23	just learned of the plan last week want to get more involved	5/28/2017 1 50 PM
24	But see now it was my own fault	5/27/2017 1 29 PM
25	poor city communication	5/25/2017 10 17 AM
26	just heard about this am curious to know what notification efforts were made	5/24/2017 10 09 PM
27	saw lots of info on the latest rounds of meetings but these seem already very far down the planning process not sure how public input was sought until now?	5/23/2017 9 36 PM
28	WENT TO mAY 23RD OPEN HOUSE	5/23/2017 9 08 PM
29	'm happy with my involvement but was sorry could not attend the Open House wish there was more than one date available but understand you can't meet everyone's needs	5/23/2017 8 58 PM
30	only heard about it with the pamphlet that came in the mail last week But it generally looks good to me and am excited about it	5/21/2017 5 11 PM
31	was unaware that a plan was being drafted it would have been good to know a bit more about that process in advance of being presented with the draft	5/20/2017 1 58 PM
32	attended two workshops	5/18/2017 8 58 PM
33	Was not aware of this plan until received mail about the draft plan on May 16th	5/17/2017 1 24 PM
34	t's the usual in Victoria a sham consultation after decisions have been made	5/16/2017 5 41 PM
35	No not at all	5/16/2017 2 40 PM

## Q17 Where do you live?

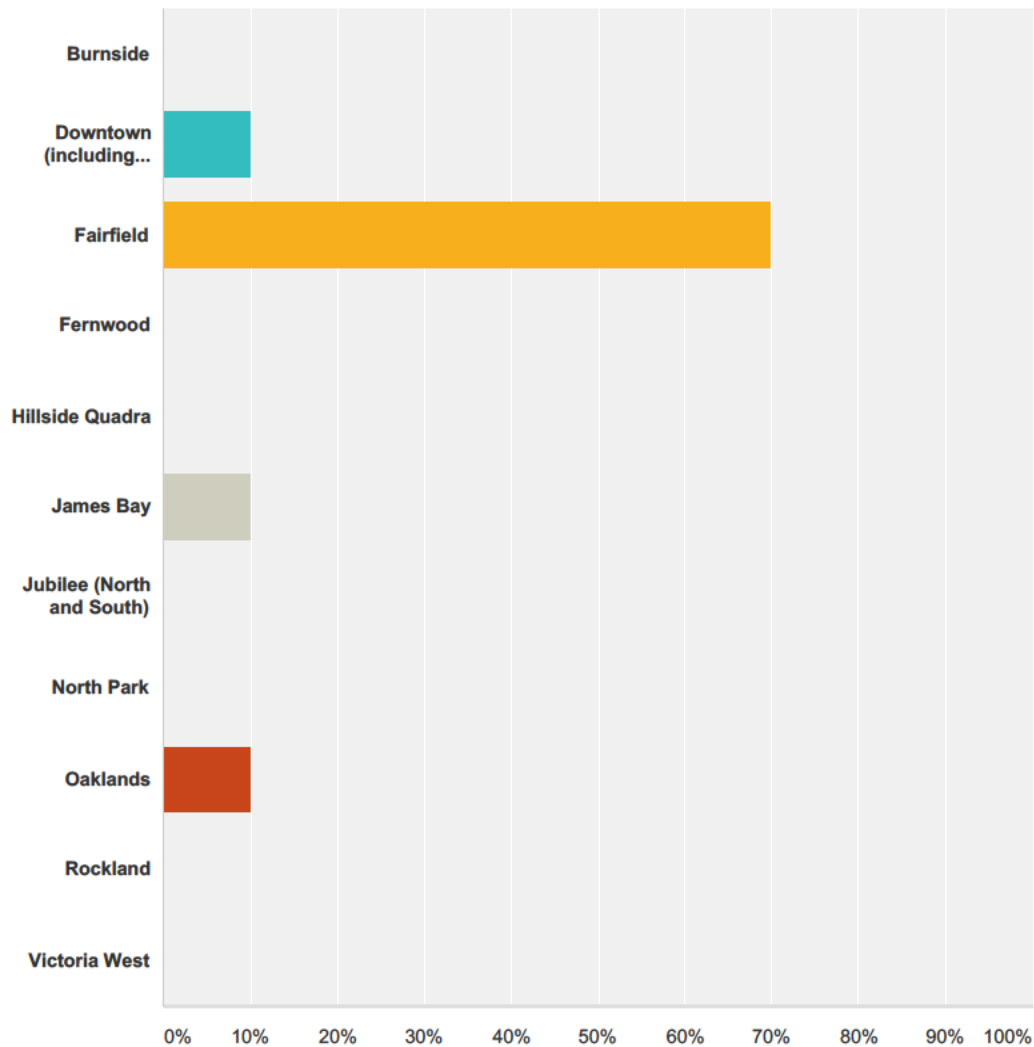
Answered: 107 Skipped: 5



Answer Choices	Responses	
n Gonzales	89.72%	96
n another neighbourhood in the City of Victoria	7.48%	8
Other	2.80%	3
<b>Total</b>		<b>107</b>

## Q18 Where do you live?

Answered: 10 Skipped: 102



Answer Choices	Responses
Burnside	0.00% 0
Downtown (including Harris Green)	10.00% 1
Fairfield	70.00% 7
Fernwood	0.00% 0
Hillside Quadra	0.00% 0
James Bay	10.00% 1
Jubilee (North and South)	0.00% 0
North Park	0.00% 0
Oaklands	10.00% 1
Rockland	0.00% 0

Victoria West	0.00%	0
<b>Total</b>		<b>10</b>



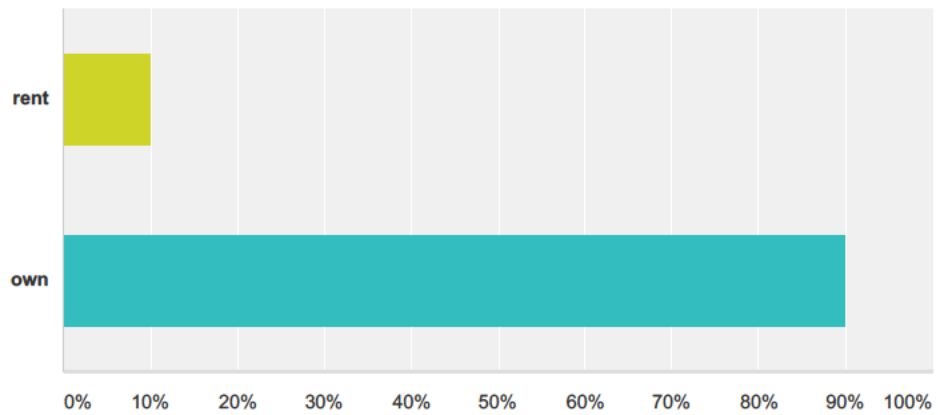
## Q19 Where do you live?

Answered: 14 Skipped: 98

#	Responses	Date
1	Gonzales	6/8/2017 8 31 PM
2	Blanchard and humboldt	6/8/2017 7 05 PM
3	Victoria Gonzales t's not on your list?	6/8/2017 9 54 AM
4	Right next door to Gonzalez t matters to me how you are going to wreck it	6/7/2017 4 18 PM
5	Vancouver	6/7/2017 11 28 AM
6	Fairfield Victoria	6/6/2017 11 40 AM
7	Victoria	6/4/2017 7 08 AM
8	Victoria	6/3/2017 3 42 PM
9	Toronto Ontario	5/31/2017 8 24 PM
10	victoria	5/30/2017 11 34 AM
11	live in Saanich but own my house in Gonzales where am moving into 2018	5/28/2017 1 52 PM
12	Victoria	5/23/2017 4 21 PM
13	Victoria	5/23/2017 3 35 PM
14	Fairfield Victoria	5/18/2017 12 08 PM

**Q20 Do you own or rent your home?**

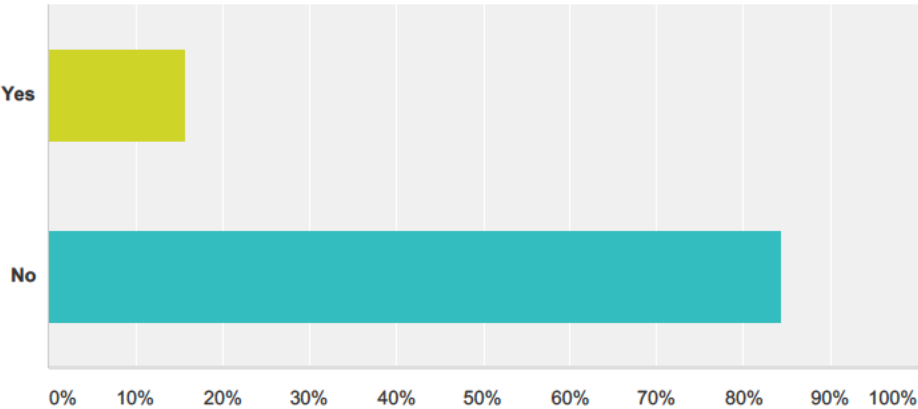
Answered: 109 Skipped: 3



Answer Choices	Responses	
rent	10.09%	11
own	89.91%	98
<b>Total</b>		<b>109</b>

Q21 Do you own a business in Gonzales?

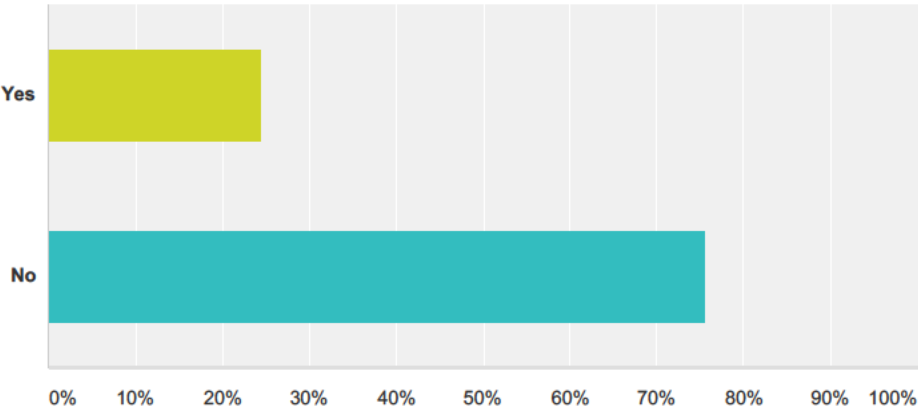
Answered: 108 Skipped: 4



Answer Choices	Responses	
Yes	15.74%	17
No	84.26%	91
Total		108

Q22 Do you work in Gonzales?

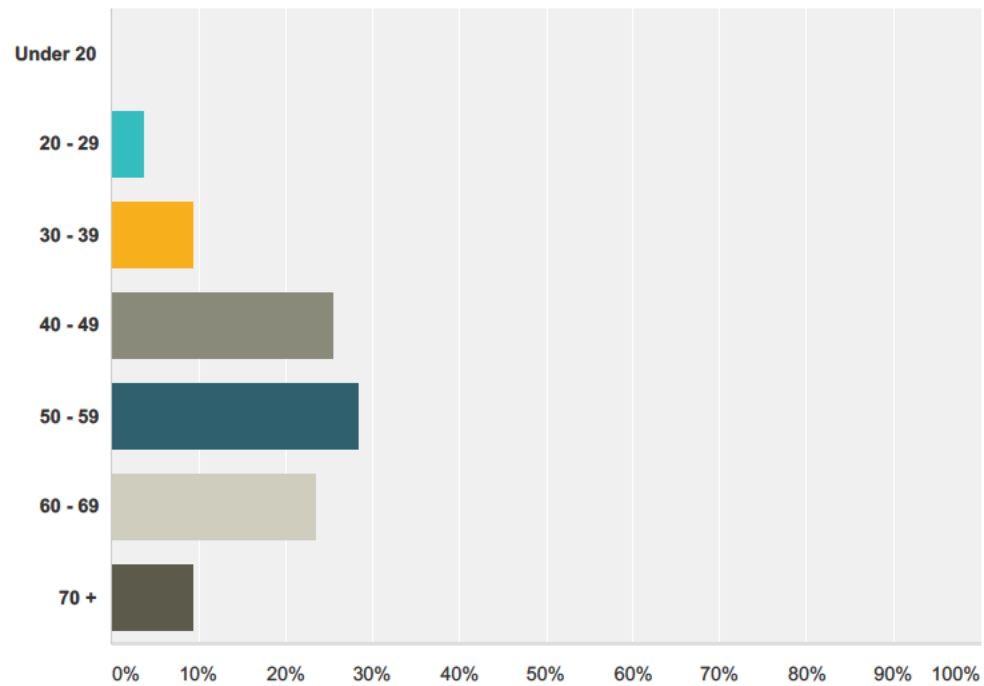
Answered: 106 Skipped: 6



Answer Choices	Responses	
Yes	24.53%	26
No	75.47%	80
Total		106

## Q23 How old are you?

Answered: 106 Skipped: 6

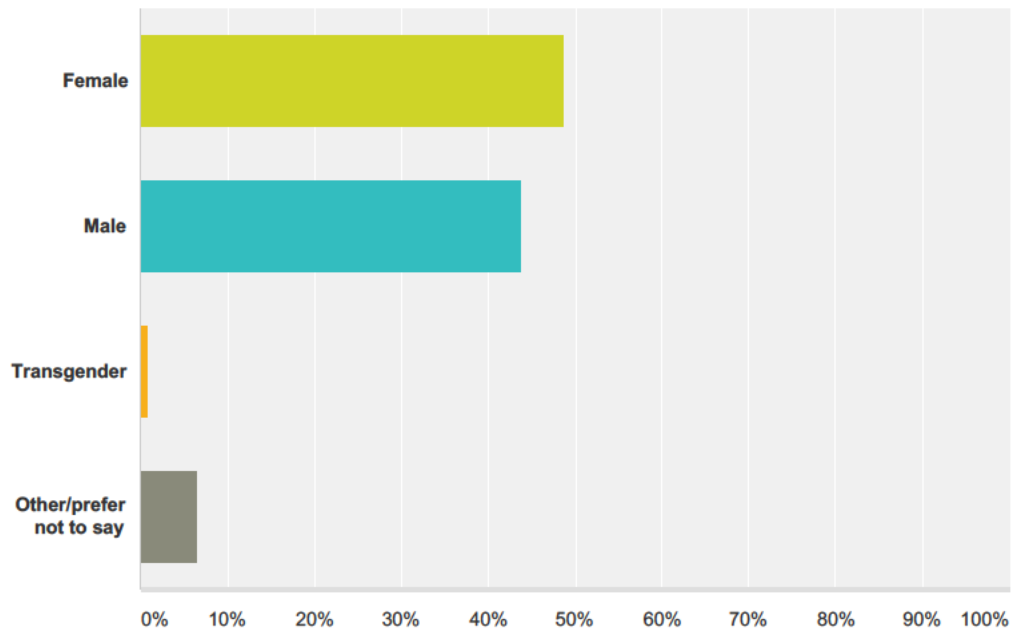


Answer Choices	Responses
Under 20	0.00% 0
20 - 29	3.77% 4
30 - 39	9.43% 10
40 - 49	25.47% 27
50 - 59	28.30% 30
60 - 69	23.58% 25
70 +	9.43% 10
<b>Total</b>	<b>106</b>



## Q24 Do you identify as

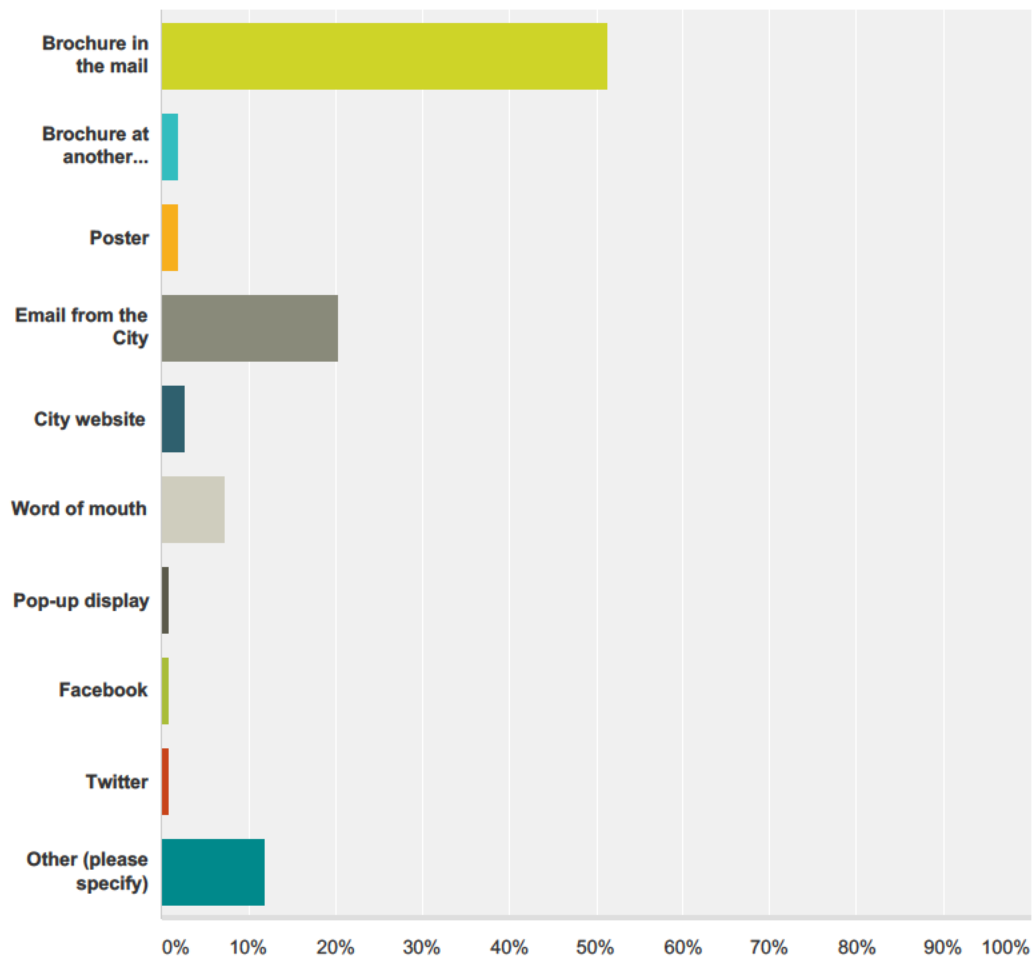
Answered: 107 Skipped: 5



Answer Choices	Responses	
Female	48.60%	52
Male	43.93%	47
Transgender	0.93%	1
Other/prefer not to say	6.54%	7
<b>Total</b>		<b>107</b>

## Q25 How did you find out about this survey?

Answered: 109 Skipped: 3



Answer Choices	Responses
Brochure in the mail	51.38% 56
Brochure at another location	1.83% 2
Poster	1.83% 2
Email from the City	20.18% 22
City website	2.75% 3
Word of mouth	7.34% 8
Pop up display	0.92% 1
Facebook	0.92% 1
Twitter	0.92% 1
Other (please specify)	11.93% 13
<b>Total</b>	<b>109</b>

#	Other (please specify)	Date
1	From a friend had no idea this was going on	6/7/2017 4 19 PM
2	involvement with FGCA	6/7/2017 3 26 PM
3	neighbour	6/5/2017 12 42 PM
4	From community association	6/4/2017 7 11 AM
5	Told about survey at the Glenlyon information meeting (found out about that from brochure in mail)	6/3/2017 4 15 PM
6	Blockwatch	6/2/2017 12 16 PM
7	Have been modestly involved in the Fairfield Gonzales planning process from the outset	5/30/2017 11 35 AM
8	Brochure at Fairfield Branch	5/28/2017 1 53 PM
9	enraged neighbours	5/25/2017 10 18 AM
10	Meeting with area planners	5/25/2017 7 27 AM
11	Open House	5/24/2017 4 37 PM
12	Community meeting	5/23/2017 9 38 PM
13	heard word of mouth about the survey for Fairfield so went online and did it was about to seek out a survey for Gonzales when received the brochure in the mail	5/16/2017 9 27 PM



## Gonzales Neighbourhood Plan Heritage Conservation Areas Homeowner Workshops

Through the development of the Gonzales neighbourhood plan, the community told us that heritage and historic areas are important to the fabric and character of the community. Three areas were identified as having special heritage value due to the high concentration of historic homes, unique historic architectural styles and homes in good condition.

Homeowners in those areas were invited to participate in a workshop on Wednesday, May 24 to explore what it would mean to be included in a heritage conservation area. Following a presentation about heritage conservation areas, the 17 homeowners who attended were seated at tables with their neighbours and guided through a facilitated discussion.

The following notes were captured at those meetings.

### Table 1: Redfern Street

#### What do you like about the idea of establishing a Heritage Conservation Area in this area?

- Stop inappropriate development
- Keep the neighbourhood the same
- Keep older houses not modern houses
- Neat that there's a subdivision that's heritage
- Like the feel of the streets
- Values of property might increase
- Preserving look and feel
- Love that the houses match and the style of them
- Adds to the community
- Everyone has community pride
- Neighbourhood feel
- Garden suite/ secondary suite accommodation

#### What are your concerns about establishing a Heritage Conservation Area in this area?

- Don't like being restricted
- What about solar panels/geothermal
- Concerns about retroactive changes
- Increased cost in renovations (materials, labor, wooden windows)
- Toolsheds, outbuildings, energy efficiency
- What about the house across the street? Should protect the whole street
- Concern that future planner is not as amenable
- Higher taxes

**What other questions or comments do you have?**

- Demolishment circumstances
- Where would a tin roof/solar panels fit?
- Why isn't it the whole street?
- Is the city open to offering incentives to help with heritage sensitive renovations?
- Retroactive changes
- Condition of road surface. City needs to put in resources
- What does that mean in exchange for new housing?
- Can the boundaries be extended to across the street?

**Table 2: Lower Foul Bay Road****What do you like about the idea of establishing a Heritage Conservation Area in this area?**

- Ability to preserve architectural style – character elements. (rock walls, buildings, tree's) - Garry Oaks are prime
- Limit's new modern architecture that might be out of character
- Windows are important design elements
- Important to include all homes. Consider expanding the HCA to include the other side of the street
- Would stop modern houses (like Irving) – would help ensure redevelopment is complimentary to heritage context
- Preserves area from redevelopment that is out of character and rapid development that is happening currently.

**What are your concerns about establishing a Heritage Conservation Area in this area?**

- Proposed area is not broad enough – need some design control on the other side of the street
- Impact on property value may benefit area in a positive way but negatively impact houses that are subject to regulation

**What other questions or comments do you have?**

- New buildings in the area, often modern and large for the lot
- Is there co-ordination between Oak Bay & Victoria when it comes to heritage designation?
- Is there possibility for a sidewalk on the east side?

**Table 3: Upper Foul Bay Road****What do you like about the idea of establishing a Heritage Conservation Area in this area?**

- Preserve look of community (Bought house because of character)
- General principle but wrong area
- Feels like an area – Not homogenous, but heritage value

**What are your concerns about establishing a Heritage Conservation Area in these areas?**

- Concern that this is a back door way to heritage designation



- Infringement on property rights
- Concerns about city having more control over private land but has regulations for SROW/Trees
- Encumbrance for property owner
- Discretion of planner
- Some people like the modern look – The area is a mix already
- People aren't going to build a dump – Property values are too high
- Ambience on the street, in trees, curvy street
- Let it keep evolving
- Subdivision is part of the heritage of these areas
- Pursuit of heritage should not overlook evolution
- Adding another layer of bureaucracy. Concerned that rules won't be followed by everyone or those with deep pockets
- Can't see much of this area from the street anyway
- Is the right thing being protected? Should this focus on trees, lanes and driveways?
- Focus on designation rather than HCA. Let homeowner decide
- Concern about current developer proposals if they go ahead it may not be worthwhile

**What other questions or comments do you have?**

- R-1 would maintain
- Effect on property values
- What defines heritage?
- Trees create the character in this area
- Would agree with preserving trees
- Rock walls, would those be protected?
- Concern about the city controlling the appearance of a non-heritage house
- Extra effort
- Rules applying to a house should be for heritage designation houses
- If HCA is for an area, city should maintain the street, boulevards, rock walls, trees, railings (maintain the heritage streetscape)
- Heritage designation – Encourage homeowners to choose designation by incentivizing e.g. tax benefits
- Feedback should come from the community
- Concern about existing neighbourhood plan not being followed
- Make it as clear as possible so that homeowners / review process is as clear as possible – understand where there is flexibility

**Alicia Ferguson**

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**Subject:** RE: Gonzales Heritage Conservation Area

----- Forwarded message -----

**From:** Ashley Escott**Date:** Tue, Jul 4, 2017 at 10:06 AM**Subject:** Gonzales Heritage Conservation Area**To:** [KBouris@victoria.ca](mailto:KBouris@victoria.ca)

Dear Kristina Bouris,

My husband and I are the owners of the home at 351 Foul Bay Road and are writing in regard to the proposed Heritage Conservation Area at Lower Foul Bay Road. We are very lucky to own a home in Victoria. I have lived in Victoria on and off for the past 7 years and my husband has been living here since he was 9 and our son was born here. My husband and I are both 31 years-old which likely makes us some of the youngest homeowners in this area. Millennials are underrepresented as homeowners in Victoria and I hope that we provide a different perspective on the proposed Heritage Conservation Area. It is our opinion that the proposed policy is inappropriate for the goal of preserving Victoria's rich architectural heritage as it increases the cost of home ownership in an already unaffordable city and is a severe infringement on personal property rights.

A more effective policy tool would be to actively promote the benefits of Heritage Conservation Areas and encourage them to apply for Heritage Designations. I have spoken to my neighbours about the city's approach to heritage architecture protection and very few of them were aware of how they could designate or register their homes. I do not know how to designate or register my house. A good method to boost Heritage Registrations and Designations would be for the City of Victoria to send out a notice with information to all homeowners how they may designate or register their homes. This could allow the City of Victoria to maintain its architectural heritage while respecting the wishes of individual homeowners. The proposed policy is too strong and will have unintended negative consequences.

The policy of creating Heritage Conservation areas against the will of homeowners runs counter to the city's efforts to maintain housing affordability. Home renovations are extremely expensive and many older homes in this city need substantial repair. The creation of these additional Heritage Conservation Areas will add to this expense in a market that already has sky high prices. The market for home renovations is so tight that builders will likely charge more for renovations on heritage registered properties in anticipation of potential difficulties. These difficulties may come in the form of additional regulatory hurdles as homeowners will need to apply for a Heritage Alteration Permit and will be forced to adhere to a traditional design. Builders in Victoria are already able to command high prices and adopting this policy will increase renovation costs for those living in Heritage Conservation Areas. These potential higher renovation costs could actually result in a deterioration of some of the housing stock in these areas if homeowners are deterred from renovating their homes. In the case of my own home I have two outbuildings that are in a state of disrepair but it is uneconomical for me to repair or replace them. This new policy places me in a difficult position as I may be unable to demolish an outbuilding that is unsightly and may become unsafe over time.

The proposed Heritage Conservation Area policy puts homeowners in a worse position than the City of Victoria's current policy. There is already a precedent in place for how to deal with houses that the City of Victoria wishes to designate as heritage. When the city of Victoria adds a heritage designation on a building against the will of the owners they must pay for the potential lost future value. The proposed Heritage

Conservation Area would give city additional control over the effected area but seems to allow it to do so without paying for the privilege. Compensation should be payable where property values are reduced as a result of restricted potential uses.

This proposed policy will have a direct negative effect on my household and the value of my home as an investment. We purchased our home a year and a half ago and made an investment of over one million dollars. Our family has invested everything that we have in this property. We made the decision to purchase this property carefully and with all the information available to us at the time. Our home sits on a lot that is around a half acre, which is around three to four times as big as other lots in the area. Our property has considerable potential due to of the size of our lot, the amazing neighbourhood and high property values. We specifically confirmed that this was not a property that was heritage designated, registered or had other encumbrances on title when we were looking to buy a house. We believed that we would be able to live in a fantastic neighbourhood while also owning an investment with considerable potential. We were not able to anticipate that this property would be encumbered by a Heritage Conservation Area that would limit our property's potential value and future uses. The City of Victoria needs to compensate homeowners whose properties' potential future value erodes or future uses are reduced if the policy is passed in its proposed form.

My husband called the City of Victoria when we received the notice of the proposed Heritage Conservation Area. He called Kristina Bouris, whose name was on the notice, and was called back by Steve Barber. My husband had made a direct request for our home to be excluded from the Heritage Conservation Area. He was told that it was not possible and that this was not done on a house by house basis. He was advised that the only way to keep our house out of the Heritage Conservation Area was to gain support from our neighbours to reject this proposal. It seemed as if he was saying that our property rights were in the City's hands and the hands of our neighbours. We have over one million dollars invested in our property so the stakes are very high for us. We have lost sleep since first receiving notice about the Heritage Conservation Area. This process has left us feeling bullied and as if our financial future has been taken out of our hands. I would make a note that everyone we have dealt with has been pleasant and professional.

There are five houses that would constitute the Lower Foul Bay Road Heritage Conservation area. One of these five houses, 349 Foul Bay Road, is already Heritage Designated. In effect, there are only four houses that would be impacted by this proposal. I can say for certain that I do not want my home to be included. Perhaps the city could just ask the remaining three home owners if they would like to add their homes to the Heritage Register and guide them through this process? Forcing 25% of homeowners, at a minimum, to place their homes in a Heritage Registry is a very high proportion.

In conclusion, the Heritage Conservation Area is a solution in search of a problem. Homeowners may already voluntarily designate their homes or join the Heritage Registry but they lack the awareness and resources to do so. A heritage awareness campaign and streamlined process is a step that should be taken before homes are registered against their owner's wishes. The proposed policy is heavy-handed and will have unintended consequences. A lighter touch would be more effective and respectful of homeowners' property rights.

Thank you for your consideration,

Ashley Escott

**Lucas De Amaral**

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**From:** ANDREW BECKERMAN [REDACTED]  
**Sent:** Sunday, July 09, 2017 12:13 PM  
**To:** Victoria Mayor and Council  
**Cc:** Walsh, Mark  
**Subject:** gonzales community plan

dear mayor and council, i am sorry i will not be able to attend your meeting on july 13. i appreciate the presentation that staff produced at ecole margaret jenkins school (EMJS) recently. there was a respectable turn out from the neighbourhood.

one item that was not presented nor discussed was the actual EMJS property. 2 deteriorating temporary structures on the campus preceded my arrival in the neighbourhood 12 years ago. when EMJS was scheduled for earthquake proofing, the district first thought they could keep the students on campus. another temporary structure was moved in. when it became apparent that staying on site would not work, the students were relocated to the richmond school campus. unfortunately the temporary structure stayed for the duration. i was told that the district had signed a contract and could not remove it. that may have been beneficial for them, but maintained an unnecessary eyesore for us in the neighbourhood.

i am glad to learn that our school population is growing. that means more families are choosing victoria as there home. that apparently has increased the demand for "after school" spaces. EMJS already has 2 of those i mention above. the fairfield gonzales community centre now wants to add another. this change has been initiated without any discussion with me and other school neighbours (i live directly behind the school grounds on chandler avenue). that structure will sit on a portion of the school campus that students use for unstructured adventure and exploration: digging holes; making canals to move rainwater; small mud structures and self directed play and wandering.

there is a rumour in the neighbourhood that not only will that area become home to another temporary structure, but part of it will be paved as a parking lot ( i'm sure you can recall the joni mitchell lyric that resonates with that idea). both these changes are contemplated with engaging the schools neighbours. i should also point out that our other neighbourhood elementary school sir james douglas has been spared the introduction of any temporary structures. there appears to be adequate parking in the existing school parking lot for staff and certainly the potential of possible street parking during the day on the south side of chandler avenue.

at the morning drop off (and to a lesser extent the afternoon pick up) narrow chandler avenue becomes a major drop off point. parents careen into the street and let their children off. cars are parked on both sides of the street despite residential parking restrictions on one side. with only one lane of traffic movement available, there is a lot of backing and forthing. fortunately no child has been hit in that congestion. the alleged addition of a parking lot on the west side of the campus would only add to that pandemonium. i believe i reflect the views of my neighbours who view that presence of the school an asset to our street so we accept that morning congestion. btw it's unclear why there isn't much incidence of car pooling. individual parents seem to drop off their own kids and race off to work.

it is also rumoured that the proposed site of these two items is actually owned by the city of victoria. if this is true it is even more disturbing that there has been no public consultation. as our municipal government i ask you to engage in changes to school site use and secure an opportunity for public engagement.

thank you

andrew (beckerman)  
 1800 chandler avenue

**Lucas De Amaral**

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**From:** Victoria Mayor and Council  
**Sent:** Wednesday, July 05, 2017 11:06 AM  
**To:** 'Charles Campbell'  
**Subject:** Email to Mayor and Council RE: I am a resident and homeowner on Trutch Street and I am writing to express my strong opposition to the proposed creation of a Heritage Conservation Area on Trutch Street.

Dear Charles,

Thank you for your email and sharing your concerns regarding establishing Heritage Conservation Areas. Your email has been shared with Mayor and Council and with Staff in Community Planning for their information.

The City is exploring several different areas for Heritage Conservation Areas in Fairfield as part of the neighbourhood planning process.

We are in the process of preparing a summary of all feedback regarding Heritage Conservation Areas, which will be shared with homeowners as soon as it is available. The summary will include feedback from homeowner meetings, other homeowner correspondence, a recent community survey and community open houses. Based on our engagement over the last few weeks, there is a diversity of views among homeowners as well as the general public regarding the potential for Heritage Conservation Areas in the areas being explored. As a result, staff will present the feedback results to Council in the summer and request direction on how to proceed with Heritage Conservation Areas, prior to drafting the neighbourhood plan. We will send updates on key dates, such as Council meetings, as they become available. If you would like to add your email to the list to stay up to date on this, please send an email to [engage@victoria.ca](mailto:engage@victoria.ca), making sure to specify which neighbourhood list to which you would like to be added.

If you have any further questions regarding this, please don't hesitate to contact Kristina Bouris, Senior Planner in Community Planning. She can be reached at [kbouris@victoria.ca](mailto:kbouris@victoria.ca) or 250.361.0532.

Thank you very much for taking the time to share your thoughts with Mayor Helps and the City of Victoria. I hope that you will continue to stay engaged on City of Victoria matters. If you are interested in staying up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the City's [bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the City's [ConnectVictoria App](#). Mayor Helps also holds regular [Community Drop In sessions](#) which are open to all members of the public.

Sincerely,

Lucas de Amaral  
 Correspondence Coordinator  
 Mayor / City Manager's Office  
 City of Victoria  
 1 Centennial Square, Victoria BC V8W 1P6



**From:** Charles Campbell [REDACTED]  
**Sent:** Friday, June 30, 2017 12:01 PM  
**To:** Kristina Bouris <[KBouris@victoria.ca](mailto:KBouris@victoria.ca)>; Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** I am a resident and homeowner on Trutch Street and I am writing to express my strong opposition to the proposed creation of a Heritage Conservation Area on Trutch Street.

Dear Mayor and Council,



I am writing in regards to the proposed creation of Heritage Conservation Areas in Fairfield. I am a homeowner and resident on Trutch street and am in **opposition** to creating Heritage Conservation Areas anywhere in Victoria, especially on Trutch street. As it is clear from the responses recently released by the city there is opposition to the creation of Heritage Conservation Areas due to and not limited to:

- **potential negative impact on property values**
- **infringement on property rights**
- lack of certainty about when a permit would be required
- **increased time and costs to upgrade properties**
- **lack of homeowner choice to be included in an HCA**
- **inappropriate boundaries for the proposed areas** (design restrictions on only a limited area)
- inability for sustainable retrofits such as solar roof tiles
- Heritage Conservation Areas are not the only tool to encourage heritage values
- Increased insurance costs (not mentioned)

I am very concerned that the city has mentioned that it would not consider reimbursement of property value loss due to the creation of these Heritage Conservation Areas. This is in direct opposition to 613-1 and 613-2 of the Local Government act. If the city is going to benefit from the creation of Heritage Conservation Areas at the expense of homeowners, the homeowners must be compensated.

Also, there is already a forum and mechanism for Heritage Conservation - Heritage Designation - which already exist on Trutch and in Fairfield. This form of conservation is much more natural and doesn't impose regulation on those who don't want it. Heritage Designation encourages homeowners with incentives - which actually work, as we can see around Fairfield and on Trutch Street.

Lastly, Trutch, the name: How can city council, Ben Issit in particular, encourage the dissolution of the name Trutch at UVic and then turn around a vote to preserve his name and ex-home in this way?

Thank you for your time,

Charles Campbell

## President's Report

Over the past three months I have been much involved with representing heritage in the creation of a new neighbourhood plan for Fairfield. The process has required meetings with community representatives (mainly through a 'working group'), City of Victoria Planning Department staff and consultants the City has brought in to provide guidance and examples of what they feel a neighbourhood should look like and include.

It has been, and probably will continue to be, an interesting experience. I have learned a great deal; some it specific relating to the city planning process, some just a general feeling built up through many meetings.

The members of the working group consist of a range of community stakeholders; residential owners, renters and business interests. Each has a viable and justified viewpoint on how the community should look like over the life of the new neighbourhood plan, say 20 years. Some have environmental concerns, to preserve and enhance the tree-lined streets and green areas. Others, who are currently renters, see rising rents and the demolition of the older, affordable housing posing a threat to their ability to live in the community as Fairfield becomes 'gentrified' with increased, more expensive, density. After the extended arguments regarding the height of new buildings in the Cook Street Village area, some animosity towards further development existed. The business owners along Cook Street feel that population increases along the street will help their businesses but also have concerns about the threat of rising rents that can come with success.

The City Planning staff and consultants use the Official Community Plan from 2012 which laid out a vision that preserved traditional residential areas but also incorporated the 'Urban Village' concept that predicted an increase in density in the Cook Street Village (hence the recent controversies), at the corner of Moss and Fairfield Road (we see that in the pending proposal to build on the church site), and at the existing Fairfield Plaza site, where we now have Thrifty's Foods and other services.

In my opinion, this Urban Village concept was not well explained in 2011/2012. The use of the word 'village' did not adequately reflect the fact that these villages consisted of new buildings three to six storeys high, dependent upon which 'village' was being discussed. What do you envision when you hear the word 'village'?

For the new neighbourhood plan, city staff is adamant that Fairfield must accept more density; the OCP says so. Every alternate offered has at its base the premise 'We must plan for an increase in population by allowing the inclusion of small lot development, backyard housing, and the demolition of older, less valued housing stock to be replaced by new multi-family dwellings'.

They hope to soften the effect by placing most of the new, higher buildings near Cook Street Village (mainly four stories in height) between Cook street and Beacon Hill park and running eastwards towards Linden.

They are also proposing higher buildings in the North-west quadrant, from Vancouver Street over to Quadra and bounded by Fairfield and Fort to the South and North. In portions of this area we see 10 storey buildings where the Downtown area butts up against Fairfield. The current proposal calls for new buildings from four to six storeys, but I am sure that, once the plan is accepted, we shall see development proposals of up to 8 and 10 storeys.

The City Planners and Consultants seem to feel that the existing stock of three and four storey rental and condominium structures will be demolished as the buildings grow older. I tend to disagree. Some stock will be lost but, as I go around the area, I see owners renovating and upgrading, with new roofs and windows being installed on a regular basis – an investment projecting continuing use for the next 20 years at least. A city with truly sustainable objectives would support such investment with creative tax and building code initiatives.

As we continue the planning process, I would hope that City staff share with us the results of all the community surveys carried out and compare the proposed plan to these comments – it is of little value to the community in general to simply come up with a plan that conforms to the current Official Community Plan,

As well, I would like to see City Planning provide a forecast, a model, of what Fairfield will look like in 20 years. Will it retain some remnants of its current charm, which is why so many want to live here, or will it resemble instead the Fairview slope of Vancouver; block after block of three to four to six storey townhouses and apartments? What will be the population? Older or younger? Middle class or wealthy? No matter how good the building designs, it will it be Fairfield, or will it just be Fairview transposed.

If you have not yet gotten involved in the Fairfield Neighbourhood planning process, I urge you to look for a city surveys and planning events and express your opinion.

Ken Johnson  
President,  
Hallmark Heritage Society

*"The greatest danger to the world is not the bad people, it is the good people who don't speak out."*  
*Albert Einstein*

**Lucas De Amaral**

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**From:** Victoria Mayor and Council  
**Sent:** Friday, July 07, 2017 9:39 AM  
**To:** 'Leela Ford'  
**Cc:** Rebecca Penz; Kristina Bouris  
**Subject:** Email to Mayor and Council RE: Heritage Conservation Areas (HCA's) in Fairfield

Dear Leela,

Thank you for your email and sharing your concerns regarding establishing Heritage Conservation Areas. Your email has been shared with Mayor and Council and with Staff in Community Planning for their information.

The City is exploring several different areas for Heritage Conservation Areas in Fairfield as part of the neighbourhood planning process.

Recently a summary of all feedback regarding Heritage Conservation Areas was shared with homeowners. The summary included feedback from homeowner meetings, other homeowner correspondence, a recent community survey and community open houses. The summary also laid out the next steps to be taken in this process.

Staff will now present the feedback results to Council at a date to be determined and request direction on how to proceed with Heritage Conservation Areas, prior to drafting the neighbourhood plan. We will send updates on key dates, such as Council meetings, as they become available. If you would like to add your email to the list to stay up to date on this, please send an email to [engage@victoria.ca](mailto:engage@victoria.ca), making sure to specify which neighbourhood list to which you would like to be added.

If you have any further questions regarding this, please don't hesitate to contact Kristina Bouris, Senior Planner in Community Planning. She can be reached at [kbouris@victoria.ca](mailto:kbouris@victoria.ca) or 250.361.0532.

Thank you very much for taking the time to share your thoughts with Mayor Helps and the City of Victoria. I hope that you will continue to stay engaged on City of Victoria matters. If you are interested in staying up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the City's [bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the City's [ConnectVictoria App](#). Mayor Helps also holds regular [Community Drop In sessions](#) which are open to all members of the public.

Sincerely,

Lucas de Amaral  
 Correspondence Coordinator  
 Mayor / City Manager's Office  
 City of Victoria  
 1 Centennial Square, Victoria BC V8W 1P6



**From:** Leela Ford [REDACTED]  
**Sent:** Wednesday, June 28, 2017 1:24 PM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Subject:** Heritage Conservation Areas (HCA's) in Fairfield

Dear Mayor and Council,

**I am a resident and homeowner on Trutch Street and I am writing to express my concern and strong opposition to the proposed creation of HCA's (Heritage Conservation Areas) in Fairfield.**

I have lived on Trutch Street (one of the proposed Heritage Conservation Areas) for almost 30 years. I love the beautiful heritage homes in my neighbourhood and I value heritage. My family and I have put a lot of time, effort and love into preserving the heritage value of our home. My opposition to the proposed HCA's is not coming from a place of anti-heritage.

I took part in one of the HCA Homeowner workshops and I completed the Future of Fairfield engagement survey. I have also contacted City staff with questions and feedback, as well as talking with my neighbours and other residents of Fairfield on this subject. **I appreciate the time, effort and energy that everyone has put into this matter and I understand it is no easy task to balance so many individual opinions and ideas.**

There are many streets in Fairfield with beautiful heritage homes and it feels arbitrary and unjust to impose an HCA on only a few select blocks while leaving the rest of the neighbourhood's heritage unprotected. **The creation of a few HCA's will provide a small overall benefit to the community while creating a heavy burden for affected homeowners, who will be left to deal with increased house insurance costs, loss of property value, additional time spent with permit applications, increased costs of maintenance to homes, and loss of freedom to make decisions about their properties.**

I feel the creation of these four HCA's will do little to actually preserve heritage in Fairfield. Heritage Conservation Areas still allow for homes to be torn down and redeveloped (as long as new buildings conform to a heritage aesthetic), so the creation of HCA's will not necessarily preserve our city's heritage buildings, but rather create the aesthetic, or illusion, of heritage. The creation of these HCA's may in fact have the opposite effect of preserving heritage, as increased costs and burdens may make some homeowners unable to remain living in their current homes, thus leaving these heritage homes vulnerable to tear down and redevelopment.

A small group of residents are being asked to shoulder the burden of maintaining a heritage aesthetic, while the rest of Fairfield's heritage value goes unprotected. Unlike the already existing heritage designation program, there are no grants or incentives being offered to assist affected homeowners. **I am concerned that no compensation is being considered for residents in these proposed HCA's.**

In reading through the Fairfield Neighbourhood plan I noticed that for most topics (like information on Townhouses and Secondary suites) both pros and cons were provided. This was not the case for the information presented in regards to HCA's. **I am concerned that only the advantages of HCA's have been presented to homeowners and the community, without mention of the disadvantages or challenges.** I would like to see the City present a more fair and balanced view on what living in an HCA would mean for homeowners.

I read through the information provided by the City on why Trutch Street in particular was picked to be an HCA. I understand the decision was made in part because Trutch Street is home to the residence of the first Lieutenant Governor of BC, Sir Joseph William Trutch. I agree that this particular home has heritage value, but it is already designated heritage and thus already protected. **It is my opinion that Sir Joseph William Trutch, the individual, is not someone who should receive any additional honour or celebration, and it concerns me that this has contributed to the reason why Trutch Street has been chosen to become an HCA.**

I am concerned that this current approach to preserving heritage is causing residents to feel on the defence - concerned, anxious, angry, and confused. I have heard from some residents that legal action is even being considered. **I feel this has created a very negative climate around something which we should be celebrating.**

I would like to see a more collaborative, community based approach to heritage preservation in Fairfield. I believe this would foster a more positive environment than the current solution of HCA's and excessive regulation. More promotion of the already existing heritage designation program (which protects heritage), more education, incentives, and strategies for homeowners, contractors and developers to promote and preserve



heritage values throughout Fairfield - this kind of approach could increase awareness and appreciation for heritage, **preserving and enhancing heritage values throughout all of Fairfield, not just a few small areas.**

I am concerned these four proposed HCA's are being rushed through without exploring other options for preserving heritage in Fairfield and without properly informing residents and homeowners about what HCA's mean for them.

The heritage homes of Fairfield are important and contribute to what makes this neighbourhood so special. I would like to see a more balanced approach to heritage conservation which celebrates the diversity of our neighbourhood, where heritage is protected and valued throughout, not just in a few small areas.

**Thanks to City staff and the Mayor and Council for taking the time to hear my concerns and thank you for your hard work on this matter - I appreciate all your time and energy,**

Leela Ford

**Lucas De Amaral**

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**From:** Robin Jones [REDACTED]  
**Sent:** Thursday, June 15, 2017 12:48 PM  
**To:** Lisa Helps (Mayor)  
**Subject:** Fairfield/Gonzales Engagement process  
**Categories:** lucas in progress, Awaiting Staff Response

Dear Mayor,

I am a member of the FGCA CALUC and the Gonzales working group for the Land Use Plan. I have attended 95% of all meetings regarding the Gonzales plan, CALUC meetings as well as the recent Design workshop for Fairfield Plaza as well as the Resilient Neighbourhoods meetings. I have lived in Gonzales for 35 years.

I was encouraged by David Biltek, chair of the CALUC to write to you.

I am very pleased with the process and the meetings. At first I wondered if community input was just to make us feel we had a say but that the city would not care what we said. BUT thru all of the meetings I have felt that the city planning staff did care and tried to implement our ideas. I feel the draft Gonzales plan is on the whole excellent. There are A few places where I wish it were stronger. I feel we should be bold in our expectations and not be cowed by developers. I hope that the planning staff will really push any new project developers to really care about their projects neighbours rather than the bottom line.

Members of the Gonzales working group were certainly open to new types of housing **IF** the developers consider the context of the projects. For example if the OCP or the Gonzales plan were to state “**up to** 6 stories” of course developers will come in with a 6 storey project. **It should be written to say 4 stories but could be taller to 5 or 6 IF certain community amenities were included.** That would probably work with the other neighbourhoods as well.

I look forward to the future in Gonzales. Implementation is the key.

I was also on the group for the design of the Fairfield Plaza. That was a big challenge as the OCP designated it a large Urban Village. The group was generally unhappy with the preliminary plan by the Architect and city planner at the end of the first day. They did listen somewhat to our concerns and did make changes for the next day. It is better **BUT** not great nor creative. Fortunately that would happen in the future and could be twigged soon.

Also 2 articles in the TC this week make me happy. The potential moratorium on demo of older rental buildings. And the solution of the Air BNB problem.

I was a member of a Planning Commission in Kirkland Washington in the '70's and we did a moratorium on all development for 1 year because the push to build in potential sensitive slide areas, as well as along the lake waterfront. We conducted much research and had many public meetings.

I just wanted to complement the planning and engagement staff for their part. It will be great for the FGCA CALUC to have that plan as a tool to really influence the character of this part of town.

Sincerely

Robin Jones

**Lucas De Amaral**

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**From:** Victoria Mayor and Council  
**Sent:** Wednesday, June 21, 2017 3:59 PM  
**To:** 'Karen Dellert'  
**Subject:** Email to Mayor and Council RE: Heritage Conservations Areas Fairfield Conerns

Dear Karen,

Thank you for your email and sharing your concerns regarding establishing Heritage Conservation Areas. Your email has been shared with Mayor and Council and with Staff in Community Planning for their information.

The City is exploring several different areas for Heritage Conservation Areas in Fairfield as part of the neighbourhood planning process.

We are in the process of preparing a summary of all feedback regarding Heritage Conservation Areas, which will be shared with homeowners as soon as it is available. The summary will include feedback from homeowner meetings, other homeowner correspondence, a recent community survey and community open houses. Based on our engagement over the last few weeks, there is a diversity of views among homeowners as well as the general public regarding the potential for Heritage Conservation Areas in the areas being explored. As a result, staff will present the feedback results to Council in the summer and request direction on how to proceed with Heritage Conservation Areas, prior to drafting the neighbourhood plan. We will send updates on key dates, such as Council meetings, as they become available. If you would like to add your email to the list to stay up to date on this, please send an email to [engage@victoria.ca](mailto:engage@victoria.ca), making sure to specify which neighbourhood list to which you would like to be added.

If you have any further questions regarding this, please don't hesitate to contact Kristina Bouris, Senior Planner in Community Planning. She can be reached at [kbouris@victoria.ca](mailto:kbouris@victoria.ca) or 250.361.0532.

Thank you very much for taking the time to share your thoughts with Mayor Helps and the City of Victoria. I hope that you will continue to stay engaged on City of Victoria matters. If you are interested in staying up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the City's [bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the City's [ConnectVictoria App](#). Mayor Helps also holds regular [Community Drop In sessions](#) which are open to all members of the public.

Sincerely,

Lucas de Amaral  
 Correspondence Coordinator  
 Mayor / City Manager's Office  
 City of Victoria  
 1 Centennial Square, Victoria BC V8W 1P6




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**From:** Karen Dellert [REDACTED]  
**Sent:** Wednesday, June 21, 2017 7:44 AM  
**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Cc:** Jonathan Tinney <JTinney@victoria.ca>  
**Subject:** Heritage Conservations Areas Fairfield Conerns

Dear Mayor and Council,

Subject: Heritage Conservation Areas (HCAs) in Fairfield:

**I strongly oppose the four HCAs being proposed in Fairfield.** To start, I want you to know the subject of heritage preservation in Fairfield is one I take very seriously and have lived in one of the proposed areas (Cook St. and Dallas Rd) for over 20 years. I value heritage, evident by the thousands of hours we have personally invested in respectfully maintaining the heritage in our home. Along with heritage, I also value fairness, and my relationships with neighbours and the community, the HCAs do not support these values. This is why it is now important for me to write directly to Mayor and Council expressing my concerns. I have been engaging with city staff, they are aware of my concerns and attended the impacted property owners workshop. I appreciate all the work city staff has done and know it is very hard trying to balance many perspectives and engage busy community members. **Staff have informed me many of the process problems are a result of the Fairfield Local Area Plan being fast tracked. Along, with my concerns I will also recommend an alternative approach, one which will cover a larger area working in a cooperative and collaborative manner resulting in preserving more heritage in Fairfield.**

### Concerns:

**1) HCA's in these few tiny areas will do little to achieve heritage preservation in Fairfield. What about the remaining 99%. HCAs are the wrong tool for preservation heritage in Fairfield.**

I have tried to understand what will be achieved within these tiny areas. At the workshop a photo of the new house at 123 Cook St. was shown saying we need to protect from more of these flat tops because they don't fit. If this is the case how will this help the broader community preserve a heritage look? The majority of the homes highlighted in the survey and at the workshop in my area are already designated heritage. Is the objective of these HCAs to force the few that aren't? How does this help the broader community preserve heritage? The homes in my area and street are very diverse and I do not think you can put the same umbrella of restrictions over such a diversity of homes and doing so has caused tension among neighbours. I do not understand the criteria for the selection of these tiny areas. Why stop at May St? Why stop at Cambridge? And why not include other areas where heritage homes exist? In talking to my neighbours many who also attended the impacted owners workshops they do not understand either and feel the overly restrictive approach of few HCAs are the wrong tool for preserving heritage.

**2) The proposed HCAs will negatively impact our property values; restrict and limit our ability to afford the maintenance on our homes. Understandably, this has many of my neighbours frightened, angry, anxious and talking about potentially taking legal action. For some, this could have a negative impact on their retirement plans and the ability to age in place.**

Normally, if a City forces heritage designation on a property owner the City is required to compensate the owner. We have been informed the City does not plan any compensation to impacted property owners. The last two heritage designations on Cook St were part of a package that included approval for a zoning change to allow a small lot on the same property. In my view this is a large compensation. I do not think it is fair to force HCAs to be forced on areas with no consideration of compensation. I have and many of my neighbours have also talked to real estate agents and developers and they have all told us will have negative impact on our property values.

The Local Government Act states; **Compensation for heritage designation 613** *(1) If a designation by a heritage designation bylaw causes, or will cause at the time of designation, a reduction in the market value of the designated **property**, the local government must compensate an owner of the designated **property** (HCA is a designation of all the properties within and the same rules and regulations that apply to homes with heritage designation according to section 615 can be applied to homes within a HCA)*

**The current approach has many of my neighbours talking about legal action if this goes ahead. I am very hopeful this doesn't happen when I believe we can accomplish much more working collaboratively**



rather than in a confrontational manner. As a taxpayer I am also very concerned about the potentially large liability for loss of property value this can have to the city/taxpayer.

**3) The process to date has not been fair to impacted property owners. A former resident spoke in 2012 to Mayor and Council about a HCA in my area. Next in the fall of 2017, a top down workshop of 30 people (none from my area) the city presented proposed areas followed by a yellow sticker exercise resulted in the four areas begin selected. Then, a survey to the broader community was sent asking for their input and did not cover any cons as was done in previous sections nor did it ask for other ideas and thoughts on preserving heritage. This is a huge missed opportunity. At the same time the survey was out a letter was sent to impacted property owners inviting them to attend a workshop. At the workshop I asked if the communities input from the survey would have as much weight as impacted property owners input I was told yes. This is not fair given the survey was biased and has added to the tensions.**

Here is the process as I understand it in more detail:

City staff informed me the idea of my area being a HCA started in 2012 by a former resident at 25 Cook St. This resulted in a small mention in the OCP to explore the idea. The neighbour who requested this no longer lives in the area and I can find no one else including myself that was aware of this. The next mention of a HCA is in the Strategic Plan updated in January 2017 this time was Dallas Road between Cook St and Clover Point. Next the Fairfield Local Area Plan started. A workshop of about 30 people showed up. The format was the city presenting their ideas then a yellow sticker exercise. This resulted in the four areas being selected. No one from the areas the city presented as options were directly invited to attend this initial workshop. Next a survey asking the boarder community for input was sent out at the same time letters to impacted property owners was sent with an invite to a workshops to discuss the impacts with them. The HCA part of the survey did not follow the rest of the survey's format of pros and cons and just highlight benefits and most homes highlighted are already designated nor did it take an ideal opportunity to ask for other ideas. Once I did the survey I voiced my concerns about the survey going out before impacted property owners could voice their concerns, being biased, missing an opportunity for other input and asked for the survey to be changed and or the results not to weigh the same and to reflect the process problem. I was told no but good idea for the next surveys.

**The above approach being fast tracked through the Fairfield Local Area Plan has missed a huge opportunity to achieve broader input and ideas from the community and to work in a collaborative approach and I do not think aligns with the spirit of Section 15: Community well-being Civic Engagement.**

## **Recommendation:**

### **Create a Heritage Collaboration Area for Fairfield**

This is an idea a neighbour discussed with me, one I support, and would invest my time in. The approach would be collaborative vs. top down by regulators and would focus on education and solutions for enhancing and preserving heritage values. The city, homeowners, developers and NGOs would help facilitate a process where solutions are found for renovations and construction that preserve and enhance heritage values. I think this creative approach will have far more benefits to enhancing heritage in Fairfield than a few HCAs. It will also achieve broader awareness of heritage values and better contribute to culture change on this important issue. **This approach also will allow us to focus on preserving heritage rather than pitting neighbours against one another and the city.**

Thanks very much for your time and consideration and would look forward to discussing this important subject with you.

Karen Dellert  
15 Cook St.  
[REDACTED]



## Workshop Purpose

- Present draft Gonzales Neighbourhood Plan for feedback
- Present early community feedback
- Receive further direction on proposed Heritage Conservation Areas



Council Workshop: Draft Gonzales Neighbourhood Plan

## Background

- **Spring 2016:** Launch Fairfield-Gonzales process
- **Summer/Fall 2017:** Community vision, goals, key issues
- **Winter 2017:** Gonzales-specific Working Group, preparing draft plan

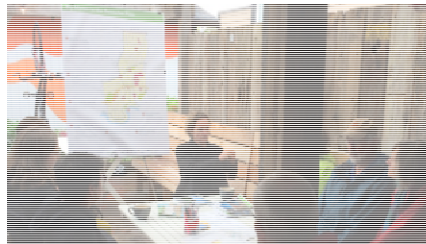


Council Workshop: Draft Gonzales Neighbourhood Plan

## Background

### Spring 2017: Draft Plan Review

- 2 Open Houses (130)
- 2 Drop-in events (30)
- 6 “Pizza and a Planner” (80 +)
- On-line survey (112)
- HCA homeowner meeting (17)



Council Workshop: Draft Gonzales Neighbourhood Plan

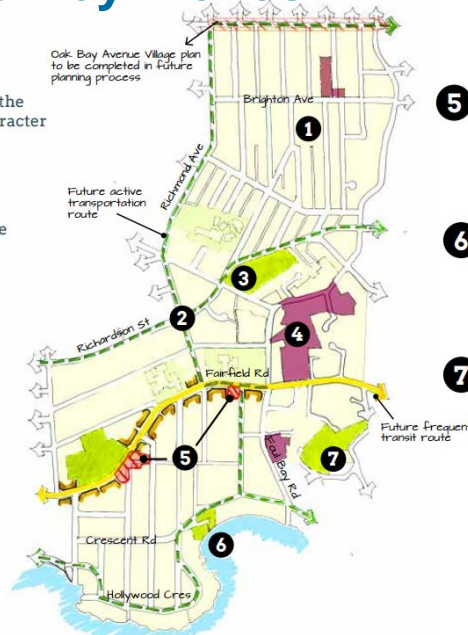
## Gonzales Key Moves

**1** Add housing that fits the neighbourhood's character

**2** Make it easier to leave the car behind

**3** Create community "living rooms"

**4** Celebrate neighbourhood heritage



**5** Protect existing neighbourhood commercial corners

**6** Enhance Gonzales Beach

**7** Protect neighbourhood ecosystems

## Gonzales Key Move

### 1. Add housing that fits neighbourhood character

- Allow small apartment buildings and townhouses along Fairfield Road





## Gonzales Key Move

### 1. Add housing that fits neighbourhood character

- Encourage townhouses in certain locations
- Encourage rowhouses on wider lots
- Gonzales-specific form
- New design guidelines



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 1. Add housing that fits neighbourhood character

- Allow secondary suites in duplexes and in small lot houses



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 1. Add housing that fits neighbourhood character

- Allow duplexes on standard-sized (460 m<sup>2</sup>) lots



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 2. Make it easier to leave the car behind

- Walking and biking connections
- Better transit service
- Spot improvements



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 3. Create “community living rooms”

- Add features for social gathering in parks
- Indoor community space



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 4. Celebrate neighbourhood heritage

- Three proposed Heritage Conservation Areas
- Consider new housing types for heritage properties



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 5. Protect existing neighbourhood commercial centres

- New small urban village at Fairfield/Lillian/Wildwood
- Mixed use buildings
- Public space improvements



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 6. Enhance Gonzales Beach

- Facility improvements
- Better access
- Ecological restoration



Council Workshop: Draft Gonzales Neighbourhood Plan

## Gonzales Key Move

### 7. Protect neighbourhood ecosystems

- Encourage housing that limits additional disturbance to open space in Queen Anne Heights/ Foul Bay Road/ Gonzales
- Require permeable driveways and parking areas



Council Workshop: Draft Gonzales Neighbourhood Plan

## What We've Heard: Early engagement results

- **Strong overall support for draft plan**
  - 81-82% very or somewhat supportive
- Strong support for transportation, parks, ecosystem protection, social gathering places



Council Workshop: Draft Gonzales Neighbourhood Plan



## What We've Heard: Early engagement results

- Key concerns:
  - Height and density of new development
  - Increased traffic and parking demand
  - Loss of character and green spaces
  - Suitability of townhouses
  - Heritage Conservation Areas



Council Workshop: Draft Gonzales Neighbourhood Plan

## Proposed Heritage Conservation Areas



## Proposed Heritage Conservation Areas: Feedback

- Positive support from broader community (73% - 79% support)
- Mix of perspectives from homeowners
  - Higher support in Redfern Streets and Lower Foul Bay Road, not unanimous
  - Some support, strong opposition in Upper Foul Bay Road

PHOTO CAPTION (IF NEEDED) ARIAL 11 PT



Council Workshop: Draft Gonzales Neighbourhood Plan

## Proposed Heritage Conservation Areas: Feedback

### Key concerns:

- Restriction of property rights
- Discretion of City staff/ Council
- Non-historic properties follow same rules
- Potential impact on property value
- Sustainability upgrades
- Boundaries don't protect both sides of street



Council Workshop: Draft Gonzales Neighbourhood Plan

## Proposed Heritage Conservation Areas: Options

1. **(Preferred)** Revise proposed HCAs to create Gonzales-specific guidelines/ exemptions that address feedback:
  - For newer buildings, require Heritage Alteration Permit only for major additions or new construction
  - Broaden Redfern HCA to include both sides of street
  - Consider additional guidelines to balance sustainability upgrades
2. Remove Upper Foul Bay HCA and proceed with Redfern and Lower Foul Bay HCAs



Council Workshop: Draft Gonzales Neighbourhood Plan

## Next Steps

- Analyze feedback and consider revisions
- Report to Council:
  - Proposed final plan
  - Design guidelines
  - OCP amendments
  - Recommendations for consultation on OCP amendments
  - Recommendation for non-statutory public hearing



Council Workshop: Draft Gonzales Neighbourhood Plan

## Recommendations

1. Refer draft Gonzales Plan and Design Guidelines for Townhouses and Rowhouses to Advisory Design Panel
2. Refer draft Gonzales Plan to Heritage Advisory Panel
3. Direct staff to create Gonzales-specific guidelines or exemptions for the proposed HCAs that address feedback

