

From:
To: [Public Hearings](#)
Subject: City of Victoria OCP - Feedback for Public Hearing September 11, 2025
Date: September 9, 2025 3:48:10 PM

Submission for City of Victoria Official Community Plan Public Hearing on September 11, 2025

I am writing to express my opposition to the proposed new Victoria 2050 Official Community Plan and associated bylaws and policies. I share the concerns raised by many residents, including: the 4 and 6 storey height prescription across the city, inadequate level of consultation, outdated population projections for future housing needs, lack of consideration for Victoria's unique neighbourhoods, inequitable growth and density distribution among the City's neighbourhoods, limited tools to create affordable housing, lack of examples for effective use of existing building stock and multiplexes, loss of heritage buildings and neighbourhood character, insufficient tenant protection, reduced tree canopy targets, changes in delegation of authority, and lack of information about how to meet future City infrastructure and social wellbeing (e.g. health care) needs.

I would like to provide the following feedback and suggestions:

OCP Engagement Process

I participated in an open house and three Zoom meetings on the OCP.

My experience with the OCP engagement process was that it met only the lowest level on the IAP2 public participation spectrum: to inform. Staff did an excellent job providing information on Council's directive and the extensive policy framework. However, there was no opportunity to provide alternatives to the specific land use approaches of 4 and 6 storeys, not even the province's legislated 3 to 6 dwelling units or 3 stories as a baseline. I did not complete the survey because the questions favoured predetermined outcomes. The OCP engagement process was insufficient and did not follow the typical appropriate three-phased planning process.

I suggest that the City submit the proposed OCP and bylaws and policies as **draft** documents to the Province by December 31, 2025, and request that the Province allow the City more time for further public consultation to address the issues and public concerns raised before submitting a final plan.

Places and Spaces Planning Engagement Process

I also participated in the only afternoon Places & Spaces workshop for James Bay and the joint follow up open house for James Bay, Oaklands and Jubilee area who were also offered one separate workshop. The workshop was interactive and community focused and felt more like consultation. The follow up joint open house presented high level findings and was shared with residents from two other neighbourhoods. I did complete the Places & Spaces survey as it asked more open ended questions.

In my opinion a three hour workshop, a feedback open house for three communities and a survey do not provide enough time and opportunity for a neighbourhood to provide meaningful input. I am also concerned that existing neighbourhood plans have been streamlined in the new OCP, especially when local neighbourhood organizations were excluded from an official role in the engagement process.

I suggest that Council direct staff to conduct more consultation with the residents and neighbourhood associations of James Bay, Oaklands and the Jubilee/Fort Street/Oak Bay area to obtain in depth input and develop additional Guidelines related to relevant features in their communities.

Working Harbour Plan

Victoria 2050 provides directions to update and coordinate diverse plans for the working harbour, including the continued viability of harbour dependent industries, marine and airborne transportation and the ecological health of natural assets. Much of Victoria's harbour properties are adjacent to the James Bay neighbourhood and residents are directly impacted by planes, helicopters, and cruise ships which create overcrowding, traffic surges, noise and contribute to local air and marine environment pollution. It

is crucial that the James Bay community be involved in a meaningful way in the development of a working harbour plan.

I suggest that Council direct staff to include the James Bay Neighbourhood Association and residents as essential stakeholders in the development of a future Comprehensive Plan for the Working Harbour.

Thank you for considering my feedback and suggestions.

Anke Bergner
60 San Jose Avenue
James Bay, Victoria BC

From:
To: [Stephen Hammond \(Councillor\)](#); [Marianne Alto \(Mayor\)](#); [Jeremy Caradonna \(Councillor\)](#); [Chris Coleman \(Councillor\)](#); [Matt Dell \(Councillor\)](#); [Marg Gardiner \(Councillor\)](#); [Krista Loughton \(Councillor\)](#); [Dave Thompson \(Councillor\)](#); [Public Hearings](#); [Susan Kim \(Councillor\)](#)
Subject: Commentary for the OCP and for the next stages of Victoria's bike network
Date: September 9, 2025 10:30:03 PM

Dear Mayor and Council,

I would like to provide my qualified support for the Official Community Plan. I think it is generally a much more progressive looking document that will help Victoria meet the needs of current and future residents much more than previous ones. We desperately need more homes, and as both a homeowner and a landlord, I feel that the "sacrifice" that would be asked of me to have more people living in my neighbourhood would be far outshone by the benefits of more neighbours, i.e., better infrastructure and more services close by.

The reason for my qualified support is that I don't feel the "Cycling Network," Map 26 in Schedule D, adequately reflects a desire to make the trip to schools possible along the all ages and abilities (AAA) network. In 2023, I worked with Capital Bike to develop a request to School District 61 for their climate action plan, which I felt was lacking on safe transportation options to schools (letter attached). Recently, I was looking at the return to school message from SD61 for the upcoming school year, and they linked to this map -School Map - The Greater Victoria School District No. 61. I feel that the overlay between the connections on the Cycling Network and the schools within and near Victoria should be one and the same; Map 26 should show schools and show planned AAA connections to AND between each school. My request to Council is that the City of Victoria, for all schools in Victoria and for routes in Esquimalt leading to nearby schools (e.g., Esquimalt High School, Macaulay Elementary, Cloverdale Elementary, and Monterey Middle School):

- accelerate the construction of a quick-build complete cycling network by 2027 that provides an All Ages and Abilities (AAA) bikeway to the main entrance of every school.
- where needed, provide funding for crossing guards at every elementary and middle school;
- provide greater support to encourage mode shift by students and staff at schools (e.g., on-site infrastructure, staffing for school streets)

To reiterate, my support for the housing measures is clear, and I wish to encourage Council to do more to enable safe cycling to schools for students and staff.

Thank you very much,

Adrian Mohareb
Vic West

Letter to School District 61 Board of Trustees and Superintendent**re: SD61 Climate Action Plan****October 5, 2023**

Dear School Board 61 Trustees and Staff,

Capital Bike thanks you for the climate leadership shown by the Greater Victoria School District Board of Trustees and District Staff in recognizing the climate emergency and developing its Climate Action Plan 2022-2027.

We have reviewed the SD61 Draft Climate Action Plan. We hope you will welcome our feedback and recommendations regarding the Plan, particularly with respect to cycling, active transportation and climate action.

Who is Capital Bike?

Capital Bike is a cycling advocacy organization that works in the Capital Region to get more people, cycling more places, more often. A community-driven, charitable organization, we develop and promote cycling education programs for schools and communities. We organize community-wide events to get folks cycling, such as Go By Bike Week (GBBW). We advocate at all government levels to improve cycling safety and infrastructure.

The climate emergency is a central driving force behind our cycling advocacy. And one of our key goals is the advancement of safe and convenient active transportation, like cycling, as a carbon-free commuting alternative.

Cycling to school matters

We will consider how cycling is a key part of solving our collective climate crisis in the next section. In this section, we first wish to remind you of the other important benefits cycling to schools has for students, staff and the community. Those benefits include:

- Physical and mental health benefits for students, including:
 - increasing cardiorespiratory fitness, strength, and balance
 - developing a sense of autonomy and independence
 - building social skills
 - improving performance at school
 - reduced air pollution and congestion around school
- Similar health and well-being benefits for staff.

- Lower transport costs for families – a critical equity consideration.
- Neighbourhoods hosting schools benefit from increased road safety with more people walking and cycling, fewer vehicle trips to and from schools, and fewer vehicle emissions polluting the air.
- The community benefits by increasing social ties with community and neighbourhood.

Cycling to school matters for climate

Road transportation remains the CRD's number one source of carbon emissions. Trips to K-12 schools account for 7% of all outbound trips in the CRD, according to the 2022 CRD Origin-Destination Household Travel Survey Report, released in September 2023. Increasing cycling and other active transportation to schools will reduce transportation emissions in our region.

We acknowledge and appreciate that the SD61 Climate Action Plan tackles road transportation emissions by taking as one of its five pillars 'Sustainable Transportation'. We would like to help make the Plan more impactful with the following recommendations to make cycling a much more appealing, convenient and safe choice for students, staff, and parents.

Our Recommendations

1. *Consider making your statement of commitment to sustainable modes of transportation more ambitious and powerful:*

Current statement:

“We also aim to promote educational and engagement programs to encourage sustainable modes of transportation, such as walking, biking, carpooling, or taking transit to school and work. The District will review opportunities to participate in programs such as Bike to Work/School Week and sustainable commuting to school programs as well as improving data on current commuting methods, barriers, and opportunities to choose sustainable modes of transport.”

We suggest adding:

“The District will play a leading role in making walking and cycling to schools and worksites safer, more convenient, more appealing, and more secure for students, their parents, and staff.”

2. *Under the objective “Promote active and low-carbon commuting options”, add or revise the following actions:*

- Encourage cycling and active trips to school with needed infrastructure:
 - Formally adopt the CRD's All Ages and Abilities bikeway policy to help guide district construction & advocacy on bikeways.
 - Work with municipalities to accelerate the construction of a quick-build complete cycling network by 2027 that provides an All Ages and Abilities (AAA) bikeway to the main entrance of every school. Where needed, provide school land to enable students to arrive at school safely where roads are not designed to permit AAA infrastructure near schools.

- Re-evaluate the distribution of School District budgeted funds, resources, and land allocation that facilitate different commuting modes (automobile, cycling, walking, transit) in response to the climate emergency and the need to shift to low- and zero-emission commuting. Examine if families with restricted commute options, including low-income households, those without vehicles and persons with disabilities, are equitably supported by District infrastructure investments.
- Provide better, secure bike parking and end-of-trip facilities, including:
 - Provide secure, covered parking for bicycles and other modes of active transport for students and staff. Consult the school community on placement and design.
 - Provide end-of-trip facilities for staff and students, including lockers, change rooms and showers. Consult potential users on placement and design.
 - Ensure entrances to schools and bike parking are suitable and wide enough for easy access for non-standard bicycles (e.g., cargo and bucket bicycles).
 - Provide infrastructure for electric bike battery charging.
- Provide bike repair facilities for minor repairs and adjustments, like flat tires.
- Provide adequate space for short-term bicycle parking for parents and visitors. The amount of bicycle parking provided should be 10% greater than the current measured number of bicycles arriving on busy days.
- Provide crossing guards at every elementary and middle school.
- Advocate to the Ministry of Transportation and Infrastructure (MOTI) to provide funding to top up the Annual Facility Grant funding from the Ministry of Education and Child Care (ECC) to support site upgrades for enhancing accessibility for vulnerable road users.
- Advocate to the Ministry of Social Development and Poverty Reduction (SDPR) to increase ECC's Annual Facility Grant for accessibility upgrades to enhance access for people with physical impairments.
- Lead the culture change to active transportation to school:
 - Advocate to MOTI for increased funding to run 'Ready, Step, Roll' (RSR), and support the CRD to roll out the Ready, Step, Roll (RSR) initiative every year at every school in the District.
 - Host RSR events to coincide with Capital Bike's tri-annual Go By Bike Week (GBBW) events.
 - At the beginning of the school year, at every school: Engage with students and their families around the economic, climate, and health benefits of travelling to school using public transit and active transportation. Engage and inspire students with a school assembly. Reinforce with parents and staff who do drive to schools the critical importance of their role in safeguarding vulnerable road users.
 - Advocate to MOTI for increased funding and to shift the funding model for 'Everyone Rides, Grades 4 and 5' (ERG45) to fund school districts directly, not external agencies, so that School

Districts can hire Active Transportation coordinators to coordinate RSR and ERG45 at each school in the School District.

- Provide training to grade 6-8 students to use public transportation, similar to the exemplary Kingston (Ontario) Model.
- Eliminate student car parking at high schools, except for those students where a need is demonstrated. Repurpose recovered parking space for climate mitigation purposes.
- Work with municipalities and parent groups towards the elimination of car drop-off zones around schools.
- Work with employee groups to develop financial incentives and other strategies to shift staff commute mode towards active transport, cycling, and transit.
- Assign personnel within the District to be responsible for implementing and supporting these culture change initiatives. Provide paid release time for staff members willing to lead and coordinate these initiatives in their schools.
- Be a strong advocate for improvements:
 - Establish a regular liaison within the District to coordinate with municipal staff on improving active transportation to schools, including creating a Safe Routes to Schools Plan, including AAA routes and safe walking connections to the entrance of each school.
 - Advocate for traffic calming measures, paired with speed limit reductions to 30 km/h or less, on all streets adjacent to all schools at all times.
 - Advocate to municipalities to create School Streets in front of all school front doors.
 - Advocate to municipalities that when public works or construction occurs near schools, that safe paths for vulnerable road users be prioritized.

3. *Set ambitious targets in line with the United Nations Framework Convention on Climate Change and commit to clear pathways to implement them. Monitor and report on progress. As with the whole of the SD61 Climate Action Plan, to be effective, active transportation goals need to be described by measurable targets and concrete actions that have specific timeframes and reporting intervals. This will include:*

- Monitoring and regular reporting on progress toward targets.
- Clear personnel accountability for targets, actions, monitoring and reporting.
- Evaluation of success of actions and recommitting where deficiencies arise.
- Measurable targets for, among others:
 - trips made cycling/walking or with transit to schools for students, staff, and visitors
 - number of schools connected to AAA cycle network
 - number of schools with secure, covered bike parking capacity
 - number of schools equipped with repair stations
 - parking space recovered to climate-mitigation purposes

- number of schools participating in RSR
- number of students completing ESG4/5
- number of students completing transit/bus training
- number of schools providing crossing guards
- number of students and staff participating in GBBW
- implementation of Safe Streets, reductions in speed limits, traffic calming measures, elimination of drop-off zones

The Climate Emergency demands committed action now. Those changes happen when elected leaders create concrete plans and provide resources to make them happen. The School District's Climate Action Plan can make schools safer and more accessible while also contributing to a dramatic reduction in road transportation emissions in the next few years, and ultimately shift the culture to where active transportation becomes the default option. Capital Bike has a team of expert staff and volunteers who are here to support cycling and active transportation initiatives. Please don't hesitate to reach out. Thank you very much.

Yours,

Rebecca Freedman
Co-Chair, Capital Bike

Niki Sutherland
Co-Chair, Capital Bike

AM/PS

Cc: SD61 Ad Hoc Climate Action Committee

Public Hearing Presentation Official Community Plan Proposal

by Arthur McInnis, PhD
September 11, 2025

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Legal Memorandum

- ▶ Re: Non-Compliance of the Draft City of Victoria Official Community Plan with Section 481.3(2) of the Local Government Act (Bill 44)
 - By: Arthur McInnis, PhD
 - Date: September 11, 2025

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Legal Memorandum

- ▶ **Section 481.3(2) – Local Government Act (as amended by Bill 44):**
 - *“A local government must, by bylaw, permit small-scale multi-unit housing in residential areas, including... secondary suites, accessory dwelling units, and not fewer than 4 dwelling units on a parcel.”*

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Legal Memorandum

- ▶ **Bill 44**
 - **Mandatory Language (“must”):** A non-discretionary duty.
 - **Universal Application:** Applies to all residential parcels.
 - **Baseline Entitlement:** Four units per parcel; six near frequent transit.
 - **Explicit Inclusion:** Suites and ADUs are expressly guaranteed.
 - **No Height Mandate:** The statute requires units, not storeys.

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Legal Memorandum

- ▶ **Housing Needs Reports (HNRs)**
 - Prepared every five years.
 - OCPs and zoning must be updated by December 31, 2025 to reflect HNR findings.
 - **But draft HNRs have no legal effect until adopted by Council.**

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Legal Memorandum

- ▶ **Provincial Intent and Expectations**
 - **End exclusionary zoning:** single-detached-only zoning is abolished.
 - **Guarantee baseline entitlements:** 4 units (or 6 near transit) plus suites and ADUs on every parcel.
 - **Ensure zoning capacity \geq HNR demand:** capacity must at least meet the adopted HNR numbers.
 - **Provide headroom:** capacity somewhat above HNR demand is expected to account for imperfect uptake.
 - **Be transparent:** distinguish clearly between zoning capacity and likely delivery.
 - **Meet deadlines:** full compliance by December 31, 2025.

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Legal Memorandum

- ▶ The Province does not require 100% uptake, inflated backlog numbers, or conflating units with storeys.
- ▶ It expects municipalities to show math demonstrating that zoning capacity at least equals need.

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Legal Memorandum

- ▶ **Policy Objectives**
 - Bill 44's intent is to normalize gentle, ground-oriented density – fourplexes, sixplexes, laneway homes – not to mandate city-wide mid-rise development.
 - Courts require both text and purpose to be respected (*Rizzo & Rizzo Shoes Ltd. (Re)*, [1998] 1 S.C.R. 27).

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Analysis of the Draft OCP

▶ OCP Content

- Emphasizes 4–6 storey buildings in designated growth areas.
- Omits the universal entitlement to 4–6 units (plus suites/Accessory Dwelling Units (ADUs)– carriage, laneway and garden houses) on every parcel.
- Relies on a draft HNR to claim 34,600 units by 2050.
- The City inflates demand by adding a catch-up backlog of ~8,000 units.

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Analysis of the Draft OCP

▶ OCP Content

- Treats the 28,200–unit baseline as if guaranteed delivery, ignoring uptake realities.
- Provides limited clarity on suites and ADUs.
- Risks delaying or restricting compliance by phasing implementation and linking entitlements to amenity contributions or excessive parking.

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Analysis of the Draft OCP

- ▶ **1. Textual and Purposeful Misapplication (Units vs. Storeys Swap)**
 - Equates 4 units with 4 storeys and 6 units with 6 storeys.
 - Both overstates the provincial mandate (suggesting compulsory 6–storey blocks) and understates the baseline in units.
 - **This undermines transparency and invites judicial review** (*Vavilov*, 2019 SCC 65; *Old St. Boniface Residents Assn. Inc. v. Winnipeg (City)*, [1990] 3 S.C.R. 1170).

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Nine Fatal Flaws

- ▶ **2. Failure to Acknowledge the Statutory Baseline**
 - Silent on the baseline entitlement of 4–6 units per parcel.
 - Inconsistent with the requirement that OCPs be “consistent with provincial enactments” (s. 877, Local Government Act).
 - **Any bylaw failing to permit at least 4 units per parcel would be ultra vires** (*Shell Canada Products Ltd. v. Vancouver (City)*, [1994] 1 S.C.R. 231; *Greenbaum v. Toronto (City)*, [1993] 1 S.C.R. 559).

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Nine Fatal Flaws

- ▶ **3. Reliance on a Draft HNR**
 - Bases projections on a document with no legal effect.
 - Reliance on draft numbers is premature and procedurally flawed.

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Nine Fatal Flaws

- ▶ **4. Inflated “Catch-Up” Numbers**
 - Adds speculative backlog units not supported by Bill 44 or HNR methodology.
 - These figures are political inflation, not statutory requirement.

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Nine Fatal Flaws

- ▶ **5. Confusion of Capacity with Delivery**
 - Treats theoretical zoning capacity (~28,200) as certain delivery.
 - Realistic uptake would yield only ~14,000–21,000 by 2050.
 - **Misleads the public.**

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Nine Fatal Flaws

- ▶ **6. Failure to Guarantee Suites and ADUs**
 - Bill 44 expressly requires secondary suites and ADUs.
 - The Draft OCP emphasizes mid-rise forms but does not clearly guarantee suites and ADUs on every lot.
 - **Any bylaw that omits them will be *ultra vires*.**

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Nine Fatal Flaws

- ▶ **7. Improper Restrictions and Delays**
 - Phased timelines, selective mapping, amenity contribution conditions, or excessive parking minimums frustrate the universal and immediate effect of Bill 44.
 - These restrictions would unlawfully dilute the baseline entitlement.

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Nine Fatal Flaws

- ▶ **8. Procedural Layering through Development Permits.**
 - Victoria's decision to require Development Permits for SSMUH even if delegated to staff, introduces delay, discretion, and cost, contrary to the Province's intent to streamline approvals.

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Nine Fatal Flaws

- ▶ 9. Improper Use of Amenity Cost Charges (ACCs).
 - Adding ACCs to baseline Bill 44 unlawfully conditions statutory rights on financial contributions.
 - This conflicts directly conflict with Bill 44 direction that the baseline be delivered unencumbered.

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Legal Implications and Public Law Remedies

- ▶ Any zoning inconsistent with the statutory baseline (including suites and ADUs) will be *ultra vires*.
- ▶ Provisions based on draft HNRs, inflated backlog figures, conflating capacity with delivery, or delaying entitlements are **invalid**.

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Legal Implications and the Public's Remedies

▶ Legal conclusion

- The Draft OCP is inconsistent with Bill 44 and provincial expectations in seven fatal ways:
 1. Substituting storeys for units.
 2. Omitting the statutory baseline.
 3. Relying on a draft HNR.
 4. Inflating need with “catch-up” numbers.
 5. Conflating capacity with delivery.
 6. Failing to guarantee suites and ADUs.
 7. Imposing restrictions or delays that frustrate the universal and immediate mandate.
 8. Adding improper restrictions and delays.
 9. Making improper use of ACCs.

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Legal Implications and the Public's Remedies

▶ The nine fatal flaws justify public remedies that include

- Declaration of non-compliance.
- Quashing of an invalid bylaw.
- Mandamus to compel lawful amendment.
- Judicial review for procedural unfairness and unreasonable decision-making.

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Legal Conclusion

The Draft OCP is unlawful.

- ▶ By substituting storeys for units, inflating housing need with invented numbers, and omitting the statutory baseline, it misstates the law and exceeds Council's authority.
- ▶ If adopted in its current form, the bylaw would be *ultra vires* and subject to public law remedies.
- ▶ The only responsible course is to amend the plan now to bring it into line with provincial law and the Province's clear intent.

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The Bill 44 Excuse

▶ What the City Says

- "[T]he survey... sought community input on priorities... that can realistically accommodate the housing Victoria needs... (as we are now legislatively required to do)."¹
- "Legislatively prescribed methods for determining 20-year housing need through HNRs will apply, regardless."¹
- "Victoria's latest Housing Needs Report... identifies a 20-year housing need of 26,600 units (by 2041) which is accommodated in the OCP update."¹
- City staff report (COTW, May 2 2024): "Bylaw amendments mandated by the Province through Bill 44..."²

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The Bill 44 Excuse

▶ What the City Says

- Staff summary: “The City...is not required to proactively upzone the tiers. Staff do not recommend upzoning.”³
- City FAQ (SSMUH/Bill 44): “The City of Victoria has very few restricted zones as both Missing Middle and the House Conversion Regulations would allow more than two housing units on most residential properties....”⁴

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The Bill 44 Excuse

▶ What that means

- The OCP web text leans on “legislative requirements” and the Housing Needs Report/20-year capacity obligation to justify the scale and speed of the OCP rewrite (and the framing of public consultation).¹
- Staff reports explicitly frame elements as “mandated by the Province through Bill 44.”²
- On the City’s Rezoning & Development page (Q&A about Small-Scale Multi-Unit Housing), staff note that SSMUH “applies only to restricted zones” and that Victoria has “very few restricted zones,” because Missing Middle and House Conversion Regulations already allow more than two units on most residential lots.⁴

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The Bill 44 Excuse

▶ The Bottom Line

- The Council is over-attributing the need for sweeping OCP changes to Bill 44.
- But the real driver is the Province's housing capacity planning framework (Housing Needs Reports) and the Council's choices, not Bill 44.

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Sources

- 1. City of Victoria, Official Community Plan Update – Engage Victoria, “Draft OCP Update Survey” (2024).
- 2. City of Victoria, COTW Report: Bill 44 Implementation Bylaws (2 May 2024), Staff.
- 3. City of Victoria, Staff Presentation Slide Deck: “Bylaw Amendments Pursuant to Bill 44, Bill 46 & Bill 47” (COTW 2 May 2024).
- 4. City of Victoria, Rezoning & Development page (under the Permits, Development & Construction section), in the Small-Scale Multi-Unit Housing: Frequently Asked Questions segment.

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Missing Middle Pre-Bill 44

▶ Victoria

- Adopted early 2023, before Bill 44.
- Applies to almost all single-detached parcels in the City.
- Allows 3-4 units by right, with up to 6 units if affordability or size thresholds are met.
- **Capacity impact:** \approx 20,000-33,000 new units (at 100% uptake, depending on 4-unit vs 6-unit path).
- **This covers essentially the entire city's detached housing stock.**

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Missing Middle Pre Bill 44

▶ Vancouver (R1-1 Residential Inclusive Zone)

- Adopted Sept 2023, just before Bill 44.
- Permits multiplexes (up to 6 units) city-wide in low-density zones.
- **Impact:** Large, but Vancouver has already long permitted secondary suites and laneway houses, so the incremental capacity gain is smaller than Victoria's sudden MMHI jump.

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No Missing Middle Post Bill 44

- ▶ **Squamish, Richmond, Coquitlam, West Kelowna, Nanaimo, RD Kootenay Boundary**
 - Reactive, Bill 44-driven.
 - Each allows 3-4 units by right (6 near transit) on single-detached lots.
 - These reforms are limited to Bill 44 minimums and don't go beyond.
 - None of these cities have published capacity numbers as large (in relative terms) as Victoria's ~20-33k.

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Comparison

Municipality	Units Allowed	Timing	Scope Capacity
Victoria (MMHI)	3 to 4 (6 with affordability)	Early 2023 (pre-Bill 44)	20k to 33k units Largest capacity shift provincially
Vancouver	Up to 6	Sept 2023 (pre-Bill 44)	Significant but incremental on top of laneways etc
Squamish, Coquitlam etc	3 to 4 (6 near transit)	2024-25 (post-Bill 44)	Minimum compliance only, capacity uplift less than Victoria

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OCP Capacity Beyond Missing Middle

▶ What the OCP newly allows

- **Low-Rise Residential:** up to 4 storeys, with floor space ratios (FSR) of ~1.4–1.6.
- **Mid-Rise Residential:** 4–6 storeys, with FSR of ~2.5–3.0.
- **Villages and corridors:** receive base FSR (e.g., 1.2–1.5) with additional density by rezoning aligned to OCP policy.¹
- **City materials and news coverage of the draft OCP describe:** “four storeys in most areas” and “six storeys in strategic/priority growth areas,” including study of city-wide six-storey non-market allowances.^{2,3,4,5}

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OCP Capacity Beyond Missing Middle

▶ Baselines

- **Lots:** approximately 6,685 single-detached houses in Victoria (2021 census proxy).⁶
- **MMHI (Missing Middle Housing Initiative):** “up to six homes on an average lot” — which equates to net +5 units per lot at 100% uptake. The 4-unit path equates to net +3 units per lot.⁷

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OCP Capacity Beyond Missing Middle

▶ Per-site capacity math

- *Assume a 2-lot assembly ($\approx 920 \text{ m}^2$ total site area). Use average gross unit size $\sim 70 \text{ m}^2$.*
- **Low-Rise (≈ 1.5 FSR):**
- $1.5 \times 920 \text{ m}^2 = 1,380 \text{ m}^2$ buildable area $\div 70 \text{ m}^2/\text{unit} \approx 20$ units.
- Net = 20 – 2 existing units = +18 per site.
- **Increment over MMHI: vs 4-unit path (+6) = +12 per site; vs 6-unit path (+10) = +8 per site.**

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OCP Capacity Beyond Missing Middle

▶ Per-site capacity math

- *Assume a 2-lot assembly ($\approx 920 \text{ m}^2$ total site area). Use average gross unit size $\sim 70 \text{ m}^2$.*
- **Mid-Rise (≈ 2.7 FSR midpoint):**
- $2.7 \times 920 \text{ m}^2 \approx 2,484 \text{ m}^2 \div 70 \text{ m}^2/\text{unit} \approx 35\text{--}36$ units.
- Net = $\sim 35 - 2 = +33$ per site.
- **Increment over MMHI: vs 4-unit path (+6) = +27 per site; vs 6-unit path (+10) = +23 per site (rounded to +25 midpoint).**

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OCP Capacity Beyond Missing Middle

Scenario – share of all lots	Low Rise Share to Sites	Mid-Rise Share to Sites	Extra over MMHI
Conservative: 20% LR, 10% MR	1,337 lots to 668 sites × +8 = 5,344	669 lots to 335 sites × +25 = 8,375	13,719
Moderate: 40% LR, 20% MR	2,674 to 1,337 × +8 = 10,696	1,337 to 668 × +25 = 16,700	27,396
Aggressive: 60% LR, 30% MR	4,011 to 2,006 × +8 = 16,048	2,005 to 1,003 × +25 = 25,075	41,123

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OCP Capacity Beyond Missing Middle

- ▶ Totals if added to MMHI-6 baseline (~33,425 units at 100% uptake):
 - Conservative: 47,144
 - Moderate: 60,821
 - Aggressive: 74,548
 - If compared against the MMHI-4 baseline, add ~+4 more units per Low-Rise site and +4 per Mid-Rise site to each line (i.e., LR = +12, MR = +29), yielding even larger increments.

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Conclusion

- ▶ Once you account for OCP permissions (4–6 storeys), Victoria’s total theoretical capacity balloons far beyond the 20k–33k units under MMHI alone, to as high as 74k units on aggressive assumptions.
- ▶ **THIS IS THE REAL INTENTION BEHIND COUNCIL’S MOVES: TO MULTIPLY CAPACITY WELL BEYOND BILL 44 OR MMHI.**

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Sources

- 1. City of Victoria. 10-Year Official Community Plan Update – Documents Library.
- 2. Citified.ca. “City of Victoria will require 34,600 units of new housing by 2050: report.” Feb. 6, 2024.
- 3. City of Victoria. COTW Feb. 8, 2024 (OCP 10-Year Update Draft Directions) [Agenda/attachments].
- 4. City of Victoria. COTW Apr. 3, 2025 (attachments including Presentation. Draft OCP.pdf).
- 5. Statistics Canada. 2021 Census Profile – Victoria, City (CSD): Structural type of dwelling (Single-detached house = 6,685).
- 6. City of Victoria. Missing Middle Housing — “This means up to six homes can be built on an average residential lot.”
- 7. Capital Daily Newsletter, Apr. 17, 2025.

From:
To: [Public Hearings](#)
Cc: [Stephen Hammond \(Councillor\)](#); [Marg Gardiner \(Councillor\)](#)
Subject: Feedback on Official Community Plan
Date: September 10, 2025 12:41:05 AM

Hi there,

I am emailing you with my feedback on *Victoria 2050 Official Community Plan*.

I want to acknowledge the incredible volume of work that was completed by the City staff who developed the plan. I attended an open house in the spring, I spoke with staff sharing information at community events. I emailed Mayor and Council in April and I have done read through the 718-page document.

The final product is different from what I had hoped for.

My primary concerns are:

1) **Lack of protection for heritage buildings** - The plan speaks to the value of heritage as "a reflection of community values and identity" however there appear to be very limited areas where heritage alteration permits "may" be required [HCA 1 AND HCA 2] and it appears that there are fewer heritage conservation areas in the new proposed OCP, compared to the current plan. There are no protections for heritage properties. It is my understanding that is currently the case as well, in that any council can choose to have a new development where there is currently a heritage property. I feel there is a missed opportunity here to better protect heritage properties across the city - they are the foundation of the character of Victoria.

2) **Lack of action to address adaptation** (including as examples, more periods of very heavy rain, heat domes and drought)v- There are only 10 reference to adaptation in the 718-page plan. It speaks to public spaces supporting adaptation and states, "In addition to providing explicit direction to prepare for and respond to climate impacts, the plan integrates proactive climate adaptation planning into all elements of city building" but I could not find any specifics in the plan. I cannot find any requirements for new buildings to integrate engineering or even simple measures to help the city and its residents adapt to climate change. If it is not explicitly addressed in this plan, at this time, then when?

3) **Lack of action to address serious public safety risks** like tsunamis and earthquakes - The plan states, "Aligning with Policy (3) of RGS Objective 3.1, the OCP identifies areas of seismic and tsunami hazards on the related map in Schedule D and "ensures" new development in Victoria considers and mitigates seismic and other disaster risks through comprehensive risk assessments and appropriate engineering measures" but all the plan states is that new developments "should consider" avoiding features that may exacerbate risks and hazards and enable access for emergency response in the case of a disaster. I could not find any explicit requirements for public infrastructure or developers. I know the City must be investing in infrastructure to respond to earthquakes and tsunamis but what are expectations for developers? What are the special considerations for building structures on land where there is a risk of liquefaction or amplification? Are there no requirements or limitations related to building in a tsunami hazard zone?

4) **Loss of unique community culture** - While I can appreciate that Victoria must densify, building four and six stories almost everywhere will diminish the neighbourly feel of the City,

as residential areas give away to large apartment blocks. Given that Victoria has a very limited land mass, I do not understand why we would not advocate for a small number of very, very tall buildings in the central downtown core surrounded by less densely populated residential communities. The vision of a city dominated by four and six story apartment blocks feels uninspiring. I did my best to read through the plan to try to understand why this is a good idea, and I have not been able to find an answer.

Thank you for providing an opportunity to be heard.

Kind regards,
Celia Sollows APR

Dear Mayor, Council, and City of Victoria Staff,

Ahead of the final public hearing on the Draft 10-Year Official Community Plan (OCP), Capital Bike would like to re-submit our feedback from March 3, 2025, as attached.

Our submission highlights three key improvements we strongly encourage Council to adopt in the final OCP to support a safe, inclusive, and connected active transportation network:

1. **Revise the ‘Cycling Map’ legend (found in Schedule D) to reflect a commitment to a fully AAA (All Ages and Abilities) Network**
 - Ensure all existing and expanded bike and roll infrastructure is explicitly designated as AAA.
2. **Use Inclusive Language: Replace “Cycling” with “Bike and Roll”**
 - This better reflects the full range of active transportation users, including cyclists, wheelchair users, mobility scooters, kick scooters, and skateboards.
3. **Connect All Community and Local Villages with Safe, AAA Infrastructure**
 - Ensure routes reach village cores, not just outskirts.
 - Key priorities include:
 - Full length of Cook Street
 - Cedar Hill–Fernwood–Moss route
 - Direct connections to James Bay Village and Quadra Village

We appreciate the City’s commitment to expanding active transportation and hope these refinements will further enhance safety, accessibility, and connectivity.

Thank you for considering our submission. We look forward to continued progress toward a more sustainable, equitable, and livable Victoria.

Sincerely,

Patrick Schreck

Victoria Local Committee Chair, Capital Bike

March 3, 2025

Dear Mayor, Council, and City of Victoria Staff,

Re: Draft 10-Year OCP Update - Capital Bike Feedback

Capital Bike appreciates the thoughtful work that has gone into the draft Official Community Plan (OCP) update—from community engagement to the development of the current draft. We commend the City’s commitment to expanding active transportation infrastructure, including additional bike and roll routes, bridge improvements, and the provision of an additional bike valet to support sustainable mobility.

As advocates for safe and accessible active transportation, we are encouraged by these steps and offer feedback to further strengthen the OCP’s vision. Our recommendations focus on:

- Ensuring the City’s bike and roll network meets the highest standards of safety and accessibility for all ages and abilities (AAA) and continues to attract more users to active transportation.
- Improving connectivity to key destinations, particularly Community and Local Villages, to support seamless, low-carbon mobility mode shift.
- Using inclusive language to reflect the full range of active transportation users.

Consistent with our engagement letter of May 21, 2024, we encourage Council to adopt the following improvements in the final OCP:

1. Revising the map legend to reflect a fully AAA network.
2. Replacing “cycling” with “bike and roll” to ensure inclusivity.
3. Connecting all Community Villages with safe, AAA infrastructure.

We appreciate your leadership in building a more sustainable, accessible, and connected Victoria and look forward to continued progress toward a safe and equitable transportation network.

Our Proposed Improvements

Our recommendations all refer to the Cycling Network Map (found in Schedule D: Maps, p. 170 of the Draft OCP).

Improvement #1: Revise Map Legend to Reflect a Fully AAA Network

Change: 'Existing Non-AAA Cycling Network'
to: 'Existing Non-AAA Cycling Network (Improving to AAA)'

Change: 'Expanded Cycling Network'
to: 'Expanded AAA Cycling Network'

Rationale: Meeting the City's goals for safety, inclusion, climate action, transportation mode shift, affordability, and well-being requires reducing barriers to active transportation. A truly inclusive network must be AAA throughout—not just in select areas. The existing language does not ensure this commitment.

Improvement #2: Replace All Instances of “Cycling” with “Bike and Roll”

Rationale: The term “Bike and Roll” better represents all active transportation users, including cyclists, wheelchair users, mobility scooters, kick scooters, skateboards, and other rolling devices. This language shift ensures infrastructure and planning reflect the full diversity of users.

Improvement #3: Connect All Community and Local Villages in the Expanded Bike & Roll Network

Rationale: To support mode shift and active transportation, bike and roll routes must provide direct, safe connections to final destinations, including Victoria's designated Community and Local Villages. While the proposed network expansion improves connectivity to village outskirts, routes should also link directly to village cores, just as roads do for cars. Routes to include villages:

3A. Include the Full Length of Cook Street in the Expanded Network

A survey of nearly 1,100 respondents identified Cook Street as the most preferred north-south route. It connects two Community Villages as well as numerous services, amenities, and workplaces.

3B. Include Cedar Hill-Fernwood-Moss in the Expanded Network

This route directly connects six Local Villages. It offers a more direct alternative to the proposed Chambers-Linden route, which bypasses key villages and provides only indirect access.

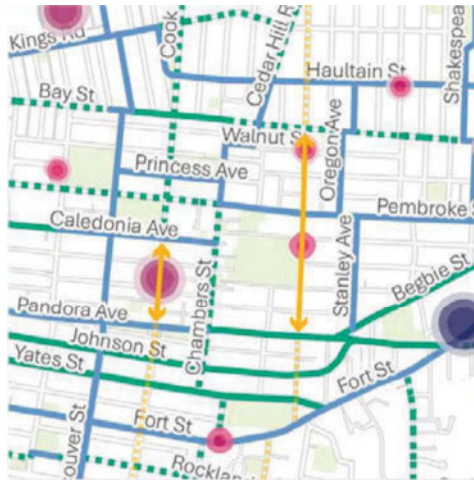
3C. Ensure All Remaining Community Villages Are Directly Connected

Villages Needing Direct Access: James Bay Village, Quadra Village.

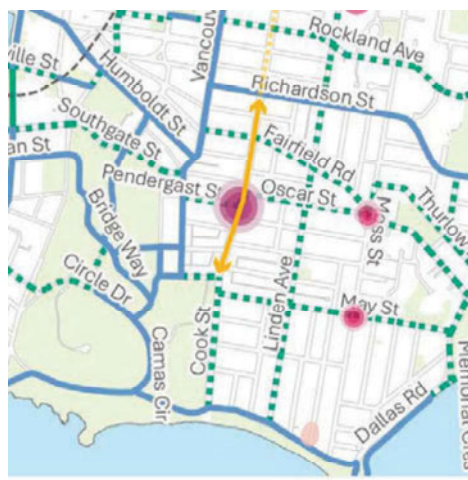
Minor network extensions would enable direct access to James Bay Village and Quadra Village. This could be achieved by:

- Extending the Quadra Street bike lane
- Adding connections on Menzies and/or Toronto Street

Improvement # 3A, 3B

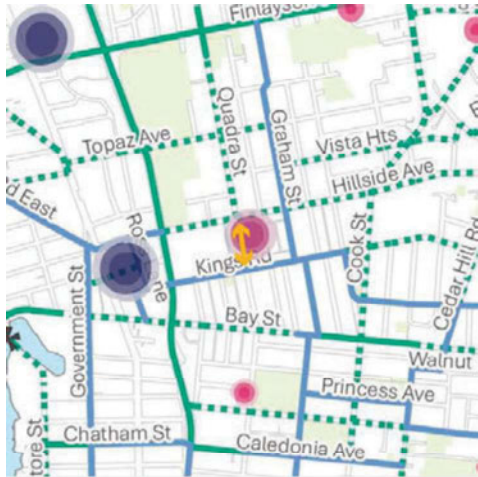


Fernwood Village

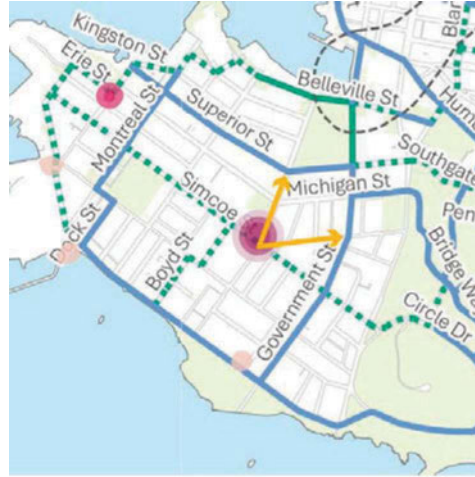


Cook Street Village

Improvement # 3C



Quadra Village



James Bay Village



By adopting these refinements, the City of Victoria will strengthen its commitment to safe, accessible, and connected mobility networks—supporting climate action, affordability, health, and transportation equity. We appreciate your leadership in shaping a transportation system that makes active mobility the foundation of a sustainable and livable Victoria.

Sincerely,

Patrick Schreck, Victoria Local Committee Chair, Capital Bike

- cc. William Doyle, Director, Engineering and Public Works
- Ross Kenny, Assistant Director of Transportation
- John Hicks, Manager of Transportation Planning
- Karen Hoese, Director of Sustainable Planning and Community Development
- OCP Engagement
- Doug Baer, Joel Satre, Advocacy Chairs, Capital Bike
- Coleen Sparks, Executive Director, Capital Bike

From:
To: [Public Hearings](#)
Cc: [Jocelyn Jenkins](#)
Subject: Letter for Public Hearing Sept 11th/25
Date: September 10, 2025 7:59:10 AM
Attachments:

Please find attach a letter that we kindly ask it be placed on the agenda for the public hearing Thursday evening.

Thank you
deane

Deane Strongitharm, MCIP, RPP
Strongitharm Consulting Ltd. / Cityspaces Consulting Ltd.
100 - 814 Broughton St, Victoria BC, V8W 1B3

www.cityspaces.ca

**Note: effective June 1, 2025 our new office location is: 101-814 Broughton Street,
Victoria BC, V8W 1E4**



STRONGITHARM CONSULTING LTD.

September 9, 2025

Mayor and Council
City of Victoria
1 Centennial Square, V8W 1P6
Victoria, BC

Sent via email

RE: Proposed OCP and Zoning and Development Policy - Public Hearing September 11th, 2025

My client, the Strandlund family (Strandlund Investments Ltd.) own the properties at the south-east corner of Quadra and Hillside. When the family purchased the Roxy Theatre and the adjacent building (formerly the Salvation Army) their intention was to, over time, develop a mixed-use project at this very prominent corner to anchor the revitalization and enhancement of the Quadra Village neighbourhood. Members of the family have lived in the neighbourhood since 1967 and have a genuine interest in seeing the neighbourhood prosper. Wording in the "Rezoning and Development Policy" document being brought before council this Thursday, relating to the Roxy Theatre is of significant concern and financially prejudicial to the family.

The family has historically subsidized the rent for the Roxy theatre. In fact, for much of the time the Blue Bridge Theatre Company was a tenant, it did not pay rent, and yet still had financial difficulties. It was not enough. The replacement tenant, who shows specialty or re-run movies, also has heavily subsidized rent because the operation is not viable on commercial terms. Meanwhile, the property owners continue to pay commercial property taxes and other fees and charges imposed by the City and other agencies.

The Roxy building is a "Quonset hut" style building, very modestly constructed, and has long surpassed its viable life. It is a single storey, special purpose building that makes it unviable to consider renovation. Recently, the family reached out to local architects to consider redevelopment of the properties that would include commercial ground floor space, outdoor amenity spaces, and rental residential above. The intention is to maintain the property in the family and provide much needed rental accommodation. Preliminary discussions with the City related to servicing and design indicated that, among other things, land dedication of 2

metres along Quadra Street and 3.6 metres along Hillside Avenue will be required. During these discussions, there was no mention of future potential restrictions on use.

Very recently, it was drawn to the family's attention that the new OCP and in particular the "Rezoning and Development Policy", before Council this Thursday makes direct reference to replacing the Roxy Theatre with a new theatre, should redevelopment occur. Without subsidy, it is an unviable and unrealistic expectation to impose on a single property owner. While the intention of policy statements may be laudable, it has been put forward without any thought to the financial impacts. On no occasion leading up to the public hearing, has any staff member reached out to the owners to offer any insight as to the viability or consequence of such a policy.

The OCP states in Section 2.4.7:

"Redevelopment of arts and cultural assets should seek to preserve or expand the provision of space and service levels when considering redevelopment."

That statement is in it of itself harmless enough but is subject to how such OCP policy is implemented.

The "Rezoning and Development Policy" document, Section 2.8. "Quadra Village Area" is much more specific and makes direct reference to the Roxy Theatre. The document states, among other things:

"Arts and Culture: Support the retention and attraction of arts and culture spaces..."

"Provision of medium-sized cultural venues... and as part of redevelopment involving the Roxy Theatre site or adjacent sites." Sec. 2.8.11

"Seek a renewed performing arts venue at Roxy Theatre". Fig. 38

It is unreasonable to impose such onerous conditions on one property owner. There is a reason why nearly all public theatres and cultural spaces are publicly owned, as they are largely unviable as a commercial business model. The imposition of such conditions would effectively stifle redevelopment. We do not think that is the intention of the City.

Request

In view of the fact that there has been no discussion with the affected party, we would respectfully request that the provisions in the "Rezoning and Development Policy" (Attachment F) related to Section 2.8 "Quadra Village Area" be postponed from

consideration to allow for staff consultation with the land-owner - which should have happened before it got to this point. We believe that the arts and culture strategy needs to be more fairly distributed, perhaps in the form of an amenity contribution into a special purpose cultural fund or through an Amenity Cost Change (ACC) by-law.

In closing, I would like to point out that the Strandlund family is in no way seeking to diminishing the value of arts and it's benefits to the community. Over the years, the family have been steadfast supporters of many arts organizations such as the Victoria Symphony, the Victoria Opera, Ballet Victoria and many other groups. Hundreds of thousands of dollars have been donated to those groups in the past, and it is the family's intention to continue.

We thank Council for its understanding and consideration to putting a pause on approving this section of the Policy. Singling out one private property to satisfy the City's desire to be an art's hub is unfair and wrong.

This is, we believe, an example where the intent may serve idealistic goals - but the execution is flawed.

Yours truly,

Deane Strongitharm, MCIP, RPP
Strongitharm Consulting Ltd.

cc. The Strandlund Family

From:
To: [Public Hearings](#)
Subject: Rockland neighbourhood OCP
Date: September 9, 2025 6:59:40 PM

I am dismayed at the City's cavalier disregard for the history and tone of the Rockland area. The new OCP brings it all down to the Lowest Common Denominator of covering the land with multi-unit dwellings of all sorts, at the expense of mature trees, historic residences, elegant, beautifully maintained single-family homes and green spaces.

Victoria was once known as the City of Gardens, a delightful provincial town with grace and character. Oh, yes, there were lots of jokes - "The land of the newly wed and the nearly dead"; "The place where old people go to visit their parents." Gentle humour, poked with affection. It bespeaks a charming city, a homey place for anyone to enjoy. Far from the madding crowd.

Do we really want to look like every big ugly city? Do we really need the artificial environment created by blocks and blocks of flats, too little sunlight, no trees, no birds, hence an overpopulation of insects? And no automobiles because there need not be any parking space provided under the new OCP.

Must we be crammed together, stifling in one of the largest countries in the world, prisoners of the 15 Minute City without cars or widespread public transit everywhere?

No spontaneous drives to the lakes for swim or a picnic, no evening cruise to park and enjoy the sunset along Dallas Road, no trips to visit farm stands out in the country? No. Only The 15 Minute City and a gravely reduced quality of life.

The new OCP is a bad plan all round. Aside from environmental damage, rebuilding the infrastructure at a sufficient pace will be difficult, to say the least. Where will we get all the water and electricity needed to support the speculated influx of new residents, or the doctors and the hospitals, the schools, the teachers, the recreational facilities? Where will all the funds come from? More and higher taxes?

It is extremely unlikely that this ill-conceived OCP will create affordable housing for all. Think carefully before Victoria's unique setting and magnetic charm are destroyed.

Eleanor Eastick
1017 Verrinder Avenue
Rockland

From:
To: [Public Hearings](#)
Subject: Victoria OCP
Date: September 9, 2025 4:16:35 PM

Hello,

I'm writing about the proposed OCP for Victoria. I'm a homeowner in Victoria and a professor at the University of Victoria. One of the main issues facing the students I teach is housing cost. The only way to reduce housing cost is to build more housing, which is why I support the OCP. I feel like there is a lot of pushback against any changes from homeowners who are not harmed by the unrealistic housing prices and even benefit as their home's value increases. This is not fair to new members of the community and reverberates into the rest of economy with higher costs for everything.

From the OCP, I strongly support increased zoning for density, reducing regulatory barriers to construction, multimodal transportation infrastructure and increased mixed use zoning (i.e. villages).

Best wishes,
Gregory Owens

From:
To: [Public Hearings](#)
Subject: OCP Update Submission
Date: September 10, 2025 3:50:48 AM

My name is Jacklyn Jolicoeur, I live in James Bay, and I oppose the OCP Update as proposed.

I will focus on the environment or land use form within the city of Victoria. Success for protecting and enhancing the environment requires concrete plans, actions, and collaboration. To be more specific I will focus on the urban forest within our city.

The OCP Update Summary claims that the proposed amendments to Zoning Bylaw 2018

“Ensures development makes space for trees and open space and contributes to an enjoyable and interesting city”.

IN SUPPORT OF THIS CLAIM

Within the Approach to Zoning Modernization document there are open space parameters specifying that a minimum of 30 percent of the lot would be required to be open lot space defined to:

- Include permeable landscaping, open natural areas, at grade amenity spaces.
- Include a minimum contiguous tree planting area to support the objectives of the City's Urban Forest Master Plan and forthcoming strategy for integrated rainwater management.
- Exclude driveways, surface parking and areas with underground parking beneath.

CONTRARY TO THIS CLAIM

Tree Planting: The city plants approximately 500 trees on public lands each year with the expectation that 4500 trees would be planted on private lands as part of the "Trees in Cities UN Challenge". This challenge and program has not been successful. Had it been successful the city and residents would have planted 25,000 trees since the start of the program in 2020. The tree tracker on the city's website reports 2,614 trees planted on both public and private lands since 2020 -basically 10% of the target.

Tree Canopy Targets: The city's Urban Forest Management Plan is dated 2013. In 2019 the city prioritized setting targets for tree canopy coverage and measuring urban forest ecosystem services. The OCP update documents include tree canopy targets on page 126. Yet, the Urban Forest webpage on the city website states that setting these two targets remain a priority action. It is therefore not obvious that the required collaboration between city departments has actually taken place.

Setting a tree canopy target of 40 percent citywide and 50% for Residential Infill Areas is very aspirational. There is no indication that these targets are based on achievable urban forestry best practices. Again, it is noteworthy that there is no indication that there has been collaboration amongst the various city departments to support the stated canopy cover targets.

Tree Canopy Measurements: The city of Victoria has disinformed the public about tree canopy measurements.

Tree canopy measurements for the City of Victoria have been completed in 2013, 2019, and 2023. Published results show 26%,28% and 30% coverage. The change from 2013 to 2019 of 2% growth was touted by then mayor Lisa Helps as growth of the equivalent of 60 soccer fields and then politized with the statement “ we can continue to develop and grow as a city while also protecting and growing the urban forest necessary for public enjoyment and to address climate change and long-term resilience”

The 2023 tree canopy story published on the City website claims that from 2013 to 2023 the city's tree canopy had grown by more than 100 soccer fields.

The truth is the tree canopy coverage has grown due to the natural horizontal growth in the tree canopy within the City of Victoria, it is not due to specific actions by the city. This natural growth for the size and age of trees has occurred mostly in Beacon Hill Park, and the Oaklands neighborhood of the city. Best urban forest management practice would include reporting forest canopy measurements by neighborhood. The city has not reported this information for measurements completed in 2023. This is likely because the forest canopy has now decreased in some neighbourhoods due to development.

WHAT IS MISSING HERE?

It is a well-known fact that 75% of the existing urban forest trees are located on private lands where most development occurs within our city. It takes many years to grow a tree that provides tree canopy and measurable ecosystem services, so protection of our existing mature trees needs to be prioritized on all development land. The default practice of removing trees within a building envelope needs to be replaced with incentives to developers to change this default to tree retention.

If the OCP claim to make space for trees and open space is to be brought to life, then there is much to do such as preparing formal plans to increase tree planting on private lands that would include incentives to promote tree planting, green rooftops and permeable surfaces.

The city must undertake an updated urban forest management plan that integrates with the updated OCP. The city's approach to zoning modernization is planned in multiple phases. Phase 1 only includes residential uses, villages and centres. Attention to the urban forest cannot wait. Without an updated urban forest management plan that includes priority protection of existing mature trees and provides adequate open space for more trees, our urban forest is at serious risk of declining. The proposed OCP update should be revised and amended to integrate with the updated urban forest management plan.

From:
To: [Public Hearings](#)
Subject: OCP - Petition to urge Victoria City Council to save what we love about James Bay
Date: September 9, 2025 5:41:05 PM

Please find attached a petition that was done through [Change.org](#) along with the comments made by many of the petition signers.

A total of 2,337 people have signed the petition since March 17, 2025: 2,189 signatures on [Change.org](#) and 148 in person. The signatures will be sent to Council under separate cover.

Please include the petition and the comments, along with this summary email, in the materials for the public hearing on the OCP.

Thank you.



Petition Strength

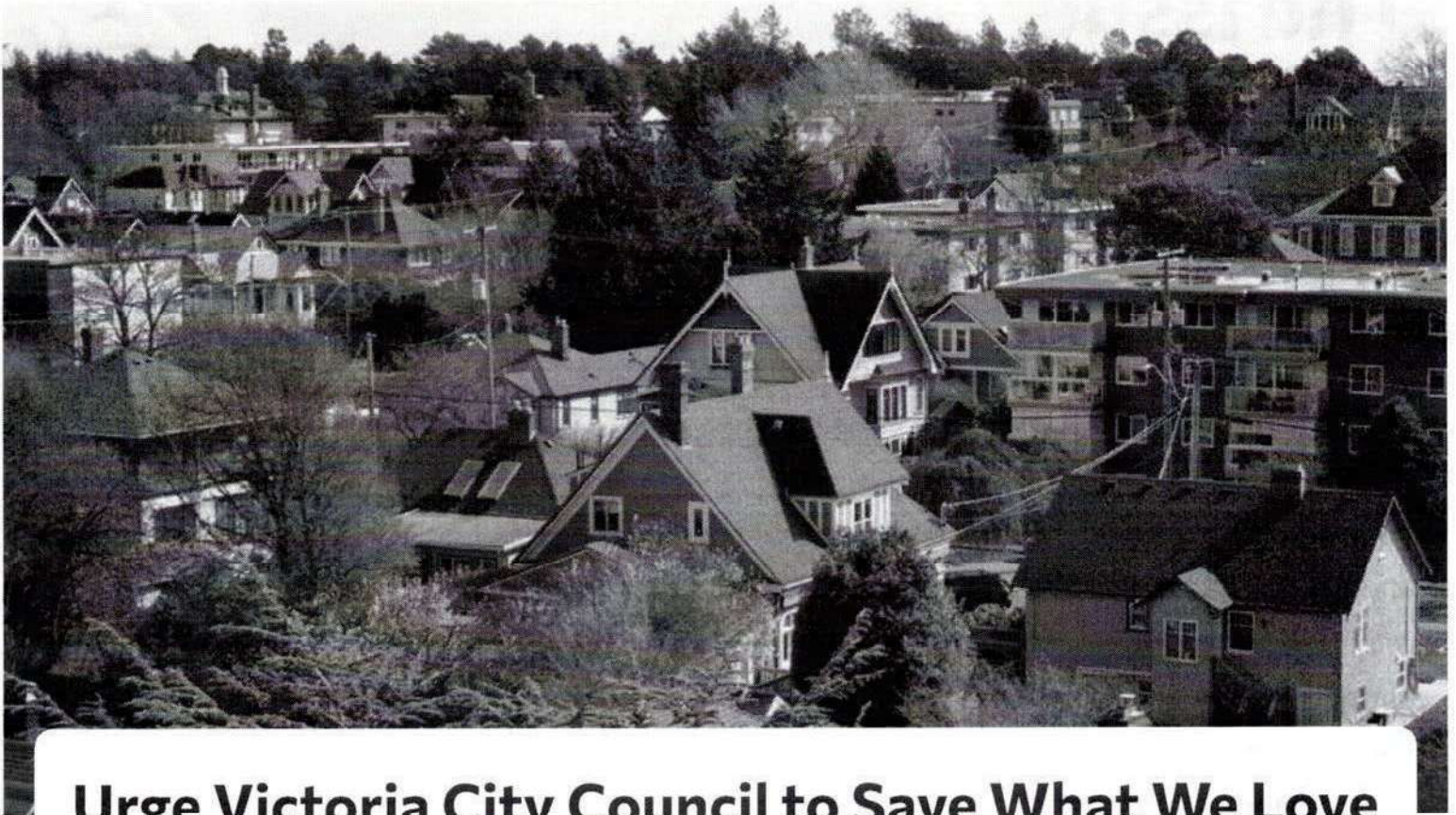


Good

Write a longer description

Add a personal story, as well as relevant facts and statistics.

[Edit description](#)



Urge Victoria City Council to Save What We Love About James Bay

Share this petition

2,189[✓]

Verified signatures ▾



Decision Makers:
Victoria City Council +9



4 Supporter Voices



3 Updates

The Issue

We love James Bay. James Bay is not just a neighbourhood; it bursts at the seams with heritage, community, and nature.

If the proposed Victoria Official Community Plan is implemented as it stands, our beloved James Bay is at risk of losing existing affordable housing, heritage houses and mature trees which beautify and oxygenate our surroundings.

James Bay is the oldest residential neighbourhood on the West Coast north of San Francisco and is one of the most densely populated neighbourhoods in Victoria. Yet, it manages to retain a unique character, rooted in its diversity of income-levels and housing types and densities, including heritage houses and lush green streets. We have the largest group of 65+ residents in Victoria. Approximately 70% of residents rent their homes; many of them are long-term tenants with affordable rents.

We want balanced development that protects affordable housing, preserves our heritage, and maintains our green spaces. We want Victoria City Council to take these concerns into account and make necessary amendments to the new OCP to:

- Strengthen renter protections like the City of Burnaby has done
- Make affordability a higher priority

- Protect James Bay's heritage buildings
- Strengthen protections for existing trees and greenspace

James Bay is a vibrant, historic community that deserves thoughtful, inclusive planning – not rushed upzoning that disregards its residents. Join other James Bay residents and supporters and urge Victoria City Council to save what we love about James Bay by signing this petition.

(Note: no donations requested; any donations on this site go to Change.Org.)

 [Report a policy violation](#)



James Bay Coalition

Petition Starter

Media inquiries

Decision Makers



Victoria City Council



Marianne Alto

Mayor

Name	Postal Code	Date	Comment
monique Genton	V8s	2025-03-18	"Victoria city council is rushing too many proposals which will forever change the unique character of our neighbourhoods. Bring back community input!"
A. Diane Cathro	V8R 5T5	2025-03-18	"I care!"
Kirk Buhne	V9B	2025-03-19	"Let's not erase our heritage neighbourhood. Big European cities grow without bulldozing healthy old neighbourhoods. Why does our council want to destroy our neighbourhood, get rid of green space, gardens, and history. Let's not repeat mistakes of the 1960s. The most environmental friendly home is one that already exists."
Adella James		2025-03-19	"Because, as usual, this is a City of Victoria plan that is ill thought-out and rushed."
Edyth Bradley	V8V 0A9	2025-03-19	"More thought/ community discussion needs to take place and community needs to be heard. James Bay is a unique community in that it has so many buildings that are 100 years or more old and need to be respected so that we don't lose our heritage."
Laura Feeleus	V9A0C1	2025-03-19	"I am a long time (50 year) resident of Victoria and lived in James Bay for many years."
Priscilla Tumbach	V8V	2025-03-20	"I want to protect my beautiful and vibrant community."
Myrna Fisher	V8V	2025-03-20	"James Bay is already densely populated! New builds are NOT providing affordable living and in fact, are pushing out many longterm renters through renovations."
Elise Swerhone	R3N 1A4	2025-03-20	"I would like to register my support for more considered planning in the James Bay area. The unique character needs to be preserved. The area is a draw for tourism but more importantly it is a neighbourhood that is walkable and full of character which needs preserving."
John Reilly	V8V 1N1	2025-03-21	"I believe in preserving the diversity of older and newer, low density and higher density housing in the area. I also don't want to see the more affordable older rental housing replaced by housing that can cost 65-75% more in rent than what exists here."
John Eckfeldt	V8V 2A4	2025-03-21	"I think the current direction of the Province and Victoria City Council will destroy what people love about Victoria, particularly James Bay - single family neighborhoods, lots of trees and green space. City council and David Ebby need to drop the mentality that we need to provide housing for everyone who wants to move here, destroying the place in the process!"
Kathryn Ogg	V8R1R9	2025-03-21	"I want to see the community plan represent community, rather than corporate (i.e. profit-driven development) values. High rises do not make housing more affordable. If they did, Vancouver would be a very affordable place to live - which it is not! Respect the heritage neighborhoods, they are the soul of our city."
Ally McPhail		2025-03-22	"I want City Council to know that we don't all support this petition. It's nice for rich people with single family homes and above average incomes to love their heritage and low rises. But if we don't increase density your waiter and batista will have no place to live. We will build out and hurt the environment. Density saves costs and the environment."
Chris Brown	V8N 2Y4	2025-03-22	"James Bay has a beautiful community energy that will be lost if housing gets as expensive as profiteering landlords want. It will be snobbish like Oak Bay or anonymous like Langford"
Rose Sleigh	V9B	2025-03-23	"I'd like to see James Bay retain its heritage character, and adding density designed for a balanced appearance within its immediate context. Keeping green space is vital."
alexina Murphy	V8V 1B7	2025-03-23	"James Bay is a precious neighbourhood because it is a - or at least has been - a walkable neighbourhood. It is possible to shop for daily necessities within walking distance of wherever you live. You can go for a walk along the shore, in Beacon Hill Park, or along the street, enchanted by the variety of plants growing in the gardens. Any development must have an eye to the traffic if every new family comes with a car. The streets are congested with parking as it is. Cruise ships generate a lot of traffic. Weekends and holidays bring walkers to the coastal path, but their arrival, parking and departure puts pressure on the streets. As a resident, I feel the quality of life have enjoyed for the last twenty-five years is in jeopardy."
Theresa Gillan	V8V 2M6	2025-03-24	"I want to save our historic neighbourhood"

Robin Rohmoser	V8V	2025-03-24	"Many comments below echo my reasons for signing: wanting to preserve the community, character, affordability, heritage, livability, nature and green space of James Bay. Too many new developments in James Bay ignore or erase these. We can do better preserving and creating affordable housing, including affordable rentals, while protecting these important aspects of our beloved community."
Siobhan Collins	V8R	2025-03-25	"The poor planning and total disregard of what makes this city a tourist destination has got to stop."
Sandi Collins	V6E	2025-03-25	"I believe that the character of the community must be preserved."
valerie mitchell	v8s1h	2025-03-25	"Council needs to listen to what the community is saying!"
Barbara Pedrick	V8V 2J5	2025-03-25	"The James Bay neighborhood is a unique neighborhood. It reflects the history of our city it is very nature, it's houses, it's landscapes, the trees. To fail to protect the heritage nature of this neighborhood is shortsighted and foolish. I participated in creating a community plan many years ago that was much more thoughtful than this plan. It protected neighborhoods it allowed density in areas for density made sense. It was carefully crafted. This community plan is just daubs of color slathered all over my neighborhood. It is an insult!"
Andrew Barrett	V9A	2025-03-25	"It's the right thing to do."
Gail Boulger	V8V 2A4	2025-03-26	"I feel James Bay is already dense and shouldn't be forced to have multi stor6 buildings on small lots. The is a heritage area and needs to be considered as such. I. The 1970s huge apartment buildings were going up and that was stopped. Now the same densification is happening and soon there will be very few interesting heritage homes around and all the charm will be lost. Just consider the West End of Vancouver.."
Richard Meagher	V5T	2025-03-26	"James Bay has enormous density already and the few remaining single family and duplexes provide a suitable variety of housing for new and long term residents"
Jacque Meagher	V8V	2025-03-26	"I'm along time James bay resident. I value my sun, so I can grow my vegetables, I value my privacy without six stories looking into my backyard and I believe we already have enough density without 4 and 6 story buildings with 400 sq ft units creating more traffic, bikes and cars."
Jean Siemens	V8V 4C8	2025-03-26	"I agree with all of the remarks made by the other petition signers."
Susan Rodesky	V9B	2025-03-26	"Preservation of heritage is far more important than sticking more high rise apartments and condos into a historic neighbourhood and ruining the natural beauty, history, and uniqueness of James Bay. Enough development!"
Joanne Keelan	V9N1Z8	2025-03-26	"James Bay has a real community structure and theses developments would definitely break that down. I run the James Bay United Church Community Lunch every Thursday and know this would be the case."
Leslie Peterson	V6Z3C8	2025-03-26	"I care about our residential neighborhoods."
anita colman	V8V 4H7	2025-03-26	"Over development ruins a community. Too dense, increased traffic and pollution."
Christian Brandl	V5Z 2Z7	2025-03-27	"Increasing the overall housing supply with a slew of multi-story new builds does not increase the proportion of AFFORDABLE housing supply, which is the real challenge the city of Victoria is currently facing. Additionally, the unique and historic neighbourhood of James Bay will be put at severe risk of gentrification and loss of its distinct character."
Amy Reese	V8V	2025-03-27	"The city went through the pretence of public consultation over this new OCP, but it was already a fixed end-game. And that is in spite of a 'communications' (PR) dept of 11-12 people, who seem to do very little two-way communicating; it's mostly top-down."
Colleen Brown	V8v 4w5	2025-03-27	"Victoria absolutely needs to preserve its heritage and quaintness. We love it and so do the many tourists who visit. Please do not turn James Bay into an eyesore of mass condo buildings"
Michael Wilson	V8V	2025-03-27	"Don't change this Community into a Bedroom Community with No Parking."
Patricia Crichton	V8V	2025-03-27	"I believe James Bay is at risk with the new OCP. We MUST stand up for our community and maintain the heritage which is vital."
Sharon Witt	V8V	2025-03-27	"We don't need super high density and buildings that don't fit with the charm of James Bay."
Julie Sancaster	V8R 1L4	2025-03-27	"I am tired of seeing our beautiful heritage slowly being destroyed"
stephen nowak	V8V 1A2	2025-03-27	"I want home sweet home to remain home sweet home."

Ann Auld	V8Z 1X8	2025-03-28	"I grew up on Avalon Road in the late '60s. My young parents bought their first-ever home for \$13K in 1968, a 1906 mirror home to the one next door. We watched in the coming years, the tear down of numerous old 'darlings' until a few long-sighted folk created a Heritage group to preserve what remained. Community/diversity are what keep a neighbourhood alive."
Joan Ryan	V8V 1E7	2025-03-28	"Four to six stories everywhere built up to the sidewalk with no yards or gardens to meet the neighbours in makes for no community."
Karen Holub	T6M	2025-03-28	"The JB neighbourhood is so full of character and history it should be designated an historical site. Yes, we need affordable housing, build it on newer sites and cherish your beautiful historical neighbourhoods."
Dolores Nohr	V8V 1T2	2025-03-28	"I want our community to be part of the decision and development process. I'm tired of being told what to do. How dictatorial are the municipalities becoming? We have no say. I'm opposed to a 6 storey building beside a single family dwelling when lot sizes in James Bay are on the smaller square footage. Stop dumping everything on James Bay. We've given up enough already. Not impressed."
David Cameron	V8R	2025-03-29	"We need better oversight and consultation for James Bay. I'm a resident."
Chris Lovelace	V8V1X1	2025-03-29	"Once lost, it can not be recovered. Already our tree canopy is systematically being destroyed and the rush to build up and eliminate set backs ensures our neighbourhood will be forever compromised"
charles gates	V8V4Z5	2025-03-29	"I moved into James Bay when I arrived in Victoria in the early 80's. Loved the neighbourhood then and love it now. It deserves caring and conservation more than upscaling and a misguided upgrade."
Phyllis Linklater	V8R	2025-03-30	"James Bay is already crowded. It is hard to pass incoming cars on Many streets already. The heritage character of Victoria's first homes are what makes this neighborhood have charm and appeal. We cannot lose those and over density with new buildings ! Other areas have way more room and double lots. Please reconsider the community plan!"
Kris Meyers	V8V 1R9	2025-03-30	"The city is destroying the James Bay Heritage and what visitors come here to experience. I would like to see James Bay designated a heritage neighbourhood to protect what we have for generations to come."
kevin Youck	V8V2H6	2025-03-31	"There is very little left of the historic century old homes in James Bay and the new OGP seems intent of further densification within James Bay and erasing all that is left of these Century old homes, many of which feature affordable secondary suites or have been thoughtfully subdivided into affordable strata suites while maintaining the original character of the home. James Bay is already densely populated, we need to see a concerted effort to maintaining the history that makes this neighbourhood so special."
Carol Liggett	V8P	2025-03-31	"James Bay is one of the quaint residential areas in Victoria, It is sensitive to environmental encroachment."
Linda Bollinger	V9a2t5	2025-03-31	"Victoria is a beautiful unique city and it needs to stay that way."
Iara hurrell	v8v2e9	2025-03-31	"I don't want to see the James Bay neighbourhood be destroyed by turning it into a downtown style setting - all apartment buildings. Please encourage the retention of its character homes which include affordable rental suites and also the trees and neighbourhood feel that it has now. Respect heritage neighbourhoods!"
Joan O'Connor	V8V 1H9	2025-03-31	"My husband and I have lived in and raised our family in James Bay since 1984. I continue to feel joy and gratitude for this wonderful historic neighborhood every time I walk out the door. With increasing development related exceptions, its many architecturally interesting houses with rental suites have made and kept it the most densely populated neighborhood in the city, all without threatening the uplifting and health enhancing beauty of trees, green spaces, and flowers. James Bay has contributed enormously to Victoria's tourism revenue for the entire time I've lived here. Our kids and now our grandchildren bring smiles to the faces of visitors from all over the world as they go by in walking groups or horse drawn carriages. The city has already overachieved in developing new housing in the more appropriate downtown/Harris Green neighborhoods. Please don't short sightedly destroy a very special historic jewel and turn it into another paved paradise. Other municipalities have resisted mandates for development. Why does Victoria always have to take the bad stuff for the team?"

Brent Mitchell	V9C	2025-04-01	"I live in James Bay because of the character, what makes it special is the history! I do not want Victoria erasing it!"
HEINZ UNGER	T4C 1B8	2025-04-01	"I want affordable housing, green spaces, NO highrises"
Jim Barwise	V9E2C7	2025-04-01	"I enjoy James Bay."
Lisa Tyler	V8V1J1	2025-04-02	"I disagree strongly with the OCP plan in all ways. I'm a home owner, living in Jame's Bay for 40 years. This will put the character of our neighborhood at great risk. Stop expanding Victoria, especially until you reinforce all of the basic amenities that already lack in availability for the existing population."
Linda Churchill	V9A	2025-04-02	"I live and rent in James Bay. We need to keep history, affordability, and green living a part of this beautiful area."
Allan Miller	V8W 3E2	2025-04-02	"I view James Bay as a unique, varied, and historical neighbourhood. I support preserving the history of this beautiful place."
Denise Lal	V8T	2025-04-02	"I'm for new housing, but not for James Bay shouldering the brunt of the city's high density building plans. In addition, the city keeps diminishing access in and out of James Bay (Government closed, Vancouver closed, Blanshard lane reductions and soon Douglas closed for the transit turnaround). Surrounded by water on all sides, increasing density while reducing access is a disaster."
Pamela Huntley	V8V	2025-04-03	"I love my quaint walks in the James Bay village. Stop destroying the charm and liveability of our neighbourhood with increased density and box architecture ."
Doris Skoretz	V8V1X8	2025-04-03	"I want James Bay to keep its heritage and character. Stop the plan for more mutistorey buildings"
Cynthia Cosulich	V8V 4Y1	2025-04-03	"I hope City Council wakes up and smells the roses before it is too late. THOUGHTFUL planning and development is key for James Bay and Victoria as a whole"
Gordon Persson	V8V2N6	2025-04-03	"The historic character of James Bay is being destroyed by a council that seems determined to meet all of its ridiculous density requirements in Names Bay alone. Move this stuff to other areas. JAMES BAY IS FULL and does not have the infrastructure or willingness to accept more unjustifiable in-migration."
Evelyn Tucker	V8V	2025-04-03	"To Whom It May Concern: I have been a tenant in James Bay for 20 years. I no longer own a car so I appreciate the fact that I am able to walk to work, to town and to amenities. I also like the idea of living near Beacon Hill Park and Dallas Road which I use regularly. What I didn't anticipate was the amount of development that would take place in James Bay during those twenty years. So many character homes have been torn down and replaced with ugly modern homes or worse, apartments or condos. And this isn't the end of it. There are so many properties around James Bay with the fateful signs indicating that the property/properties have applied for re-zoning to allow for a multiple dwelling. There are currently 31 active applications on the City of Victoria Development Tracker and all of these are just for James Bay!!! Residents and visitors don't come to James Bay to see Vancouver. They come to James Bay to see quaintness, uniqueness, heritage homes, gardens, parks, the ocean. Stop turning us into something that we are not! Everyone keeps talking about the demand for housing. Well, to turn a phrase "don't build it and they won't come!" Our roads can't handle the current traffic, never mind more. Also, the current residents can't handle the current traffic noise. Try coming to lower Douglas St almost all year round but especially in the Spring, Summer or Fall. We are bombarded by traffic: cars, trucks, motorcycles (often with aggressive/racing level mufflers), city transit, tour busses, cruise ship shuttles, emergency personal. All of this impacts the approximately 13,000 residents of James Bay and you want to increase the density? I wrote to the Victoria Police Department suggesting more noise pollution ticketing, but if there wasn't enough staff then noise radar. The respondent told me to move. No, I won't move!!! The City of Victoria needs to be held accountable to its current citizens so that they can be assured quiet enjoyment of their lives. It seems to me that the City of Victoria's only concern is future residents! And in this current situation you want us to agree to four or six story buildings? I think NOT!!!"
Margaret Osika	V8V1G9	2025-04-03	"Viable communities need a balance to be enjoyable. Living like sardines with few public places to congregate, shop, go to school etc., dehumanizes people."
Carl Graves	V9N	2025-04-05	"I live here. This is an older and densely populated neighborhood. More density can be undertaken but not at the expense of green space, renter equity and limiting vehicle traffic."

Erick Serpas		2025-04-06	"lets work together on both causes. We need to work together to get support from the province https://chnq.it/yDKZivrK2"
Christina Herman	v9a3h2	2025-04-09	"I love James Bay it's my home ❤️"
Graham Hawkins	V8V	2025-04-09	"We have lived in James Bay for 32 years and have seen a continual decline in accountable municipal government over the past decade. Mayor and council continue to ignore input from property tax paying residents who have clearly voice continued opposition to rampant development in the most dense area of the entire CRD, and this latest step with OCP is just another example of TERRIBLE and UNACCOUNTABLE municipal government. This OCP must be changed to remove future infill and the insane and greedy development must stop now. Build somewhere else in the CRD where and as appropriate and leave James Bay as it currently is. Why do we PAY TAXES if they don't really listen and reflect that listening in appropriate action? Mayor and supporting council need to resign now!"
Morna Tudor	V8V	2025-04-12	"I've lived in James bay as a renter for close to 30 years. I love it here but the charming character of the place is being eroded by developers greed. Anything quaint or funky is being demolished along with all the trees around them and replaced with lot filling monstrosities under the excuse of wE Need MORE HOoUSInG !!! No we don't. We need to get rid of the concept of housing as investment and free up all these places sitting empty. Repurpose the buildings that no longer serve their initial function. We need to protect the awesome character of James bay and the rental community. Keep the good old trees we have. Planting a skinny flowering dogwood can never replace a stand of old Doug fir or maple full of bugs and birds and LIFE!"
dan gillespy	V5L	2025-04-12	"The James Bay neighbourhood in Victoria is a beautiful part of the city and it seriously needs to be preserved."
Iara hurrell	v8v2e9	2025-04-14	"I don't want to see James Bay destroyed. It is the oldest neighbourhood on the West Coast North of San Francisco. Its historical homes are admired by people from around the world. Housing densification can occur while keeping historic housing stock. Please don't change to zoning that gives developers carte blanche to rip apart this amazing community."
John Wright	T2N	2025-04-14	"James Bay is a Canadian historic neighbourhood - the oldest community in Canada west of Winnipeg - that needs preserving. It's already the second densest community in Victoria. Gentle densification needs to spread outwards across Victoria instead. The plan makes no sense, is a threat to our history, does nothing but increase land values, and doesn't represent community input. It's a gift to developers from Council."
Bonnie Reszel	V8T	2025-04-14	"Victoria is NOT a mini Vancouver. Let's not have any more high rises built."
Kim Carlton	V8S	2025-04-14	"I would support this OCP if... - I wanted to ruin the fabric of Victoria as a community,... if I wanted to replace single family homes with six-plexes or more,... if I wanted to build more homes to replace existing gardens, lawns, parks, and trees,... if I wanted more housing density and more people in the greater Victoria without the corresponding improvements to infrastructure, without more schools, hospitals, medical services,... if I wanted to live in a city like Toronto or Vancouver which are prime examples of the failures of over densification. Development is inevitable; thoughtful development considering housing, transportation, infrastructure, education, and services is what we need. This OCP isn't it."
Jenus Friesen	V8N2B3	2025-04-14	"We need to preserve our beautiful heritage buildings and neighbourhoods."

D'Arcy Surrette	V2R	2025-04-14	"We moved to Vancouver Island in 1979. Victoria was quiet and beautiful. In the last 15 years, the city council has gone Woke and insane with the W.E.F. sustainable development, bike lanes, and reducing parking at "Clover Point". You used to be able to see the skyline on Douglas to Dallas Road. Now, all you see is high rises. The city has turned into a ghetto like Vancouver, Washington State, Oregon, and California. Drug addicts and homeless everywhere. The John A. McDonald statue has been removed as "Cancel Culture" has taken over. Drivers struggle to navigate the streets as the insane councils have spent untold millions towards bike lanes, signage, and traffic lights. I remember when the new "Memorial Arena" was built with no parking for the public. It seemed peculiar back then, but it now makes sense with the corrupt city councils over the decades. To this day, I have not gone to the new "Memorial Arena" because of the lack of parking. Now, the City of Victoria" wants Saanich to join this insanity. That should be a resounding "NO". As for Dallas Road, STOP the W.E.F. 6 story commercial/residential buildings and return Victoria to its former glory. As it stands now, we rarely go to Langford onward as you sickos have destroyed all the municipalities south of the Malahat. We now live in Cowichan Bay. I hope it stays normal for the remainder of our lives. Victoria has fallen. It is a result of the indoctrinated, corrupt politicians that have infiltrated our cities, provinces, and country."
Pamela Huntley	V8V	2025-04-14	"I love the character of James Bay, the historic houses, flowers, charming streets, flowering chery trees and friendly neighbours. Tourists come from all over to see our charming neighborhood. Please do not destroy what makes Victoria unique in the world."
Elisabeth Ahmadi	V8X 5B7	2025-04-14	""You don't know what you've got 'til it's gone" Joni Mitchell We know what we've got in James Bay. I am determined to stop Victoria City Council destroying it bit by bit."
Susan Vasilev	V2P	2025-04-14	"Yes to more housing but it MUST include affordable housing. James Bay is a jewel in Victoria's Crown - once the heritage homes and trees are gone, what is left?"
Mark Engels	V8V	2025-04-14	"I don't believe that the general Victoria public ever asked for increased density or development along Dallas. If the Council believes there is good reason to do so, it should put it to a referendum."
Nancy Di Castri	V8X3R1	2025-04-14	"I recognize that all our neighbourhoods are at risk. If this was in pursuit of affordable housing, it would be a different story, but there are no affordable components in these plans. The development community has co opted mayors and councils and lobby groups have been created to further their agenda. The development community has effectively pitted people against each other, and has painted every home owner as a nimby. They, along with our illustrious mayors and councils, are gaslighting the communities, and trying to normalize these high rises in single family neighbourhoods. The opposition numbers simply have to grow in order to affect any change."
Kim O'Leary	V9A 4A8	2025-04-15	"Quality of life matters and is influenced by municipal development."
Kim Sibbitt	V9Z 0Z9	2025-04-15	"If the purpose is to accommodate newcomers to Victoria, I suggest the city council start pushing the city boundaries before they consider overpopulating and destroying the historical, and well oiled community that James Bay is. Not everyone has to live in town, stacked like shoeboxes further challenging the transportation and walking infrastructure. Spread out, not up."
Lesa Norry	V8P4P9	2025-04-15	"Big money has taken over housing. Even the "missing middle" cannot afford housing costs. This is no longer a "lower income" problem. More housing does not mean affordable housing!"
Connie Gress	V8V	2025-04-15	"I agree that affordable housing ... in its truest sense barely exists and more effort needs to be made"
Bill Ramsbottom	V8X	2025-04-15	"I strongly disagree with any buildup along Dallas."
Mary Davies	V8S 1G4	2025-04-15	"All this new developer for profit driven housing is not helping at all with affordability it is in fact reducing affordable housing"
Claire Skillen	V8V	2025-04-15	"Infrastructure is not in place, it is already congested here and developments have not been classified as affordable, which simply pushes people of lower income brackets out..."
Barbara Singer	V8V5A8	2025-04-15	"Overbuilding just to reach a number is ridiculous."
Alisha Hideg	V8Z	2025-04-15	"Alisha"

Laurie Robb	V9B5V4	2025-04-15	"I am against forcing people into not, condo type living . We can spread out this is a big country. Making it so people can only afford a condo."
S schuszter	v8t4e1	2025-04-15	"Keep our neighbourhood the way we love it. Stop over-development! Stop increasing density! Protect renters! Protect trees! Protect heritage sites and green spaces. Stop giving developers the green light to build luxury condos when what we actually need is affordable housing."
kathy whiting	V8V 2P3	2025-04-16	"I live in James Bay and I value its uniqueness. No more high rises, trees cut down, and loss of green areas."
Elizabeth Matthew	V8T3J7	2025-04-16	"Because we need to stand up for everyone."
Elizabeth Matthew	V8T3J7	2025-04-16	"I continue to find where there is little or no accountability it breeds and feeds entitlement on so many levels. Time for those who represent us to be accountable."
Sharon Canniff	V8V1L8	2025-04-16	"I have recently made James Bay my home I would regret this decision if these developments go through"
Karen Ledger, BSc	V8N	2025-04-16	"I have LOVED and LIVED in James Bay before this outrageous density occurred. I WEEP when I see what this Council has done to our beautiful City and this neighbourhood!"
Patricia Miller	V8Z	2025-04-16	"I am appalled at the level of destruction the City Council has gotten away with. They are destroying trees that were planted for citizens, that are established, beautiful trees that also protect us from carbon monoxide and increase our CO2 levels. They are also home to birds, butterflies and countless organisms. Leave our city alone! You are and have been ruining it with your bike lane maze of madness."
Sarah Weaver	V1E 1A3	2025-04-16	"I appreciate the diversity of housing types we presently have in James Bay, and the wealth of mature trees. I am very concerned that in our quest to increase Victoria's housing supply we are losing far too much nature, here in James Bay, and elsewhere in the city."
Pashta MaryMoon	V9A2X4	2025-04-16	"I lived in James Bay for 10 years. My children spent their early years there. My grandchildren live there now. It is one of the most enchanting neighbourhoods in Canada, and must be preserved"
Chris Gower	V8R	2025-04-16	"I have known the James Bay neighbourhood, all my life: as one of the most historic and characterful districts of Victoria. Recognition, of this historic character - of its diverse residential architecture; elaborate gardens and landscaping; and a tremendous mix of native and introduced trees, along with commitment to methods of protection to retain these signature qualities throughout Victoria - and most particularly in James Bay - have long been fundamental values for this community. Any OCP for this City should be dedicated to maintaining these qualitative features - elements which help distinguish and enhance Victoria as a place - rather than as a residential strip-mining operation."
S Saele	V8W1N5	2025-04-16	"So disappointed by this new ocp. No imagination and very little effort to preserve what makes Victoria and each of its unique communities special. Adding density is necessary and welcome but requires more thought than a blanket program to just build bigger and build taller everywhere."
SARA PLUMPTON	V8S 4E1	2025-04-16	"The OCP will drastically change Victoria, removing trees and heritage without making it affordable. Infrastructure will not support the densification being proposed."
Ian Stenberg	T0L 0H0	2025-04-16	"I have been here several times. Do not ruin a good place."
H. Gardiner	V8V	2025-04-16	"James Bay is a unique place to live, warm hearted and can't be densified as other neighborhoods can, as it's essentially cut off by the Legislature and the Empress. More densification will mar it and make it a rat's nest, clog up the streets even further, and clog the air so life tgere is untenable."
Karen Rodonets	V8W 3S3	2025-04-16	"Democracy is about including everyone in a decision, and discussing issues until agreement is reached. Health is at stake, as stress is reaching unmanageable levels with the conflict between large city developers and local population. Suggest that those who want to live in Toronto or Montreal go there, and leave the skyline at two stories, and our trees alone."
Lynda Comber	V8L3H6	2025-04-17	"Trees offer us shade, beauty, increased value to a community, a home for wild life and they hold moisture and soil keeping the ground safe and firm. They are our lungs as they provide oxygen and absorb pollution."
Jim Cuthbert	V8V	2025-04-17	"Real threat of Victoria becoming too densely populated with people and thereby loosing its special charm and attractiveness."

Tina Meredith	V8V 1S9	2025-04-17	"Haven't we learned anything within the last few years regarding healthy communities, preservation, and benefits of green space and on and on? Build bigger, taller, destroy green space as well as the history of this unique neighbourhood? Higher density is inevitable, can it not be addressed with better, healthier sustainability while using what we already have?"
Gordon Persson	V8V2N6	2025-04-21	"City Council's total disrespect for the citizens of James Bay is shameful and the whole lot should be thrown out in the next election"
Michele Phillips	V8V 2A7	2025-04-22	"This petition matters."
tommy gun	V8v1r5	2025-04-30	"I do not support unaffordable housing in james bay"
Jordann Banford	V8V1V7	2025-05-01	"Well, I understand the need for development, this is inappropriate for James Bay, and anybody who has spent any time in the neighbourhood would tell you so. Listen to the people who live in the neighborhood. The OCP is not appropriate for James Bay. The neighbourhood cannot support thousands and thousands of new residents. Development here will destroy what people come from around the world to experience."
Tessa Hawkins	V2R4P8	2025-05-03	"I want the city council to stop and think about how essential the green space in James Bay is to our mental health and the community plan's inclusion of high high density living on a small peninsula endangers the health its citizens. The existing community could see serious problems rise from dense urbanization and loss of green space"
Alison Collins		2025-06-01	"Why am I under threat of eviction from my older apartment building so that a new building can be constructed in its place? I have lived in James Bay for over 34 years and am now in my senior years. I cannot afford to move, nor do I want to move. James Bay needs to retain its history, heritage and charms, and that includes the older style apartment buildings as well as heritage style homes. The City needs to look after the people who are here now but, sadly, planning for the future is overtaking us. If plans go ahead, I could be living out of my car ... or in a tent on Pandora Avenue. Look after the residents who are here now."
Denise WEbb	V8L5L5	2025-07-25	"Character is good. Overcrowding is not."
S. McGregor	V1L 4k1	2025-08-14	"My hope is to move to James Bay in the next ten years. I do not want to live in a condo or townhouse, but that seems to be all that is being supported. Please do not lose the beautiful heritage houses and mature trees that makes James Bay so desirable."
Liam Baker	V8V	2025-08-21	"James Bay does not need more densification, but more focus on building services for folks already living in the area. Example. Larger medical facility with more medical staff. Enhanced green spaces. We do not need to turn into another Vancouver or Toronto. Municipal government needs to be held accountable and stop ramming through projects we don't need."
Emily Fraser	V8V 1g4	2025-08-22	"I have lived in James Bay my whole life, and I am devastated seeing locals being forced out of our neighborhood one by one due to the loss of affordable housing. City council has claimed that there has been efforts to create affordable house, yet there is only luxury housing being built that no one in this city can afford. We locals deserve to feel secure in our housing situations and not live in fear of losing our homes. This city already has a high population of unhoused people, with no improvements made by the city. James Bay does not have the capacity to increase density. We do not have the infrastructure or resources to facilitate more people. This change is focused on greed and has nothing to do with people. We need to focus efforts on supporting the people who already live in this city and neighborhood rather than trying to bring more people in. This housing will not provide housing for locals and provides no benefits to us the people and city council cannot deny this fact. City council is supposed to be the voice of the people, and yet they're blatantly betraying those they are supposed to support."
Karen McKibbin	V0n 1b6	2025-08-23	"Over 4 stories beside small single family homes is too high. More townhome style is more appropriate and in demand."

Gordon Persson	V8V2N6	2025-08-24	"As a 20 year resident of James Bay I am disgusted by what appears a blatant attempt by David Eby and Victoria City Council to destroy all of the things that make James Bay such a special place. Eby should stop acting like a Communist Commisar and just butt out of our business. Mayor and Council we will deal with in the next election. I have yet to hear an explanation as to why we need to destroy what is special about our community to accomodate people who simply want to move here on a whim and will end up being unhappy because as density increases, so will lifestyle. The caged rat syndrome will quickly take over. Our infrastructure is already past its ability to provide the services required. When the Dallas Road sewage line was installed, we were told it would be to capacity on the day it opened. So how are you going to add thousands of new users? Hospitals no longer work. EMS has difficulty navigating the dog's breakfast that serves as our road network. Garbage collection is stressed. If there is a major disaster, people will be trapped in "Fort James Bay" unable to leave even though city councilors assure this will never happen. Such foresight!! People come from everywhere to view the outstanding example of Victorian era architecture found in James Bay. The history that makes our city such an attraction to visitors is being systematically destroyed by woke policies of Council. Ask these people who want to move west to consider places like Port Alberni where a well established infrastructure could welcome newcomers. Bottom line: I say STOP all development in James Bay until the infrastructure issues have been resolved. Before long we will all turn on each other as frustrations from unnecessary overcrowding overtake all and then no one will want to live here."
Amy Reese	V8V	2025-08-25	"The city's proposed 'One City, One Plan' is a one-size-fits-all idea that will do no favours to James Bay. James Bay has always shouldered more density than other neighbourhoods in the City of Victoria, besides downtown itself. It is a special, historic neighbourhood that is valued by tourists and locals alike. The City has gone has not engaged the public in a fair & democratic way, as their survey and open houses were close-ended and with a pre-determined outcome. I suspect the final Sept 11 public hearing will be the same, unfortunately. Speak up for your neighbourhood, if you care where you live. The majority on council are, unfortunately, too ideologically driven to care."
Kin Li	V8V	2025-08-28	"Yes, we need affordable housing! For sure, we need development! However, we need to be wise about where to do it; definitely not in James Bay, for many valid reasons."
Julie Hobbs	V2X	2025-08-30	"I'm disgusted by the city slowly destroying Victoria with gaudy high rises replacing the beautiful heritage buildings."
Timon Bullard	V8V 3N1	2025-08-30	"We have lived in James Bay since our second child was born and we needed a third bedroom. We value its proximity to both downtown and the natural beauty of the Salish Sea. This is already a very dense urban area by Victoria standards, and I am afraid that changing the zoning to allow bigger buildings and more of them will make it more difficult for young families such as ours to afford and live here."
Louise Street	V8S	2025-08-30	"Cannot understand why large condos, trees being cut down, businesses on Dallas road and buses circling the triangle of Blanchard and Douglas makes sense to anybody"
Frances Saddy	V4A9T5	2025-08-31	"I donated once but I won't be able to do this on a monthly basis. Please correct this for me. Thank you Frances Saddy. Please confirm @francesasaddy@shaw.ca"
Elizabeth Leary	V8V	2025-09-02	"I first came to James Bay in 1968 and returned here in 2012 to a condo. I feel that James Bay is a special place which tourists and others come to see for the history. It would be a great shame to build high-rises and thereby replace the single-family homes that make this area the lovely place that it is. And all for the sake of the almighty dollar! Victoria should not be another Vancouver."

Thomas Esakin	V8V	2025-09-03	"As a resident of James Bay who rents, these proposed changes to the OCP are of deep concern to me. They will result in higher density within a neighbourhood that already has a higher density than other neighbourhoods in Victoria. It will also likely lead to a reduction of the neighbourhood's historical heritage buildings and create a diminished sense of community within an existing closer community . Higher density will also encourage new builds. New build rental units are now commonly smaller in size than older units and waaaaay more expensive. Market rents of new build units demonstrate to be significantly more expensive than older rental apartments, thereby serving to gentrify a neighbourhood and de-house existing tenants. Be wise and add density to other neighbourhoods of Victoria that are already less dense than James Bay and leave James Bay under the existing OCP. The Systems Thinking of science shows that solving current problems (e.g. a housing shortage) with old thinking simply perpetuates a current problem in unexpected ways. The city needs to engage a counter-intuitive systems-thinking approach to housing. And proposing higher density in an already high-density neighbourhood is obviously traditional thinking when modernised thinking is called for."
Joel Crocker	V8V	2025-09-04	"Visitors come from seeing the world to see James Bay for what it is. Densification of this level should go in neighbourhoods that tourists don't visit. This is a very common and successful planning approach for many city destinations around the globe."
Linnia Rallian	V8V 1N3	2025-09-05	"It's devastating to see what the developers have planned for the beautiful James Bay area. It doesn't matter how the city council and the developers try to spin this. At the end of the day this comes down to one thing and one thing only. Greed. It's all about making the already wealthy wealthier while trying to fool the citizens into believing that they are doing this for us."
Dianne Young	V8n 1c8	2025-09-05	"James Bay is a remarkable treasure. Let's preserve it, not destroy its very nature."
Judith Wood	V8V2M9	2025-09-06	"James Bay is my home...a beautiful community of old and new , young and old....the perfect mix. As a senior living in an old apartment building, I worry about the cities proposal of "renovictions"...evicting people to make your new building sites. How will us seniors afford to move? To relocate and still live in our beautiful James Bay community I love?"
Christina Patterso	V8v1y2	2025-09-09	"In addition to all of the other comments regarding the densification of James Bay and the absurdity of evicting long term renters to build new, more expensive "rental" units; if we continue to court the cruise ship passengers who walk through James Bay in droves, why would we want to take away the charm of our community that they are all enamoured by to turn it into more condos? At this rate of developing and construction, why would tourists want to visit? James Bay is a gem, don't destroy it."

From: Keith Milton
Sent: September 5, 2025 8:55 AM
To: Official Community Plan Update <ocp@victoria.ca>
Subject: Cities Obey the Laws of Living Things

OCP Victoria.

Further to my previous email regarding the projected transformation of James Bay here is a very recent article outlining the latest research on city planning that describes how cities “self-organize” mathematically. It is suggestive of a holistic, consultative approach to urban issues that avoids the short-termism of planning deadlines imposed by political imperatives.

Sincerely,

K.P.Milton

https://nautil.us/cities-obey-the-laws-of-living-things-1236057/?utm_campaign=website&utm_medium=email&utm_source=nautilus-newsletter

Cities Obey the Laws of Living Things

Elena Kazamia Posted on September 5, 2025 Elena Kazamia is a science writer from Greece. She has a master’s degree in conservation from University College London and a Ph.D. in plant sciences from the University of Cambridge in the U.K.

Who would disagree with Dickens that London’s green spaces are the city’s “[lungs](#)?” A city is an animal that sleeps, although some never do, like New York City or Hong Kong. All cities are creatures of a sort. Some have multiple “faces” they present to the world, most have a “beating heart” where the action unfolds, and it is a rare city that lacks a dark “[underbelly](#).”

The analogy of [city as living organism](#) is so established, in fact, that it has crossed over into the realm of scientific inquiry. For at least a decade, researchers have been attempting to [decode](#) what lessons for sustainable planning could emerge from thinking of cities as living breathing beings.

Now a team of scientists from the Ecole Polytechnique Federale de Lausanne (EPFL) has found that all cities—whether Tokyo, Lagos, or Zurich—operate according to predictable principles that govern animal biology in the natural world. In the process, they challenged a longstanding assumption: that bigger cities are more sustainable than small ones.

“Bigger cities are often considered ‘better,’” says Gabriele Manoli, a study author and head of EPFL’s Laboratory of Urban and Environmental Systems, in an email. “Yet, these laws depend on the definition of a city.” The [findings](#), reported in the *Proceedings of the National Academy of Sciences*, could influence how urban planners design the cities of the future.

Cities self-organize as they grow regardless of context and without central planning.

Planners have long postulated that bigger is better because large urban areas require fewer resources and energy per capita and generate more wealth. But this was difficult to model because of the ad-hoc way city boundaries are often drawn. Where does the true edge of a city lie? To resolve this problem, Manoli and his colleagues “re-scaled” 100 cities around the globe, breaking them down into units they called pixels that could be more equitably compared across variously sized urban areas.

Then they crunched millions of data points from these different city units and found a scaling law that connects population size to transport networks and economic activity and CO₂ emissions. The relationship between these variables follows the same curve for all cities, large and small, they found, and echoes [Kleiber’s Law](#), a [principle](#) that emerges in biology when the sizes of animals are viewed in relation to their metabolic rates.

In the 1930s, Max Kleiber [found](#) that the energy that animals required daily to sustain their bodies (their metabolic rate) scaled in proportion to their size. Mice have a lower metabolic rate than elephants, and tiny microscopic creatures require less energy still. The law has proven a useful tool.

Veterinarians use Kleiber’s Law to determine how much medicine to give an animal, while conservation scientists use it to assess the needs of different species. By simply knowing an animal’s size, they can deduce its metabolic rate, and figure out how much food and water it requires to survive. This helps in managing ecosystems and wildlife reserves to ensure a habitat can support a specific animal population.

For cities, population size is akin to an animal’s mass, economic activity to the animal’s metabolic rate and roads to its circulatory system, the researchers propose. The relationship is universal and independent of geographical, political, and historical differences, they say: Cities self-organize as they grow, naturally optimizing for energy flow and resource distribution, regardless of context and without central planning.

The authors of the study hope that for cities, the relationship revealed in the study

may [help urban planners](#) with sustainable design. “Thanks to the vast amount of data available, cities offer a fertile ground to test new theories inspired by biology and ecology,” says Manoli.

Perhaps the new math will give planners a better handle on how to keep the beasts that are our cities humming as they grow and evolve.

September 9, 2025
City of Victoria
1 Centennial Square
Victoria, BC

2650 Richmond Rd
Victoria, BC V8R 4S9

RE: Official Community Plan Update "One City, One Plan"

Good day,

I am a longtime resident, writing to express my opposition to the proposed rezoning changes to Victoria proper, which contains and concerns our small community of North Jubilee. The proposal involves revising the Official Community Plan to allow up to six stories in the area, a consequential change concerning the greenspace, light, and livability of our community.

I will use Richmond Road as an example of how this change will negatively impact this already narrow corridor and historic community. Richmond Road is comprised of many single-family homes, a mix of mainly older character homes and some heritage properties. Most of the single-family homes in fact contain secondary suites.

There are also some low-rise apartments that house residents at affordable rates. While building new rentals is a necessary, and righteous action, the scale of the proposed project is unwarranted. Six stories will loom menacingly over Richmond Road and the surrounding homes and gardens. The project proposed at Richmond and Carrick St by Aryze Development is an eyesore of monumental proportions. Four stories would be a more appropriate scale for this location and much more palatable to the community that resides here. The density would be far too drastic for this small neighbourhood. We are already compact and busy! Cycling and pedestrian traffic are high; the neighbourhood is nearing carrying capacity for the surrounding roads and infrastructure.

Victoria is renowned for its character homes, gardens, and warmth. We can have character single-family homes, **and** we can have affordable rentals. The scale of the enormous buildings proposed will shade and loom over the streets and gardens. Once these six-story buildings are constructed, there is no going back. Our community feel will be lost forever. Three or four stories would be much better. Just look at Cook St south of Meares. The buildings are well-set back and three or four stories. Everyone is satisfied with that scale.

I would like to draw attention to the potential risks to our urban forest. In North Jubilee, we are fortunate to have a generous greenspace between Kings and Haultain, Richmond and Dean (located in Saanich). Additionally, we are blessed with mature trees lining every side street. However, the proposed OCP does not include strengthened "Tree Protection Bylaws" to safeguard existing trees, and it suggests that tree removal should only be considered as a last resort. New design concepts reduce building setbacks right up to the sidewalk, necessitating the removal of mature trees that line the streets. This would be a significant loss. Trees provide valuable shade, reduce summer temperatures, and purify the urban air.

I implore you to **preserve** the existing zoning regulations in our neighbourhood in North Jubilee. This includes protecting heritage buildings and homes, maintaining our urban parks and tree canopy, and safeguarding green spaces and our air quality.

Needed housing can be provided by three-story rentals that are sensitive to the character and heritage of the community. For existence, European style townhomes row homes and apartments, three and four stories high. Set back healthy degree, to allow generous boulevards and mature existing trees to continue to stand.

Sincerely,

Lindsay Halldorson

From:
To: [Public Hearings](#)
Subject: OCP Comment
Date: September 9, 2025 7:52:05 PM

Dear Victoria Council,

Just as the citizens of Victoria are not all “one person”, the city of Victoria is not “one city”. It is a collection of neighbourhoods, each unique and individual, and just like individual people, they have different capacities and needs. Neighbourhoods need to be treated in a way that recognizes what makes them special, or the sense of community is lost. For that reason, I cannot support the suggested OCP changes to the James Bay neighbourhood. I welcome new development and new people and look forward to a revived James Bay. But allowing six story developments for the large portion of James Bay will overwhelm and decrease the charm and livability of this small area. I believe some reduced locations with six story zoning is appropriate. More particularly, I am concerned with allowing all rectangle box buildings to be built in James Bay, which is not in keeping with its unique character. A recent article in the Times Colonist by Gene Miller suggesting houseplex style developments is a better fit for the heritage of this area. Sadly, I also am not in favour of more “plaza” area, encouraging people to “linger”, as from my experience the only people that linger are smokers and drug users. Please come and view any bench around James Bay Plaza if you would like to view this yourself. We already have an expansive waterfront promenade, Irving public park and Beacon Hill Park in the area and Capital Park Plaza is also close by - and usually deserted. There is no reason to block off even more streets in James Bay making it even more difficult to access and leave for the elderly and disabled, particularly.

Thank you for your time,

Nancy Morgan
James Bay, Victoria, BC

From: Peter Denby

Sent: September 7, 2025 1:52 PM

To: Official Community Plan Update <ocp@victoria.ca>

Subject: Comment on Mobility Hubs and networks.

Good Day,

Whilst I agree with all of the modes of transport listed in the OCP I do not think that one should take precedence over another. They are all important and should be developed in unison instead of the priorities shown in the diagram..

I am concerned that the low priority given to cars will impinge on my freedom of movement. I would like to be able to leave for a destination and return from it using a method of transport and on a schedule that best suits me..Given my physical abilities and the desire to visit a variety of widely spaced locations carrying bulky equipment on the same trip the only practical method is by car. Yet you are making it more difficult for me to do that on the mistaken belief that cars are bad for the environment. However, it is not the car itself that is the problem, it is the technology used to propel it. Instead of introducing policies that restrict the use of cars, develop ones that encourage the increased use of eco-friendly car technologies.

Let the marketplace decide on priorities not the philosophy of one group.

Peter Denby

Subject: Opposition to the Current Draft of the Official Community Plan (OCP) Update

Dear Mayor Alto and Members of Council,

I am writing to express my strong opposition to the current draft of Victoria's Official Community Plan (OCP) update. While I support the need for thoughtful and sustainable growth, I believe this plan is fundamentally flawed in its approach. It prioritizes rapid, high-density development at the expense of community character, affordability, equity, and sound planning principles.

My primary concerns are as follows:

1. Excessive and Unwarranted Density: The proposal to blanket our neighbourhoods with permissions for 4-6 storeys, and even higher in village centres, is a drastic overreach. This one-size-fits-all rezoning will irrevocably alter the unique character and scale of our established communities without a clear, evidence-based need. Current population projections from BC Stats no longer justify such aggressive targets, and evidence from other cities shows that flooding the market with supply does not guarantee improved affordability.

2. Destruction of Neighbourhood Character and Heritage: Victoria is beloved for its distinct neighbourhoods. This plan erases those differences, treating James Bay, Fairfield, and Hillside-Quadra as if they were the same. It provides inadequate protections for heritage buildings and mature tree canopies, allowing for widespread demolition that will replace our city's history and green spaces with generic, high-profit developments.

3. Failure to Prioritize True Affordability: The plan relies on a trickle-down economic theory that has proven ineffective in Vancouver and Toronto. By focusing overwhelmingly on market-rate housing, it fails to address the core of the crisis: affordability. We are losing our existing stock of affordable rental units to demolition faster than new non-market units are being built. The OCP must make non-market, below-market, and family-oriented housing its absolute top priority, with mandated requirements, not vague incentives.

4. Inadequate Protections for Existing Residents: The plan will accelerate the displacement of long-term tenants through "demovictions" and "renovictions." The City's proposed compensation measures are insufficient, especially for seniors and fixed-income residents. We must adopt stronger tenant protections, including right-of-return policies and compensation that truly bridges the gap to market rents, as other BC municipalities have done.

5. Lack of Infrastructure Planning: The plan envisions a massive population increase but is dangerously vague on how our crumbling infrastructure (water mains, sewers, streets) will support it. There is no comprehensive, costed plan for upgrading services, managing increased traffic congestion, or ensuring emergency vehicle access in densely packed neighbourhoods. This is putting the cart before the horse.

6. Flawed and Rushed Public Engagement: The consultation process has been inadequate. The survey was designed to steer responses toward a predetermined outcome, and the City has largely ignored the loud and consistent feedback from community associations and residents. Rushing to meet a provincial deadline is no excuse for ignoring the legitimate concerns of the people who live here.

I urge you to reject the current OCP draft and direct staff to create a new plan that:

- **Reduces** the scale and pace of rezoning to a more realistic and gradual level.
- **Distributes** density growth equitably across all neighbourhoods, rather than overburdening those that are already dense.
- **Protects** heritage buildings, mature trees, and existing affordable housing stock from demolition.
- **Mandates** significant contributions to non-market affordable and family

housing in all new developments.

- **Strengthens** tenant displacement policies to match the strongest in the province.
- **Presents** a full, costed infrastructure plan *before* approving massive density increases.
- **Re-engages** with the public in a genuine, transparent manner without a predetermined outcome.

Victoria deserves a plan that manages growth wisely—one that protects what makes our city special while building a truly affordable and livable future for everyone. The current OCP update does not achieve this.

Thank you for considering my submission.

Sincerely,

Peter J. Nadler

Footnotes:

1. Public Engagement Was Inadequate and Compressed

- The process has been intensely rushed. Council had only 34 days—from February 27 when the draft was circulated, to April 3 when it voted to advance the OCP—hardly enough time for informed public review [Victoria News](#).
- Engagement lasted just six months, compared to years-long processes for past OCPs and local area plans. James Bay residents, for example, only received a two-hour workshop despite having a local area plan dating to the 1990s [Times Colonistcapitaldaily.ca](#).

**** Recommendation:**** Extend the public comment period and conduct meaningful, neighbourhood-level consultations. Reintroduce Local Area Plans (LAPs) to respect historic community input.

2. Affordability and Tenant Protections Are Insufficient

- Public feedback and advocacy emphasized affordability, yet the OCP fails to secure meaningful non-market housing. Most development risk remains

permeated with unaffordability [Times Colonist Victoria News](#).

- Tenant protections offer only 2–6 months’ compensation and a right to return at 20% below market rent—only after 20+ years of tenancy. This is weaker compared to policy in other municipalities like Burnaby [Sustainable Victoria](#).

**** Recommendation:**** Introduce stronger mandates for affordable and non-market housing—e.g., minimum non-market units per project—and robust tenant protection frameworks, including full relocation cost coverage and guaranteed access to equivalent housing upon redevelopment.

3. Heritage, Ecology, and Green Space Impacts

- In areas like James Bay—already dense and developed—the plan puts additional pressure on heritage homes and mature green spaces [capitaldaily.ca](#).
- The shift to linear parkways and street plazas instead of substantial parks is concerning, particularly when “trees become a prescriptive aesthetic” and environmental ecosystems (e.g., Garry oak meadows) are overlooked [Sustainable Victoria](#) and [Reddit](#).

**** Recommendation:**** Strengthen heritage conservation provisions and ecological protections, including preservation of existing mature trees, restoration of ecosystems, and creation of meaningful green spaces—not just linear features.

4. One-City-One-Plan Ignores Neighbourhood Diversity

- The unified “One City, One Plan” approach risks homogenizing diverse neighbourhood needs. James Bay and other areas have contributed significantly to density and are being overburdened further [Times Colonist capitaldaily.ca](#).

**** Recommendation:**** Reintroduce mechanisms to reflect neighbourhood-specific characteristics and needs. This could include overlay areas or local considerations within the overarching OCP framework.

5. Upzoning Doesn’t Guarantee Affordability or Sustainability

- The draft enables four-storey builds citywide, six-storey in growth areas, and up to 14–18 storeys in some town centres, but the result may be market-rate housing alone [Times Colonist+2 Times Colonist+2](#).
- While zoning modernization and density bonuses are intended to promote

development and affordability, there's too little requirement for—and evidence of—delivering community benefits www.canadianrealestatemagazine.ca.

**** Recommendation:**** Tie density bonuses to enforceable outcomes like affordable housing units, family-friendly layouts, green infrastructure, and community amenity contributions. Require inclusionary zoning or affordability performance standards for bonus eligibility.

Peter J. Nadler

1947 Brighton Ave., Victoria BC
Canada, V8S 2E1

From:
To: [Public Hearings](#)
Subject: OCP Public Hearing
Date: September 10, 2025 8:15:20 AM

Hello

I live at the corner of Cook and Yates. I'm a member of the Victoria Transit Riders Union, and hang out with people from Homes for Living.

I see in the CLIMATE LEADERSHIP PLAN PROGRESS REPORT 2024 that the OCP pushes out the goal of 25% of trips by transit from 2030 to 2050. This is very disappointing. I think with the work the city has done on bus lanes and providing transit passes to teens had done a lot of good and encouraged more people to use transit and should be expanded to meet the goal by 2030 instead. Either push the province to expand the Get On Board program to teens across the province, or to expand the cities program to seniors as well.

3.1.3. Advancing Rapid Transit - Love this section, all of it. Great stuff. Please don't change any of it to appease those in single occupancy cars.

I agree with HFL that the OCP seems to prioritize redeveloping dense areas into even more dense areas instead of allowing the building of apartment buildings in areas that are largely single family lots currently. This increases the displacement of people in older and more affordable rentals.

Looking at the draft TENANT PROTECTION DURING REDEVELOPMENT BYLAW, the compensation for displacement is very low. A few months of rent as a payout does not make the current market rates accessible to many people.

Please listen to the advocacy groups like HFL who speak for the people who don't have time to attend hearings because they are working 3 jobs to afford their rent and transit pass. The OCP is going in their right direction, just not far or fast enough.

Steven Barre

Dear councillors,
I have two options

-If I choose to believe in your sincere desire for affordable housing, then I could detect in your zeal to push through this new OCP a strange but not unusual for our city hall logic “ we did it before, it did not work, let’s do it again “.

-If I take into consideration the city membership in UDI, which is a lobbying for profit platform for developers, then I could detect conflict of interests, willingness to give developers a lot with nothing in return but another bunch of LUXURY condos.

Which one is it?

Sincerely

Anna Cal

1059 Pentrelew place

From:**Sent:** September 10, 2025 6:48 PM**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Chris Coleman (Councillor) <ccoleman@victoria.ca>; Jeremy Caradonna (Councillor) <jcaradonna@victoria.ca>; Marg Gardiner (Councillor) <mgardiner@victoria.ca>; Stephen Hammond (Councillor) <shammond@victoria.ca>; Matt Dell (Councillor) <mdell@victoria.ca>; Krista Loughton (Councillor) <kloughton@victoria.ca>; Susan Kim (Councillor) <skim@victoria.ca>; Dave Thompson (Councillor) <dave.thompson@victoria.ca>**Cc:****Subject:** OCP comments for Public Hearing Sept 11 2025

As a resident of James Bay, and the City of Victoria for 35 yrs, I would like to express my concerns with the proposed OCP. (I was dealing with medical issues, so hope I'm not too late). Please hear me out:

1. With a neighbourhood already dense (aprox 13,000 residents), I am opposed to the presented plan of allowing 6-8 stories here especially with no option for any public consultation.

This unfairly places density in our quaint neighbourhood unfairly when compared to other areas ie. Fernwood.

Not to mention the impact via "shade" etc on well established trees & backyards of well

established heritage houses. Those trees will die; the value of those houses will evaporate.

And the character of our neighbourhood will be lost forever. (Do recall, our 'tourists' rely on the current beauty of this neighbourhood of James Bay.)

2. I am against "Commercializing" rezoning on Dallas Road by way of forcing 'commercial' components in any new builds. This is unacceptable on numerous fronts: a) forcing any property owner to "add commercial", b) further congesting our lovely Dallas Road for NO purpose! And parking stalls are already full most everyday, esp near the Breakwater as is; c) the commercial business 'Ogden Point Breakwater Cafe' cannot even stay "open" every day after cruise ship season is over, and restricts it's days/hours, as one example); d) Does that not make way for "developers only" to have the capital to include that requirement on private property? What hope then do we have for owning & constructing a private house/dwelling on Dallas Rd? Not fair at all.

3. The removal of 'parking' on Menzies St (Niagara St south to Michigan St) is ridiculous. Those few stalls support those businesses with customers, and allow us that cannot walk a quick way to get our teeth cleaned (Focus On Dental), pick up flowers (Jane's Flowers), pick up much needed take-away food from many restaurants on that wee stretch of road. Our quality of life.

-The negative impact on those small businesses will be exorbitant!

-You have again missed again the "accessibility" factor in your proposed planning! NOT everyone in this 'proposed hub' can walk, let alone use a walker! With all due respect, you are not seeing the big picture of residents in James Bay unable to bike, 'scooter', walk.

AND I'm not talking about just the elderly. This reads as a blatant disregard for the handicapped/disabled. I speak on behalf of my neighbours all over James Bay too.

4. With all due respect, I found your earlier 'engagement' process via website very skewed in favour of your OCP plan, thus did not complete. (Again, with all due respect, I did not/do not classify that as 'public engagement').

5. The LACK of public input on any project moving forward is very concerning. I am NOT on Social Media, little access to wifi/email. Your OCP seems to blame it on the "Province", but exceptions could well have been sought ie the delegation bylaw under your control.

6. BC transit is YEARS away, yes years FAR behind your OCP! Another 'cart before the horse'. It is already unable to accommodate blocks long walks to a bus stop that is

undoable when you can't walk/are disabled.

I am all for "change" if it takes into account ALL voices, ALL unique neighbourhoods!

Thank you so much for your time,

Annie Winters

440 Simcoe St, Victoria bc

From:
To: [Public Hearings; Victoria Mayor and Council](#)
Subject: Proposed OCP
Date: September 10, 2025 8:38:02 AM

Re City of Victoria Proposed OCP:
2025 09 10

The OCP as proposed needs a serious rethink. One City-One Plan as a starting point is nonsense. Even Toronto has chosen to respect its diverse neighbourhoods and not treat the whole city as one. If a vibrant community is wanted, why treat all neighbourhoods as the same?

The concept that increasing density (and housing supply) will increase affordability is an oversimplification. Has it worked in Toronto? Vancouver? Supply economics apply to widgets in stores; housing issues including pricing have much greater complexity and more factors to influence them. New builds will be at market prices and the developers must be smacking their lips in anticipation! Shoal Point certainly added density but not affordability to the neighbourhood. The new build at Niagara and Menzies will increase density while its affordability remains to be seen. What it did do was remove tree cover and green boulevards. Affordable housing can only come from government initiatives. It will not come as a result of zoning! With the proposed OCP, a developer will take down an old house or two and put up 6 storeys of market housing. The proposed plan hands developers a prime neighbourhood close to amenities, that has ocean access (!), and ocean and mountain views (!), where there will be no tedious applications for variances, no pesky neighbours to consult, and no public hearings to endure. Not even expensive provisions for parking will be required!

The following are factors that need to be considered:

People: tenants in James Bay have endured reno-victions. Next it will be demo-victions. The support for their plight – and these will all be people in what is currently lower cost housing – is very little.

Infrastructure – this is the oldest neighbourhood in Victoria! The infrastructure itself is old and its streets narrow. Access and egress is a concern now. Just wait for increased density with more car share cars, visiting vehicles, delivery vans, taxis, etc.

Green space – I thought we were concerned about climate. James Bay is full of trees, green space, gardens, and boulevard gardens. Under the proposed plan, these will all gradually disappear. Nature and green space are a critical piece of quality of life.

Heritage – James Bay is Victoria’s oldest neighbourhood. This same fight to save a beautiful and vibrant neighbourhood from mind-numbingly same 3 and 4 storey apartment blocks was fought in the 1970s and here we go again. Heritage is a big tourism draw and there are many, many individuals and businesses supported by tourism. That too is likely to be destroyed.

One of the best things about James Bay is its great variety of housing, something visitors always comment on. There are elegant old restored houses (many multifamily now), just plain old houses, new modern style houses, new traditional style houses, many townhouses, small tasteful multifamily infill developments, 1970s apartment blocks, and some high rises. This variety helps make a community vibrant. What we should do is respect this, focus on how each neighbourhood in the city is different and unique, and work to enhance their best qualities. There are far better and more respectful paths to increased density than simply rezoning for 4-6 storeys. Witness Gene Miller’s article, “In Victoria, houseplexes a better option for the long term, maybe forever”, Times Colonist September 7, 2025.

Four to six storeys everywhere will do absolutely none of this. Victoria *could* buck the trend and do better. So much better.

Sincerely, Anne Wraggett
320 Niagara St., Victoria BC V8V 1G6

Subject: STOP MURDERING TREES
Date: September 10, 2025 9:28:40 PM

Dear Counsel,

I am dismayed and horrified to hear you are planning on murdering trees - even healthy ones. The natural world is already in crisis and now you are hastening this crisis.

Just because you were somehow voted in and may need to “show” you are actually doing something - may I point out that that “something” is supposed to be of actual BENEFIT to the community. That does not include raping and pillaging OUR natural environment!

A case in point is the case of trying to murder the tree in Centennial Square which has been there since I was a child - why would any sane person come up with an idea like this?

Instead of killing nature, why do you not devote your energy into educating the public on the dangers of wireless radiation as per 1,000's of double blind, peer reviewed scientific articles proving harm. You might start with just one - Dr Martin Pall's “Voltage Gated Calcium Channels..”. Then you might begin to force the telecoms to install fibre optics only. While you are at this, you could then force the telecoms to bring back the choice of being able “TO DISABLE” wireless so the unsuspecting public is not forced to use carcinogenic frequencies which have been well known for decades!

One day when you, too, have a brain tumour or someone in you family has another type of sudden onset cancer, you might actually wish you had done something to help citizens instead of harming us and the environment!

Sign me
An angry citizen

Subject: Fwd: OPC Public hearing comments for Sept. 11, 2025
Date: September 10, 2025 6:50:39 PM

See below.

Begin forwarded message:

From: Britta
Subject: OPC Public hearing comments
Date: September 10, 2025 at 5:14:10 PM PDT

Dear Mayor and Council:

I will not be able to attend the Public Hearing on September 11, 2025. I am a long-time Victoria resident who has lived in Fernwood, Fairfield and now, James Bay. My principal mode of transportation is by foot, though I also use transit and, very occasionally, a personal vehicle. I walk to downtown several times a week; this is where I shop, dine, meet friends and access many services. I am also a member of two local walking clubs. I walk through neighbourhoods including VicWest, Fernwood, North Park, Oaklands, Rockland, Burnside, Gonzales, Jubilee and Hillside/Quadra on a regular basis. I know our city well.

Please note my comments below and enter them in the public record.

1. Background:

- a. In general, I support greater densification, as long as plans take into account the increased need for public services and public spaces, coherent transportation planning, infrastructure upgrades and climate change mitigation.
- b. I have followed the OPC process over the past several years. Overall, public engagement has been wanting, with participants often asked to make binary choices. (e.g. do you prefer four story residential buildings or six storey buildings?) and little opportunity for in-depth discussion. This is in contrast to the robust engagement that accompanied the successful development of Capital Park, a major major project.

2. Areas of concern:

- a. Streamlining the permitting and development process could yield benefits but it can also create conflicts and the loss of opportunities for genuine (not just “nimby”) citizen engagement.
- b. The summary information promotes the ideas of open spaces, tree retention and/ or replanting, housing diversity and choice, heritage preservation and recognition of the unique nature of “what we love about our city” (which I

maintain means neighbourhoods.

c. In reality, the OCP's tag line "One City. One Plan" may be a more accurate indication of the city's vision.

d. Many people may only read the summary and look at the proposed zoning maps. Where the summary indicates there may be a uniform approach to zoning, the impact on individual "unique" neighbourhoods shows that some areas will bear more of the burden of change and densification. For example, most of James Bay is in the Priority Growth area (meaning more and taller buildings). There are also pockets along Dallas Road that may be not only subject to structures with more mass but also commercial activity that would be at odds with the adjacent residential uses and change the park-like aspect of the new Dallas Road cycling and walking path. The proposed Priority Growth designation correlates with the high proportion of renters and seniors in James Bay, possibly thinking these residents won't raise the same concerns as residents in other part of the city (I acknowledge that correlation does not equal causation.)

Contrast the widespread Priority Growth designation for James Bay with the much lower level of Priority Growth areas for Fairfield, Jubilee and Fernwood and the near-zero level for Rocklands and Oaklands. One City. One Plan? Not really.

e. The zoning map is available (though not presented with any implications). It is more challenging to dig deeper into the documents. Upon doing so I noted the following:

Consideration of Variances

Some applicants may seek variances in response to unique site conditions, opportunities and constraints. Variances would be considered through regular City processes and informed by the updated General Urban Design Guidelines and other City policy.

This statement on variances has the potential to bring the city right back to today's status quo, where some applicants (e.g. developers) bring forward to Council their cases for "unique site conditions, opportunities and constraints". In other words, those with significant resources (staff, legal teams, time, money, access to Council members) and the potential for significant profits can ask to circumvent the OCP - and under the proposed plan, individual residents and neighbourhoods will have little recourse to put forward their concerns. Don't perpetuate the fiasco that we have seen with the super-high rise proposal for the Kingston-Montreal lot, with the manipulation "public input" and suggestions of developer/councillor connections.

Recommendations:

a. Go back to the drawing board, taking into account the current political and economic conditions and the strong possibility of amalgamation with Saanich, where plans would have to be totally revised and then consolidated.

b. Streamline, yes, but still allow for community input.

c. Distribute the possibility of large (4 to 6 story) buildings more equal across the entire city.

d. Either eliminate the possibility of variances, at least for the first five years of the plan, or make it very clear that this process will be used infrequently and only with robust public input.

Thank you for your consideration.

Britta Gundersen-Bryden
James Bay

From: Barbara Pedrick Blied
Sent: September 10, 2025 4:05 PM
To: Victoria Mayor and Council
Subject: The 2025 Community Plan

Many years ago I helped create a thoughtful community plan for James Bay. And I also chaired the Downtown Advisory Committee for 4 years. So I am not inexperienced at city planning and management.

Every on-line reference to James Bay calls it a densely populated neighborhood.

It is a densely populated neighborhood on a limited land base with water on three sides and the protected park on the fourth side.

It has limited exits, a single lane on Wharf, Douglas, Blanchard, and Dallas Rd. to evacuate 13,000 residents in case of a disaster. We'd be trapped like Lahaina in the fire and New Orleans Ward 9 in the hurricane.

In addition it is often referred to as the oldest residential neighborhood north of San

Francisco.

Deciding to increase the density is short sighted in terms of safety. But if you must do so, do it creatively. Take the time to study what makes healthy communities! And I can assure you the answer won't be chock a block six story buildings with a sprinkling of heritage homes.

Gene Miller has pointed out that you can build 3 story character homes with up to six units and green space yards. And that would maintain the community feeling.

This plan is as short sighted as the 1960s suggestion to build a bridge from Vic West to James Bay, over the Inner Harbour. That plan got dumped. And this plan should be dumped as well.

If you've read this far, reply - I read it.

Yours,

Barbara Pedrick

South Turner St.

James Bay resident since 1980.

Sent from Barbara's

iPhone

I respectfully acknowledge that I live and work in the traditional territory of the Lekwungen peoples.

Re. Official Community Plan update “One City, One Plan”

I am writing to express my firm disapproval and disgust at the proposed OCP changes that are being proposed.

As a longtime resident of Victoria, and a resident of the North Jubilee, I implore you to reject this proposal. It will result in the destruction of our community as we know it and leave a legacy of mediocrity and environmental destruction.

There are many reasons for this, the biggest is that you are removing the democratic voice of the people of Victoria as to how our communities change and evolve over time. If this is approved, we are no longer allowed to comment or modify proposals by provincial legislation. This is too much, too sweeping and if approved we can't even discuss modifications to developments that would fall in what is written in the proposed OCP.

Massive rezoning is excessive and completely unwarranted:

- The proposed OCP twists provincial calls for increasing housing stock, it calls for 3-4 UNIT buildings in residential areas, this somehow has been twisted into 4-6 stories in many areas, other areas taller. This is NOT what has been asked for by the province, nor the population.
- Areas like North and South Jubilee and James Bay have large areas of massive 6 story buildings, buildings we are seeing in other areas that blot out the sun for the area around them and loom over everything. This is NOT what builds a community, this destroys communities.
- Based on recent reports, with the current OCP has more than met population increase, so it boggles the mind to think of a reason for such massive changes. It is not needed, what has been working, is working.
- This is simply uniform sprawl for no reason. There are still empty lots in downtown Victoria and adjacent areas. Areas with transportation (not cars or bikes) and infrastructure already in place. Why push intense development out of this core before it's fully developed, which is many years off.
- This does not make any sense from any urban planning perspective, what this OCP details is in the “what not to do” section of urban planning textbooks. A city can not just sprawl without the need, the infrastructure to support it, not the transportation links already in place.
 - Victoria has crumbling infrastructure, insufficient water for additional growth, sewer lines that are insufficient. City sewer lines in North Jubilee have roots growing in them currently, and water pressure drops in the morning when people wake up. The system can't even handle what we already have.
 - The storm sewer system alone is already overloaded for current needs, and

is regularly polluting beached even in summer, as we have all seen in recent months. It will have greater demands put on it with more hard surfacing with these monstrosities that the proposed OCP will allow.

- The school system can't cope with the current student base, there are no plans for new schools, this needs to be in place before massive and local population changes in population.
- The medical system simply can't keep up; the city needs to work with the province to be proactive in simply catching up with the current population. You can't in good conscience add more so many more people than the province is even asking for, you will latterly be assigning people to a shorter life due to lack of healthcare.
- The police department can't even keep up with the current population, and to my experience will not respond outside the downtown core. If you sprawl as you are proposing, the police have no chance to do their job.
- The fire department and can barely keep up with the current population, without a massive expansion. Sprawl as is proposed will make this impossible, call times extended with the potential fatal consequences that follow.
- Transportation, as someone with mobility challenges, the city can't claim to have transportation sorted out for a bigger and sprawled population.
 - Bus system is unreliable and need commitments from BC Transit to meet their promises. This has not happened in decades. Big changes in population within the city should not take place until this is revolved and in place.
 - There is no rail, trolley, LRT, options, which any other city looking to grown would already have in place. Even developing countries understand that, Victoria has zero plans.
 - Walking, and cycling long distances is ableist and non inclusive of the whole community, especially those with disabilities, or are simply elderly.
- To make this plan reality and upgrade even just the underground infrastructure quickly will cause a massive burden on an already overburdened tax base. This will never be fully paid by developers, this has never happened, and to claim so would be irresponsible.
 - Reality is even making small repairs appears to be beyond the capability of this city, small projects take years. Large projects that this would require would take decades by current measures.

Lack of Public Engagement: The Public ignored

- With less 1.5% of the population being surveyed to determine a direction for this OCP the city can not legitimately say this represents what the population wants.
- I personally tried to be involved in the process, but for whatever reason, surveys crashed and could not be completed after repeated tries. These issues were reported online to city officials via social media by others, it did not seem to fix anything. Trying to find surveys or ways to engage on the city labyrinth of a website, is almost impossible. Communication via mail were not received, which should be a bare minimum as a decreasing portion population is on social media.

- To say there was a bias to any results is an understatement. What parts of the survey I was able to see seemed bias towards height and density, there was no neutral ground or a way to say no to the options.
- A process that takes 2 years and been condensed into 6 months, this is not democracy. It is even less democratic when a large part of the population even now has no idea of these proposed changes. Those I tell are shocked, with information hard to find for most.
- The city communications such as the city newsletter made scant reference to the process, and often what was reported had deadlines that already passed.
- Community associations were excluded from the process; this is completely dictatorial, informed decisions can't be made without the voice of the people being heard from the start.
- The information I was able to find early in the process wasn't seeking opinion and input, it was telling people what was going to happen, even though it was supposed to seeking input.

Abandonment of Environmental Principles and the Destruction of the Urban Forest:

- Simply put this massive change in density that is proposed will result in the removal of a massive amount of the urban forest, something that at one point the city was committed to retaining.
 - These large buildings that will be allowed under the OCP will result in massive removals of green cover; this can't be deigned.
 - The claims by any of the developers of replacement of said trees have consistently been proven false.
 - These buildings use hard surfacing with shallow soil, which always results in stunted trees, that are regularly removed for maintenance.
 - The benefits and moderating effects of an urban forests are well known, but Victoria seems to be committed to its destruction.
 - Traveling in Europe in a heat wave this summer it was a stark contrast. In London even in built up areas, new areas there are trees, the moderating effect on the heat was immense. Whereas Victoria is moving in the opposite direction.
 - This proposal will have a stark effect on the environment of the people who live in it. Heat waves will simply be worse, shade saves lives.
- There is also an abandonment of commitments along the Bowker Creek corridor with the CRD. Large scale hard surfacing will greatly reduce the

available water to the fish bearing creek. This will be more pronounced each summer, as water that would be percolating into the creek through sub surface flows will now be going into the storm sewer. This will have disastrous effects. This is in addition to the shade effects of 6 story buildings will have on the eco system. They will be completely shaded out for a good portion of each day.

- Loss of urban habitat will be quite pronounced, as simply with will be under concrete, this isn't why people move here.

One City one Plan- Does not reflect reality:

- The reality of Victoria is the city is made up of unique communities.
 - James Bay is an example of an area that is already at a high density, why does it have to be made more dense and less sustainable? Why can't there be a mix of development types? Why is it one size fits all?
 - North/South Jubilee have been at the forefront meeting housing demands in a local ways for decades.
 - In these areas, a majority of houses have unregistered secondary suites, or rented rooms, that have been adding housing for decades, but this is not recognized by the city. To remove these is to remove massive amounts of affordable housing, replaced with expensive and expensive apartments, which simple warehouse people.
 - The areas have many multi-generational homes, which are also not recognized by the city. These are affordable and help our healthcare system. The alternative is warehousing of elders in our community.
 - There is also a mix of townhouses and duplexes that fit within seamlessly.
 - These areas show what works, and imposing monolithic changes punishes the areas who have been doing the heavy lifting for decades.
 -

Does Nothing to Help Affordability:

- The housing crisis in BC is an affordability crisis. This proposed plan does nothing to address this issue.
 - What is proposed is the destruction of affordable housing and replacing it with very expensive housing that exists to the expressed propose of maximizing profit.
 - We hear an often repeated line about first refusal of new units of those displaced by new developments. This in reality is not true, as the prices being charged for new units are massively more and even if discounted are out prices range of most Victorians. Especially the poorest and most disadvantaged.
 - What this proposal is creating is housing for the very rich and no one else.
- The fact is nowhere in the world has ever had the private sector build their way out of a housing and affordability crisis. To think Victoria can be the first is delusional and ignoring all the facts. We will make a small number of developers rich and make a lot more people homeless. This is based in fact all over the world.

Destruction of Heritage and the Character of the City:

- Allowing the destruction of heritage houses/ properties, does nothing to help the community aside from make a few people rich.
 - These are areas that need to be preserved for future generations and should not be targeted as they appear to be in this plan.
 - History, good or bad is still history, we look down on cultures that destroy their history, and unfortunately future generations will judge for this. Willful destruction of our cultural heritage is inexcusable; we have lost too much already.
- Part of this history is also in the plants, our urban forests, the fragments of Gary oak meadows, all seems to be up for destruction in this proposed OCP.
- The end product of this proposed OCP will be the replacement of the character and heart of Victoria with cheap, generic concrete and glass rectangles. As it stands now the new developments for the most part look like any other generic North American city.

In conclusion- Reject the proposed OCP

I implore you to reject the proposed OCP, it is rushed, it is going to make things worse and will tear out the heart of our communities. Please go back and listen to those you supposed to be representing and come back with a plan that works for the community and allow for growth that fits with the communities as we grow.

Sincerely,

Chris Halldorson

From:

Sent: September 10, 2025 10:54 PM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: New Official Community Plan September 11 th, 2025 / OCP Submission for Public Hearing

Dear Mayor and Councillors,

Please accept this letter stating my disapproval of the New Official Community Plan.

It is not acceptable to me because it over-compensates the real estate industry, especially the development community. It awards them with new increased density in zoning at little or no cost to them. All the costs are borne by the community. You are giving away our land and the social wealth attached to it with little or no compensation to its citizens.

I know that you are already aware of the failings of the new 'modern' OCP. It does nothing to solve the unerring insanity of giving more and more to private developers with little solution to our housing problem of

affordability.

And, I do not define affordability as one of our illustrious Councillors did in the past. To paraphrase her comments during the Council hearings about the Bellewood development when the price of the units started to soar past its initial affordability argument, “Every thing is affordable that sells.” Then, there was another Councillor whose happiness with the Bellewood development proposal caused him to enthusiastically suggest that he would be willing to lessen the developers's commitment down to 5 units rather than the 10 affordable units as agreed with City Staff. The 10 affordable units would be built on another property not yet proposed. (The lot is still undeveloped, by the way). Instead, a donation of \$250,000.00 was paid to the City in lieu of the units. Even at that time, \$250,000.00 would not have bought one condominium in Victoria.

What have we learned over the last 20 years of all those skyscrapers downtown and the concomitant lack of affordability? Do the other developments plaguing our City offer the same example of squandered wealth given to the developers?

If you pass this new OCP, you will again learn what all of your constituents already know. If you continue to do the same thing now, the same thing this city has done over these decades, and what nearly every other City has done during that time, will you actually achieve a different outcome?

Will one set of statistics help you see this issue in the proper context? According to the Globe and Mail, 58% of condominiums in Toronto, and 50% of condominiums in Vancouver are owned by investors.

How to define investors is the next best question. According to Statistics Canada, in the last Census, 35% of all single-family units in Canada (that's houses, duplexes, townhouses and condominiums) are owned by individuals who already own their own principal residence. Is that a good definition of investor? On top of that, there is the consolidation of ownership of rental units in fewer and fewer corporations. Do these two

marketplace realities suggest to you that investors control the 'marketplace' of housing?

In this new improved modern OCP, will investors continue to control housing with their wealth? Will investors set prices for the developers? Will the market price become what the wealthy can pay? Or, by some miracle, will the market price all-of-a-sudden become what the average citizen can afford? Only, if you believe in miracles.

With the new 'modern' OCP will development be easier and cheaper with less and less improvement in affordability? Will one big, beautiful OCP, one colossal OCP, change the outcome? Will developers forego the savings on costs to return it to the buyers with lower prices? Only if you believe in miracles. Will the investors and corporations stop buying because of a new sense of social concern? Only if you believe in miracles. Will developers stop wasting Councillors' time and just build what they can, where they can, without asking for more concessions? Only if you believe in miracles.

With the new 'Modern' OCP, developers will continue to ask for more. The game, the rules, the outcomes will not change. And, what are the outcomes? Must housing prices continue to increase? Must homelessness continue to increase? Must food banks grow and grow? Must children continue to go school hungry? Must mental health continue to worsen as the cost-of-living increases? Must our streets become unmanageable?

In closing, I would like to suggest to you, that if you believe in miracles, then vote for the new, 'modern' OCP to improve the 'marketplace' of housing. I would like to reassure you that one thing is certain: the land prices will increase, development will happen and its consequences will worsen as the wealth and income gap grows when more people slip into poverty.

But, if you believe in changing the reality to affordable housing, then, vote

against this OCP. Use your control over zoning to ensure that every increase in living space in our City comes with a concomitant increase in affordable living space with a better environment for all. Don't sell the City short. Don't give away our wealth for empty promises. You control our wealth, our social environment through zoning. Control zoning and you control the outcomes of development. Do not continue to worsen an already bad situation by continuing to do the same thing that got us here.

Yours sincerely,

Don Cal
1059 Pentrelew Place

Dear Mayor and Council,

Please accept this as my submission on the City's OCP renewal. I'm writing in my capacity as a seasoned economic development practitioner who's worked in and for Victoria since 2012. While it would be inappropriate in my role at the South Island Prosperity Partnership (a non-profit organization that is supported by, collaborating with, and was co-founded by the City of Victoria), to attempt to sway opinion on the plan itself, I'm writing today to highlight the importance of considering our regional economy and the role that it plays or could play in helping us realize the aspirations put forth in the OCP. As you all know, the City of Victoria and our central business district downtown are the heart of our metropolitan-region economy.

Updating the OCP couldn't come at a more important time. As leaders, we need to change course based on new realities, challenges and opportunities. There are too many of these to list out in an email, so I'll leave the rest to be published in the next two weeks

through an in-depth analysis that SIPP completed over the summer on the Strengths, Weaknesses, Opportunities and Threats (SWOT) of Greater Victoria's economy. This SWOT analysis was part of the work of the Rising Economy Taskforce that was struck in March 2025 to assess the current external threats facing the region (initiated as a result of the geopolitical tensions created by the current US Administration) but as the Taskforce engaged in conversations and surveys with the public along with business and community leaders over the spring, we determined that there are actually seven key systemic risks that, if not addressed by all of us, threaten not just the household incomes of our constituents, but prevent us from collectively addressing other non-economic challenges related to systemic threats such as climate change and our aging demographic structure (i.e. the need for healthcare services and retaining essential workers).

The SWOT analysis also informs SIPP's forthcoming 5-Year Plan as we seek to respond to the challenges from a position of strength and opportunity: we will build on "what's strong!" not on "what's wrong!". What are our region's key competencies and historical assets that we can build on to position us for success in the coming 5-10 years and beyond? How do we build a more positive culture of possibility in the region that seeks to build toward our vision of the future, not prevent it from happening? We all know that if we are to actualize a positive vision for the future of our region and our downtown, we need to build each other up, support entrepreneurs and innovators, unlock and leverage local capital and local ownership models, retain youth and young people, support families and family-friendly amenities, collaborate across geographies and sectors along the pathway to a better future for us and our kids and grandkids.

As mentioned, an email is not the right venue to unpack all of these systemic risk areas or the many opportunities that our region can build on. So until we present to Council in the coming weeks on the SIPP 5-Year Plan, I'll leave it to just one:

- Just two months ago the BC Business Council published a report that pointed out the fact that the province has now entered a period of net out-migration for the first time in over 20 years. But what is most troubling is a statistic hidden in the report's findings: that a full 77% of those who leave BC are under the age of 40.
- In surveys of these people under 40 about why they are leaving, the top two reasons cited were: 1) affordability; and 2) stagnant wages; in other words, they couldn't see a clear path toward their future, either through affordability or earning the incomes and experiencing new career opportunities that they need in order to see a future here.

The point I'm making is that when we assess our long-term plans, such as OCPs, we

must consider that young people, from new graduates to those trying to get a foothold as members of our local workforce, to those who are starting and growing families here, are at the root of all or at least many of the solutions and the opportunities to come. And therefore, our plans must look at the needs and aspirations of young people - those who will lead, participate, and move around our city and region in the coming decades.

- How will we address affordability across the spectrum of housing?
- How will we collaborate across Greater Victoria, with all orders of government, and across public, private, and non-profit sectors to address challenges and pursue opportunities?
- How will our plans and actions send the message to young people that we want them here and are going to build a city where they can see themselves and their future in a positive way?
- How will we help nurture new and emerging entrepreneurs and SMEs as the employers of tomorrow?
- How will we build diversity into everything we do: a city that welcomes diversity across the spectrum and that fosters diverse opportunities alongside this: from creating new blue collar jobs, entry-level career pipelines, to building new opportunities in the clean economy, the blue economy, the Indigenous economy.

Finally, I do want to make mention of the City of Victoria's efforts to launch and approve the Industry Arts and Innovation District in the Rock Bay neighbourhood earlier this year. As someone who served on the working group for this initiative, I want to reiterate that this plan is not just a Local Area Plan that ties into the OCP. It is a living, breathing vision for a new approach to economic development in the city. An approach that will enable the next generation of "makers", artists and creatives across a range of sectors. We look forward to continuing our partnership with the City to help it come to life. It's much much more than a land-use plan.

We look forward to presenting further information on the issues and opportunities above in alignment to the City of Victoria's refreshed OCP and other plans still to come. Until then best wishes in getting your refreshed OCP across the finish line.

Sincerely,

Dallas Gislason

Deputy Director, Regional Economic Development
South Island Prosperity Partnership (SIPP)

SouthIslandProsperity.ca



I respectfully acknowledge that I work on the territories of the Ləkʷəŋən (Songhees), Xwsepsum (Esquimalt), SṠÁUTW (Tsawout), WJOLÉP (Tsartlip), WSIḡEM (Tseycum), BOḡÉĆEN (Pauquachin), MÁLEXEŁ (Malahat), SCṠÁNEW (Beecher Bay), T'Sou-ke and Pacheedaht Nations. I commit to upholding the principles of UNDRIP and responding to the TRC Calls to Action

Subject: Comments on City's OCP renewal

Dear Mayor and Council,

Please accept this as my submission on the City's OCP renewal. I'm writing in my capacity as a seasoned economic development practitioner who's worked in and for Victoria since 2012. While it would be inappropriate in my role at the South Island Prosperity Partnership (a non-profit organization that is supported by, collaborating with, and was co-founded by the City of Victoria), to attempt to sway opinion on the plan itself, I'm writing today to highlight the importance of considering our regional economy and the role that it plays or could play in helping us realize the aspirations put forth in the OCP. As you all know, the City of Victoria and our central business district downtown are the heart of our metropolitan-region economy.

Updating the OCP couldn't come at a more important time. As leaders, we need to change course based on new realities, challenges and opportunities. There are too many of these to list out in an email, so I'll leave the rest to be published in the next two weeks through an in-depth analysis that SIPP completed over the summer on the Strengths, Weaknesses, Opportunities and Threats (SWOT) of Greater Victoria's economy. This SWOT analysis was part of the work of the Rising Economy Taskforce that was struck in March 2025 to assess the current external threats facing the region (initiated as a result of the geopolitical tensions created by the current US Administration) but as the Taskforce engaged in conversations and surveys with the public along with business and community leaders over the spring, we determined that there are actually seven key systemic risks that, if not addressed by all of us, threaten not just the household incomes of our constituents, but prevent us from collectively addressing other non-economic challenges related to systemic threats such as climate change and our aging demographic structure (i.e. the need for healthcare services and retaining essential workers).

The SWOT analysis also informs SIPP's forthcoming 5-Year Plan as we seek to respond to the challenges from a position of strength and opportunity: we will build on "what's strong!" not on "what's wrong!". What are our region's key competencies and historical assets that we can build on to position us for success in the coming 5-10 years and beyond? How do we build a more positive culture of possibility in the region that seeks to build toward our vision of the future, not prevent it from happening? We all know that if we are to actualize a positive vision for the future of our region and our downtown, we need to build each other up, support entrepreneurs and innovators, unlock and leverage local capital and local ownership models, retain youth and young people, support families and family-friendly amenities, collaborate across geographies and sectors along the pathway to a better future for us and our kids and grandkids.

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- Just two months ago the BC Business Council published a report that pointed out the fact that the province has now entered a period of net out-migration for the first time in over 20 years. But what is most troubling is a statistic hidden in the report's findings: that a full 77% of those who leave BC are under the age of 40.
- In surveys of these people under 40 about why they are leaving, the top two reasons

cited were: 1) affordability; and 2) stagnant wages; in other words, they couldn't see a clear path toward their future, either through affordability or earning the incomes and experiencing new career opportunities that they need in order to see a future here.

The point I'm making is that when we assess our long-term plans, such as OCPs, we must consider that young people, from new graduates to those trying to get a foothold as members of our local workforce, to those who are starting and growing families here, are at the root of all or at least many of the solutions and the opportunities to come. And therefore, our plans must look at the needs and aspirations of young people - those who will lead, participate, and move around our city and region in the coming decades.

- How will we address affordability across the spectrum of housing?
- How will we collaborate across Greater Victoria, with all orders of government, and across public, private, and non-profit sectors to address challenges and pursue opportunities?
- How will our plans and actions send the message to young people that we want them here and are going to build a city where they can see themselves and their future in a positive way?
- How will we help nurture new and emerging entrepreneurs and SMEs as the employers of tomorrow?
- How will we build diversity into everything we do: a city that welcomes diversity across the spectrum and that fosters diverse opportunities alongside this: from creating new blue collar jobs, entry-level career pipelines, to building new opportunities in the clean economy, the blue economy, the Indigenous economy.

Finally, I do want to make mention of the City of Victoria's efforts to launch and approve the Industry Arts and Innovation District in the Rock Bay neighbourhood earlier this year. As someone who served on the working group for this initiative, I want to reiterate that this plan is not just a Local Area Plan that ties into the OCP. It is a living, breathing vision for a new approach to economic development in the city. An approach that will enable the next generation of "makers", artists and creatives across a range of sectors. We look forward to continuing our partnership with the City to help it come to life. It's much much more than a land-use plan.

We look forward to presenting further information on the issues and opportunities above in alignment to the City of Victoria's refreshed OCP and other plans still to come. Until then best wishes in getting your refreshed OCP across the finish line.

Sincerely,

Dallas Gislason

Deputy Director, Regional Economic Development
South Island Prosperity Partnership (SIPP)

SouthIslandProsperity.ca



I respectfully acknowledge that I work on the territories of the Lək̓ʷəŋən (Songhees), Xwsepsum (Esquimalt), S̓x̓áUTW (Tsawout), W̓JOL̓E̓LP (Tsartlip), W̓SI̓K̓EM (Tseycum), BO̓K̓E̓C̓EN (Pauquachin), MÁLEXE̓L (Malahat), SC̓I̓A̓NEW (Beecher Bay), T̓Sou-ke and Pacheedaht Nations. I commit to upholding the principles of UNDRIP and responding to the TRC Calls to Action

From:
To: [Public Hearings](#)
Subject: Official Community Plan
Date: September 9, 2025 5:17:42 PM
Attachments: [Household and Population Projections clean.xlsx](#)
[OCP slide.pptx](#)

Dear Mayor and Council,

I am writing to oppose the OCP in its current form.

I live in James Bay. I love James Bay because of its diversity of housing and the resulting diversity of residents at all income levels. The few remaining streets containing heritage houses, many of which have been converted into multi-family dwellings, are part of what makes the built form of James Bay work.

I fear that James Bay, and perhaps the whole of Victoria, will become a place for only the very well off or the very poor unless more focus is placed on protecting existing affordable housing and meaningful requirements or incentives for new developments to include affordable housing (notably absent from the OCP).

There is a large population of seniors living in James Bay, many of them renters, who if displaced due to redevelopment will not be able to find housing that they can afford given current rents. Because of the existing density and the large population of seniors, James Bay is also more vulnerable to extreme heat, which means that more attention needs to be placed on maintaining the existing tree canopy in James Bay. The draft OCP does not protect trees, and does not do enough to protect and incent affordable housing. While tenant protection will be improved by moving the existing Tenant Assistance Policy into a bylaw, the bylaw does not go far enough to actually protect tenants who will be displaced as a result of development. Better tenant protection is possible, and the City of Burnaby has shown the way.

James Bay is already the densest neighbourhood in Victoria and should not be designated a priority growth area, which puts tenants, our remaining heritage streets, and the tree canopy at risk.

The level of growth provided for in the OCP (34,600 new housing units by 2050) is too high and is based on outdated population projections. Please see attached data from BC Stats. The 2024 data was downloaded last summer, and the 2025 data was downloaded this summer. The attached slide summarizes the impact on the number of housing units needed.

BC Stats' population forecast has been reduced by 16,517 due to immigration policy changes. Last year, BC Stats projected 134,770 population by 2046; this year they are projecting 118,253. Last year, BC Stats projected 70,442 households by 2046 and this year they are projecting 65,281 by 2046.

Only 10,241 new units will be required by 2046 for population growth.

In addition, please consider that there are currently 3,600 unsold units in Victoria, that the City has been approving an average of 845 units per year, and that this Council has approved 8,200 units over the past 3 years.

All this should allow for a reduction in the OCP density requirements, and reduce the impact on James Bay, already the densest neighbourhood in Victoria.

City staff have posted a Q&A on the OCP update page about population projections. They acknowledge the revised BC Stats population projections from February 2025 and note that the new projections are lower than the projections that made up the City's low growth scenario. City staff then go on to say that the "City could consider updating the high and medium growth scenarios based on these changes, but it would take time...." This does not seem like a satisfactory response to me.

I think the point of a plan is to actually plan where growth goes. That is the City's role, and is not the role of developers/the market.

Priority growth areas have been drawn without regard for what is already there; instead, they have been drawn just based on distance from a "community village" or "town centre." For James Bay that means that Medana, Clarence, South Turner and Government Streets, all much-loved streets with heritage houses, would be designated for up to 6-storey buildings.

We do not have a housing crisis, we have an affordable housing crisis. The market is what got us into this mess, and to expect the market to get us out of this mess is foolhardy. The BCGEU has done a report on the limitations of a market approach to the affordable housing crisis in BC (<https://www.affordablebc.ca/market-limitations>) which states:

The picture presented by this new housing landscape is not promising. As a result of higher interest rates, development will likely remain slow in spite of recent measures. The upzonings contemplated in Bills 44 and 47 will increase property

values across large areas of the province, transferring even greater wealth to existing property owners while increasing the cost of public land acquisitions as well as land costs for private and non-profit developers alike. In line with evidence from other jurisdictions, we can expect a modest amount of development spurred by mass upzonings, but what market supply is completed will have little net effect on housing affordability, at best slightly moderating continued price increases at the higher end of the rental market. Projects completed under the federal ACLP or BC Builds program will offer little relief due to very limited affordability requirements which will expire after only ten years. Development that does occur will likely continue to focus on renter majority areas, and we can expect a continued loss of affordable units to redevelopment along with a mounting human cost to displacement without mandated tenant protections. Finally, despite progress on inclusionary zoning, this approach alone will not produce anywhere near enough units to keep pace with continued losses of affordable units projected in the province. (p. 25; emphasis added)

Please press pause on this OCP, or at least exempt James Bay from being a priority growth area. The existing zoning in James Bay already provides for growth.

Thank you for your consideration.

Deb Hull

Subject: Written comments for Sept 11th OCP public hearing
Date: September 10, 2025 4:28:24 PM

To City Councillors and Mayor of Victoria:

My husband and I moved to Victoria 4 years ago and before we moved we spent time looking at neighborhoods and towns on the Island. We settled on James Bay because of its natural beauty, community feel, lovely homes and gardens.

We live on a very tiny street - more like a laneway and we were saddened to see the revised community plan which will allow 6 storey builds on our street. We have no sidewalks and no room to add sidewalks, no public parking and only one lane for traffic. One car needs to back up if it meets another car on our street. Does this sound like a location where a multi unit 6 story building will fit in ? I cannot even imagine what it would feel like to have a 6 story building overhanging our little community.

Our street - Heather Street - is a mix of character homes and new builds that blend together. The horse and buggies bring tourists down the street to get a feel for the oldest neighborhood in the city. We actually live in a new build where the developer decided to demolish a Victorian bungalow and replace it with a modern 2 story duplex. So I am not anti-development or anti-new just against large monstrosities in areas where they do not fit in. In fact, housing was doubled in a manner that fit our neighborhood and street.

One could argue that "allowing" 6 storey builds does not mean it will necessarily happen but we all know that developers are out to maximize space and profit and this results in over-densification in communities like ours. Please don't give developers the upper hand that sacrifices character and local neighborhoods.

We have little enough parking and new builds often don't include parking. I appreciate other modes of transportation (we are avid cyclists) but the reality is that young families often want to have a vehicle to accommodate trips to the grocery store, after school activities and healthcare appointments.

The reality is we are missing single family homes for young families. A more strategic idea might be to focus on renovating older larger homes into duplexes where additions are added that maintain the character of the home.

Many communities around the world like James Bay are PRESERVED and PROTECTED and VALUED for their character. They bring tourist dollars into the community which would be removed if we become just a neighborhood of condos and apartment buildings. The "Old town" sections of many cities around the world are huge tourist attractions and they bring revenue and are protected for future generations.

Sometimes there is a need to balance fiscal concerns with the bigger picture and protect what many feel is a highlight of their time in Victoria - visiting the neighborhood of James Bay. Is it worth destroying the oldest and most beautiful Victoria neighborhood ? Development has already crept in and is now the rationale for why there should be more. I would argue that the James Bay community has paid the price and taken its fair share of new development already.

I would like to propose that it is possible to create new housing in the city without sacrificing the character and liveability of neighborhoods. We have other areas of the city where 6 storey buildings would fit in very nicely and those communities have room for expansion.

Do our city councillors want to look back in 10-20 years and see horrific development with only memories of the character and charm that was James Bay ?

I request that the "up to 6 storey" building recommendation across James Bay be removed from the OCP.

I am available to discuss my input at any time at:

Please honour and do right by the city that you were elected to protect.

Thank you for your consideration.

Debbie Knifton

Subject: Writing in favor of the New Victoria OCP
Date: September 10, 2025 6:57:13 PM

As a lifelong resident of Victoria, I think this is a great plan that will help make our city more vibrant, livable, and most importantly, affordable (in the long run). I wish it went further but it's a good start. All I ask is that you please don't water it down.

Finlay Mooney

Subject: re James Bay OCP "Big Deal"
Date: September 10, 2025 7:11:24 PM

Please submit my written comment at the Meeting September 11, 2025 - Thank you

Sincerely

Helen

'As a resident of James Bay, living, working in & loving James Bay for over 30 years. I am concerned that the proposed changes could undermine the neighborhood's unique heritage and character. The primary points of contention include:

"One City, One Plan" Approach: The new OCP is taking a city-wide approach, which I feel disregards the unique character and needs of individual neighborhoods like James Bay. I argue this approach could lead to a loss of the historical charm that makes the area special.

Heritage Protection: I, other Residents and local groups, such as the James Bay Coalition, express deep concern the plan does not have explicit protections for heritage buildings and existing trees. I worry --- new, taller developments—up to four to six storeys—will lead to the demolition of older, more affordable housing stock and the removal of trees, which are critical to the neighborhood's character and green spaces.

The proposed Official Community Plan (OCP) includes plans for more commercial offerings in "community villages" and along certain corridors, honestly these already exist.

Take a walk through James Bay – with locals or tourists!!!

The community of James Bay, in particular, is currently well-served by a vibrant network of local coffee shops and restaurants. These are businesses that local entrepreneurs have invested heavily in, and they have been long-standing supporters of our community. All of these establishments are within easy walking distance and are accessible to everyone. Dallas Road and James Bay don't need more "fast food" eyesores. Tourists and locals alike enjoy the uniqueness of this special area, which is precisely what we should be protecting.

The blend of historic preservation, community services, and a compact layout underscores the neighborhood's strength in resisting over-development and maintaining its distinct heritage.'

Subject: 'NO' to the OCP and Zoning Bylaw Proposal
Date: September 10, 2025 4:24:19 PM

Sept. 10, 2025

To: Victoria Mayor and Council

Re: 'NO' to the OCP and Zoning Bylaw As They Stand

Greetings,

I am writing to urge you to vote 'NO' to the current OCP Review and the accompanying Zoning Bylaw Proposal.

I implore you to really LISTEN to other writers and speakers at the Public Hearing, who oppose this plan and who have more time and detailed knowledge than I do. Here are a few reasons I think you should vote 'NO':

1. The 'One City, One Plan' concept is fundamentally wrong
 - This concept ignores the facts that neighborhoods are inherently different and their residents want different things for their future.
 - A 'One City, One Plan' approach might make things easier for the Council and developers but it not good for building good unique neighborhoods.
 - In terms of my own neighborhood, James Bay is already 40% more dense than other areas, plus it has unique circumstances like a limited number of access routes, numerous events that involve road closures and major challenges in the event of emergencies and natural disasters. Fewer people would make this less of a problem, obviously. James Bay should not be painted with the same brush as other neighborhoods.
2. Public Consultation has been lacking and misinterpreted, and the outcomes seem pre-determined.
 - The initial Survey was poorly written and extremely biased to give pro-development answers. See the Rockland Neighborhood Associations newsletter and letter to mayor and council. It is no wonder many people like myself refused to participate in it.
 - Some council members seem to think that a small percentage of people making the effort to express their displeasure at the OCP means that everyone else is in favor of it!
 - Actual public presentation events and gathering of feedback has been limited, given the huge impact of a new OCP. The events were more about Presenting, with little emphasis on Listening.
 - Just because people voted for this mayor and council does NOT mean they automatically support this new OCP. What is really needed is for the mayor and council to listen to feedback, make changes, and go to a referendum or some other method of gathering accurate feedback from the residents before accepting a final plan.
 - Having only one Public Hearing, (with several speakers on other topics scheduled before it begins, no less!) indicates there is little interest in hearing from the public, or in considering new ideas.

3. You cannot provide housing for everyone AND maintain the features that make Victoria such a desirable place to live.
 - The goal of a 4% Vacancy Rate is not a reasonable guideline. See Trevor Moat's article in the Times Colonist, March 12, 2025. You cannot build enough units to house everyone who ever want to live here.
 - The city could keep building forever and not achieve that vacancy rate, destroying itself in the process. That's called Cancer!
 - **If we successfully build to maintain a 4% vacancy rate, we will be building quantity forever at the expense of community, affordability, and quality of life, today and tomorrow.**

4. Affordable Housing is not properly addressed or guaranteed
 - It is a fallacy to think that building more housing everyone will be able to afford to buy a home here.
 - Instead, planning should include a large element of housing types like co-ops and non-profit purpose-built rental units, Land Trusts, etc. These can give people security and input in their living situations.
 - What we do NOT need is more old apartment buildings taken over by REITS. You should also be working to prevent that.

5. The Population Estimates it is based on are outdated and the Zoning should be revised accordingly
 - This has been pointed out in a number of articles in the Times Colonist lately and will be further described better by other contributors.
 - What it means to me is that the "Residential Infill 4 Storeys" zones should be reduced to 3 Storeys, and the "Priority Growth Residential 6 Storeys" zones should be reduced to 4 storeys. This would make for much more liveable neighborhoods.
 - The previous "Missing Middle" program apparently allowed for enough housing to meet Provincially mandated targets. Why add more density than the Province or Population Estimates require?

6. There IS time to rework this proposal
I understand the Province has set a Dec. 31 deadline. However, it is important to send this back to the Planning Dept. NOW to get it right BEFORE it is passed. If the Planning Dept. is as professional and capable as they and some councilors say they are, this should be possible. If it's not I'm sure the Province can see what's being done and won't intervene until the process is properly completed.

We are all very fortunate to live in the city. Thank you for all your efforts on our behalf.

Please do the right thing and **leave a favorable and lasting legacy** by saying NO to the proposed OCP and Zoning Bylaw.

Thank you,

John Eckfeldt

#2 – 62 Pilot St., James Bay
Victoria, BC V8V 2A4

Hello, I am submitting the following letter to be included in the correspondence for the City of Victoria's public hearing on the Official Community Plan update, to be held Thursday, Sept 11, 2025:

Like many Victoria residents, I strongly oppose the City's proposed Official Community Plan (OCP) update. The perception among many residents that development industry interests have had a disproportionate and undemocratic influence in shaping the OCP and guiding the City's housing and development policies in general is apparently well-founded and needs to be formally reviewed and addressed before the OCP update can be accepted.

As Councillor Gardiner recently commented (as reported in the Times Colonist), "there is just not enough of the public's voice" in the OCP. This raises serious questions about whose voices are actually represented in the document and how certain stakeholders came to be over-represented in it. Victoria's residents need not be left wondering, though: City Council itself inadvertently provided relevant clarification during last week's Meeting of the Whole surrounding a motion to terminate the City's membership with the Urban Development Institute (UDI) – B.C.'s most powerful housing and development industry lobby.

Strikingly, our City Council's primary concern during that discussion was about the *perception* of the UDI's influence on the City, not its *actual* influence. The Mayor and Councillors indicated they would be comfortable going ahead with the motion provided it wouldn't change the City's access to UDI's "educational events and panel discussions" or "research... reports and all of the forecasts on housing and economic trends," and that it wouldn't impede the "conversations that staff have with UDI around policy initiatives." Mayor Alto herself asked staff to clarify whether the change in membership would impact their ability to work with the UDI and access "their research and resources."

Victoria's Mayor and City Councillors do not seem to be aware that the various relationships and resources they described may all include or constitute forms of lobbying. *Their conversation apparently reveals the various ways the development industry has been shaping housing policy in Victoria, and why those policies so consistently result in favourable outcomes for wealthy developers while increasing costs and decreasing convenience for local residents and small businesses.*

Modern lobbies aren't limited to traditional, direct forms of lobbying – they employ every resource at their disposal to influence policy outcomes, including: evidence-based communications strategies meant to sway the public and public servants alike towards supporting industry goals; the funding and provision of ostensibly objective "research and resources" that support their goals while omitting or downplaying contradictory facts and views; and an army of industry-linked think tanks, experts, and deferential corporate media voices who act as liaisons and communications agents with the public and government employees. They may even direct local university "real estate clubs" and employ students as informal, undisclosed lobbyists who attend public hearings to help sway public support in favour of controversial housing and development projects and policies.

Victoria's Mayor and City Councillors carried out their discussion apparently unaware of some of the troubling questions it raises:

What is the implication for plans like the OCP and for local democracy more broadly when local residents clearly do not enjoy nearly the same level of access as profit-minded industry interests to the City's policy-making machinery or are able to employ such organized, multi-pronged communications strategies to advocate for themselves and their community?

Do Victoria's Mayor, City Councillors, and city staff honestly believe industry-sponsored experts and information accessed through their relationship with the UDI – including those drawn on for the OCP update – consistently provide unbiased, objective information, including relevant information that contradicts industry goals?

For example, does the OCP update meaningfully include the Union of BC Municipalities' previous data and reports detailing how "supply" alone does not create meaningful affordability – an independent, evidence-based view that calls into question aggressive, mainly market-rate densification policies and is proving to be correct? Or does it reflect the UDI's simplistic and clearly false "supply = affordability" narrative? If it primarily reflects the latter, Victoria's residents deserve to know in no uncertain terms why that is the case.

The City Council's own discussion reveals a potentially serious problem related to various industry-sponsored relationships and resources operating within Victoria City Hall – a problem that clearly runs much deeper than mere public perception or an easily retracted membership with the UDI. This revelation implies serious implications for the way City Hall is currently carrying out housing and development policies, including the Official Community Plan update in question.

For the sake of local municipal democratic integrity and ensuring the needs of local residents and small businesses are being prioritized above the wishes of highly organized, largely non-local profit-driven industry interests, until relevant potential conflicts of interest and instances of undue industry influence that may have shaped the OCP are addressed with a fully transparent, formal review, the current OCP update should be put on hold.

Sincerely,
Julian Ruszel

Subject: OCP Sept 11
Date: September 10, 2025 11:26:36 PM

There are some good things in plan.

What is concerning is the city really working for citizens casting shade on Douglas Treaties saying descendants don't think the treaties are valid. After the ruling in Richmond recently with private land been awarded to Indigenous band it seems that the global organization like UN are running their agenda to end or undermine system of land ownership in BC. We don't like it and don't want it, we are all children of the planet and have a right to be here. Of course the government and companies treated the indigenous badly, they treated most of our ancestors badly in our countries of origin. This oppression and abuse of citizens by government needs to end. Please don't perpetuate it!

We are being asked to accept the climate emergency to give up cars as if their use will change the climate. Many have taken a close look at these claims and again just see it as global manipulation to control peoples movement and reduce rights and freedoms. What a sham is the concern over "projected sea level rise". Even though we are in a state of emergency the sea level rise has been consistent over 100 years. Again more misinformation to manipulate peoples movement and to make sacrifices for the supposed greater good. The models used to support this ruse are faulty and misleading say many climate scientists. What a falsehood to say "95% of scientists say climate change is due to human activity, they do not! Some industrial activity not individuals heating homes and driving cars may add to problems. If the climate is changing it is more likely a natural cycle. Riding bikes won't stop it! But the ideologues at city hall and on city staff are invested in the UN agenda. The earth is on a cooling trend say many scientists. You are losing people on this BS.

We've seen this city council over spend how much \$30,000,000.00 on bike lanes adhering to the global sustainability goals of the UN thereby putting tax payers on the hook for this debt. It's hard not to be cynical about your intentions when you are more devoted to allegiance to global goals over wants and needs of the citizens. What with the provincial bills recently passed we know they can just ram through there plans without public input. The sugar coated 15 minute cities sales pitch seem good except when they restrict our movements and choice that we are going to give up for climate crisis. I do not approve of this OCP too many false premises and manipulations by global agencies. If you push this through and carry on pleasing developers, and global governance and make this city unaffordable, restricting movement thinking everyone is going to be happy on bikes you are out of touch with reality. If you undermine property ownership you all on the 2025 council will be seen as global agents, traitors to the citizens of Victoria. We ask that the City of Victoria staff and council reconsider their ideological adherence to questionable UN agendas. We don't like it and do not want this sugar coated poison pill of 2050 UN driven deceptive OCP.

Thank you
Joy Stott
Victoria

Sent from my iPad

I would like to record my opposition to the proposed changes within the New OCP. This process has been rushed, and from the onset this process has lacked any true effort to consult in an unbiased manner with the public. And even where the public has come forward to voice their opinion, the City has remained focused on their original ideas and largely ignored community input. Case in point is the Places and Spaces events that were held in James Bay. The idea of 4-6 storey rezoning throughout James Bay was widely rejected at the Places and Spaces workshops, whereas the concept of heritage neighbourhood protections and a gentle densification through smaller missing middle, heritage conversion, and townhouse developments that could enhance and blend into the neighbourhood were widely supported, yet here we are with larger swaths of James Bay highlighted as primary growth areas of up to 6 stories and any concerns on protecting what little remains of the heritage within our neighbourhood ignored. Clearly the constructive comments our neighbourhood provided have largely been ignored.

Victoria is making questionable population projections within a closed bubble that fails to accept and acknowledge that Victoria proper is just one small piece of a larger Greater Victoria community. Before a new OCP is enacted, the City of Victoria and our Council should be focused on the elephant in the room, Amalgamation, and work constructively with our neighbouring municipalities to work out and present a cohesive Greater Victoria vision for all to work and aspire towards -- anything else misses the bigger picture. Only then can it be considered a One City, One Plan idea. Victoria does not exist in a bubble.

Throwing all neighbourhoods open to a minimum of 4 storey rezoning with 6 storeys in select areas will only make issues of home affordability worse as developers will now be competing against residents in housing and land purchases. A specific case in point involves the 131-135-139 Menzies properties that were sold a few years ago for \$1.2M over what these same parcel of 3 properties had sold for only 1 year earlier, and at cost far in excess (>\$1M) over the assessed value of these 3 properties. How can prospective home buyers compete with aggressive offers from profit driven developers? These new policies will have a chilling, harmful effect on home affordability for the average family. Yet this is exactly the direction that the City is putting forward in the new OCP. Again a common theme, let's focus on the wishes of developers over the needs of our residents.

Developers are banking on a continued appreciation in "Market" rental. New "Market Rent" builds will displace current tenants and add to existing affordable housing rental issues for many long term tenants. Increasing Market Rent supply, does nothing to help with affordability — the "trickle down effect" is a mirage at best. Perhaps even worse, the OCP contains minimal support for displaced tenants. We do not have a housing crisis in Victoria, the reality is that we have a housing affordability crisis and there is little in the OCP to encourage or support affordable housing initiatives. The City needs to develop creative City driven initiatives, investments, and partnerships in Co-op rental and Co-op structured, not strata, owner/occupied townhouse developments where rentals and home ownership can be kept affordable and not be driven by market forces.

Approval this spring/summer of the 131-139 Menzie Market Rental apartment has also cost the City and Council any credibility in their argument that the new OCP is about laying out common rules and guidelines that all developers must follow throughout all neighbourhoods. 131-139 Menzies is a development that required 11 variances and represents a building that is not supported within either the current or the proposed OCP. Instead it ignores and breaks all rules and guidelines set out in these documents. All 19 studios are smaller than the minimum size council specified by the city earlier this year. The front, side, and rear setbacks are significantly smaller than the stated requirements for a building of this size. Contrary to the City's claim, only 2 of the 3 properties involved in this development are located within the current James Bay Village Zone. The retail area is a mere fraction of the stated Village Zone retail area requirement, and nowhere in Victoria has a building adjacent to a residential neighbourhood, 43 suites, been approved without any parking. This building is effectively the poster child for the new OCP. And even worse, due to the excessive size and setbacks granted to this building, this building will

effectively limit the size of future developments on adjacent properties. Guess it's all about first come first serve, and ultimately has nothing to do with respecting the rules and guidance the City has specified in the current or the new OCP.

Quite simply this is a misdirected plan that has been driven by the development industry and has largely ignored community direction. Furthermore, on the Eve of a new Civic Election cycle, Council lacks any true Public Mandate to justify pushing through such a radical change to the direction of housing within our community. The Province simply requires the adoption of a missing middle housing plan that we have already embraced. The direction taken in the new OCP presents a far more aggressive plan than what is required by the Province. And the data used on projective population growth to support this plan is sketchy at best.

Please reject this plan and instead re-imagine a new OCP that incorporates and takes direction from the residents of our community, and at the very least attempts to develop a cohesive plan that works for the entire Greater Victoria Community.

Respectfully,
Kevin Youck
135 Medana Street
Victoria, BC

Subject: Feedback - Proposed Changes to the Official Community Plan - Sep 11, 2025 Public Hearing
Date: September 10, 2025 4:52:14 PM

Hello, thanks for the opportunity to provide feedback.

I was born and raised in Victoria and now live in the Rockland neighbourhood. I consider myself very fortunate to have spent a career in government service (now retired) and to make choices that allowed me to live in this beautiful historic area in my own single family home. This home is intended to be a nest egg for our children.

In my youth, I lived in apartment buildings, and a number of years back lived in a 10 unit townhouse development because it's what I could afford but I love having my own home on a small lot close to everything in a beautiful neighbourhood. At this stage of my life I have no desire to live in a multi-unit building having worked very hard to get to where I am. I love the neighbourhood I live in and pay high taxes to live here. If my neighbourhood becomes a very densely populated area, is the city going to reduce my taxes since you are in effect taking away the character and enjoyment of this area and impacting my quality of life?

I certainly understand that there are many people who can't afford a single family home, or indeed can't afford to live in Victoria. I know many people who want to live outside of Victoria and in neighbouring municipalities or further up island for a variety of reasons. Many, in addition to financial considerations, are concerned about the amount of crime (real and perceived) and the level of homelessness in our city which is a complex issue to solve. For a variety of reasons, in my opinion, the downtown Victoria core has lost a lot of its charm over the last 5 or so years. Businesses are leaving, people aren't feeling safe etc.

Given the amount of building going on right now in the core, and the challenges in the downtown, one has to ask if there really is a huge demand of people wanting to live in downtown Victoria?? Is the infrastructure there to support this? The units being built right now won't be inexpensive to rent/buy and certainly won't address the homelessness issue. Who will fill all these units? Will they become airbnb's in disguise?

I, like most people understand the bigger picture of housing challenges in Victoria, and indeed in Canada in general as the population increases and that not everyone wants to live in a rural community and at the same time not necessarily in an overcrowded city either. The dream of buying a home is out of reach for many young people so I understand the need for options.

What I've read in the proposed updates to the ten year plan makes me think that Victoria is going to become like the west-end in Vancouver with a very dense area of apartment buildings/condos etc. It comes across as though developers are

rubbing their hands together with being given the 'keys to the castle' and wanting to build multi-unit buildings everywhere. Seems to be many cases of developers making proposals with incentives to then turn around and say they can't deliver everything they promised and then they aren't being held accountable. (promises of certain % of units below market rent for example).

Some people want/like the big city west end Vancouver type lifestyle and for many it's what they can afford (and transportation options) that drives their decision/necessity to live in a dense area. For me, if I wanted to live in a densely housed community I would pack up and move to one.

I believe the Province and the city haven't recognized the huge cultural shift and the 'change management' required to bring citizens along with the strategy.. Has Victoria, Saanich, Oak Bay and other municipalities done any joint planning on housing density and transportation? It seems like Oak Bay for example has some special exemption or status - doesn't seem to be much building going on there.

The other issue is the city's proposal to drastically reduce parking spaces. I am fortunate enough to be able to walk into downtown but obviously not everyone is close enough or healthy enough to do that. Not everyone has a close bus service option, and not everyone is able to or feels safe riding a bike even with bike lanes.

The changes being proposed to the Official Community Plan (and the parking strategy) will have a profound impact on the culture, character and quality of life for everyone in Victoria.

I don't know what the overall solution is, but it feels like the city revised the plan so they could tick a box meeting the Province's requirements without actually taking the time to really think about and do extensive consultations on what kind of city we want to be in the future and how it impacts every demographic and the uniqueness of every neighbourhood, not just for younger people but for everyone.

Kathleen

Subject: Feedback for council re: changes to the OCP
Date: September 10, 2025 4:10:12 PM

First of all, I would like to thank city council for the opportunity to contribute to the discussion regarding proposed changes to the OCP . For the record, I believe thoughtful and sustainable development in any city is the only path forward however, I feel that this needs to be transparent and in partnership with the citizens that council is elected to represent. People must have a voice and this voice must have influence in the decision-making process.

The recent example of City Council approving a development on Fort and Davie Street is a glaring example of where this responsibility has failed. Our own council representative was forced to vote in favor of a development that has zero support in the local community in order to avoid a more obtrusive proposal being approved once the new OCP is put in place.

In other words, lets build the 6-8 story eyesore that no one wants to avoid city council approving a massive development in the future that could cause even more harm to the neighborhood. This is dysfunction personified and no way to do business.

Choosing the least odious option benefits only one stakeholder, the developer. In this case they were allowed to sidestep every single concern raised by the neighborhood association and get approval on a building on one wanted. Our feedback and engagement had zero effect on the outcome of the project and left members of the association feeling disenfranchised with the entire process. In the end the consensus was - what was the point? Our voices don't count.

In future, I urge city council to listen to and respect the voice of the people they represent and in the case of local development, let the appropriate council member be the subject matter expert on their communities.

My concerns with the current OCP Proposal:

1. Unprecedented Scope and Lack of Precedent

- While numerous jurisdictions are attempting to modernize zoning for development, nowhere in Canada has a municipality attempted such a broad and sweeping up-zoning that allows six-story developments on any residential lot.
- Previous zoning reforms — in Vancouver, Toronto, or even internationally — have been gradual, targeted, and paired with community safeguards. Victoria's plan represents an abrupt rewriting of decades of urban planning without precedent.
- A policy shift of this magnitude, made without incremental testing or pilot projects, risks destabilizing entire neighborhoods and sets a reckless precedent for how land use decisions are made.

2. Absence of Safeguards for Homeowners

- The plan introduces no meaningful protections for existing homeowners, the largest group of stakeholders in Victoria's neighborhoods.
- Unclear rules on setbacks, shading, traffic mitigation, or density balancing to protect livability in established communities.

- The absence of protections means that homeowners bear all the costs (loss of privacy, congestion, reduced property values), while developers capture nearly all the benefits.

3. Risk of Significant Financial Loss and Negative Effect on Quality of Life

- Home ownership for most people represents the most significant financial investment they will make – this plan can put those investments at risk. A ten percent downgrade in the value of a home because of reduced privacy or loss of views would cost the average homeowner approximately \$128,000 based on current MLS information.
- What guarantee do homeowners have that they will be compensated when development causes a depreciation in the value of their home or negatively affect their ability to sell?
- A four or six story building on my current lot would pose a significant loss of privacy to my neighbors, affect sightlines, block sunlight, cause months if not 1-2 years of disruption through the construction phase and in the end, have a negative effect on the quality of life for every adjacent lot.

4. Perception of Favoring Developers Over Citizens

- I feel this proposal explicitly benefits developers by removing existing zoning restrictions and maximizing their ability to extract profit from Victoria's land base.
- Developers are not typically accountable to residents and often have no long-term stake in neighborhood well-being; their incentive is to maximize return on investment, not preserve quality of life.
- By contrast, homeowners have paid property taxes for years and cultivated these neighborhoods, expecting council to balance growth with community integrity. This policy tips the scales heavily toward profit-driven development.

5. Breach of the Implied Social Contract for Homeowners

- Homeowners purchase property under the reasonable assumption that zoning and community plans — built over decades of consultation and careful planning — provide stability and predictability.
- By unilaterally rewriting these rules, council undermines the implied “contract” between residents and their government.
- Citizens expect elected representatives to reflect their values and protect their investments, not to suddenly abandon established agreements in favor of radical, developer-driven change.

6. True Community Engagement and Representation from City Council

- Council's approach suggests an attitude of “we know what's best for you,” and I am concerned it is ignoring genuine public input.
- Community engagement processes to date have too often been performative rather than substantive. What guarantee does the public have that city council will act on when offered significant and meaningful feedback against a development proposal?
- City council meetings in other municipalities have been disrupted by frustrated citizens who feel their voices are not being heard and believe that council has the right to impose their vision on communities rather than collaborate with citizens. I urge the city not to follow this path.
- A recent example is the Davie Street development, which received no meaningful support from local residents, despite repeated consultations. Council approved it regardless, proving that engagement is treated as a box-ticking exercise rather than a real dialogue.

This style of governance undermines democratic trust and erodes confidence in the city's ability to represent the will of its citizens.

7. Failure to Account for Negative Externalities

- Raising the density for any area brings with it significant strain on local infrastructure including parking, traffic and overall congestion before during and after construction. This needs to be accounted for and affected residents consulted.
- Public amenities such as parks, schools, and community spaces are not addressed in the proposal.
- These cumulative impacts fall disproportionately on existing residents, who will face reduced livability with no offsetting guarantees.

8. Development Without Guardrails Leads to Exploitation

- The proposal assumes developers will “do the right thing” and build thoughtfully, but history shows that without clear restrictions, profit motives dominate.
- Overbuilding, minimal design consideration, and disregard for adjacent properties are not hypothetical risks; they are predictable outcomes in a market-driven model.
- Without strong guardrails, the city will become a patchwork of developer interests rather than a coherent community guided by citizen priorities.

9. Balanced Development Requires Partnership, Not Imposition

- Development is not inherently negative. Residents recognize the need for growth and housing supply – the willingness of the Jubilee Community Association is an example where the community supported development, but feedback was ignored, discounted and made no visible impact on the final project.
- Sustainable growth needs to be co-created with those who live in and maintain Victoria's neighborhoods.
- Citizens have invested not just financially through decades of property taxes, but also socially, cultivating the character and ethos of the city's diverse communities. These investments deserve respect. City council should make these decisions through the lens of serving the public and representing their voices.

Conclusion

The City of Victoria's proposal to rewrite the OCP to allow six-story developments on any residential lot is an unprecedented, unproven experiment in urban planning that I believe favors property developers at the expense of existing homeowners. It strips away generations of trust between homeowners and the municipalities they live in. Without careful oversight, it strips away safeguards for homeowners, disproportionately benefits developers, and betrays the foundational trust between citizens and their elected representatives. Homeowners must have a recourse to object where a development has the potential to have a negative effect on their property or their quality of life.

Development can and should occur, but it must be rooted in genuine partnership with the community, grounded in safeguards for property owners, and attentive to the long-term

sustainability of neighborhoods. To proceed otherwise is to risk undermining both the quality of life of Victoria's residents and public faith in the role of city council.

Regards,
Michael Oomen
South Jubilee Resident

From:
To: [Public Hearings](#)
Subject: Feedback: OFFICIAL COMMUNITY PLAN DRAFT
Date: September 10, 2025 9:00:11 AM

To Mayor and Council:

Since Victoria is on an island, transportation costs make food, in particular, and other goods more expensive. It also suffers from increasing drought. For these reasons (among many others), I do not see the scale of growth planned for the city as being sustainable.

Regards,
Nancy Gow (a resident of Victoria)

From:
To: [Official Community Plan Update](#); LUPRI@gov.bc.ca; [Public Hearings](#)
Subject: Submission Regarding the Official Community Plan (OCP) Update
Date: September 10, 2025 9:58:10 AM

Subject: Opposition to the Current Draft of the Official Community Plan (OCP) Update

Dear Mayor Alto and Members of Council,

I am writing to express my strong opposition to the current draft of Victoria's Official Community Plan (OCP) update. While I support the need for thoughtful and sustainable growth, I believe this plan is fundamentally flawed in its approach. It prioritizes rapid, high-density development at the expense of community character, affordability, equity, and sound planning principles.

My primary concerns are as follows:

- 1. Excessive and Unwarranted Density:** The proposal to blanket our neighbourhoods with permissions for 4-6 storeys, and even higher in village centres, is a drastic overreach. This one-size-fits-all rezoning will irrevocably alter the unique character and scale of our established communities without a clear, evidence-based need. Current population projections from BC Stats no longer justify such aggressive targets, and evidence from other cities shows that flooding the market with supply does not guarantee improved affordability.
- 2. Destruction of Neighbourhood Character and Heritage:** Victoria is beloved for its distinct neighbourhoods. This plan erases those differences, treating James Bay, Fairfield, and Hillside-Quadra as if they were the same. It provides inadequate protections for heritage buildings and mature tree canopies, allowing for widespread demolition that will replace our city's history and green spaces with generic, high-profit developments.
- 3. Failure to Prioritize True Affordability:** The plan relies on a trickle-down economic theory that has proven ineffective in Vancouver and Toronto. By focusing overwhelmingly on market-rate housing, it fails to address the core of the crisis: affordability. We are losing our existing stock of affordable rental units to demolition faster than new non-market units are being built. The OCP must make non-market, below-market, and family-oriented housing its absolute top priority, with mandated requirements, not vague incentives.
- 4. Inadequate Protections for Existing Residents:** The plan will accelerate the

displacement of long-term tenants through "demovictions" and "renovictions." The City's proposed compensation measures are insufficient, especially for seniors and fixed-income residents. We must adopt stronger tenant protections, including right-of-return policies and compensation that truly bridges the gap to market rents, as other BC municipalities have done.

5. Lack of Infrastructure Planning: The plan envisions a massive population increase but is dangerously vague on how our crumbling infrastructure (water mains, sewers, streets) will support it. There is no comprehensive, costed plan for upgrading services, managing increased traffic congestion, or ensuring emergency vehicle access in densely packed neighbourhoods. This is putting the cart before the horse.

6. Flawed and Rushed Public Engagement: The consultation process has been inadequate. The survey was designed to steer responses toward a predetermined outcome, and the City has largely ignored the loud and consistent feedback from community associations and residents. Rushing to meet a provincial deadline is no excuse for ignoring the legitimate concerns of the people who live here.

I urge you to reject the current OCP draft and direct staff to create a new plan that:

- **Reduces** the scale and pace of rezoning to a more realistic and gradual level.
- **Distributes** density growth equitably across all neighbourhoods, rather than overburdening those that are already dense.
- **Protects** heritage buildings, mature trees, and existing affordable housing stock from demolition.
- **Mandates** significant contributions to non-market affordable and family housing in all new developments.
- **Strengthens** tenant displacement policies to match the strongest in the province.
- **Presents** a full, costed infrastructure plan *before* approving massive density increases.
- **Re-engages** with the public in a genuine, transparent manner without a predetermined outcome.

Victoria deserves a plan that manages growth wisely—one that protects what makes our city special while building a truly affordable and livable future for everyone. The current OCP update does not achieve this.

Thank you for considering my submission.

Sincerely,

Peter J. Nadler

Footnotes:

1. Public Engagement Was Inadequate and Compressed

- The process has been intensely rushed. Council had only 34 days—from February 27 when the draft was circulated, to April 3 when it voted to advance the OCP—hardly enough time for informed public review [Victoria News](#).
- Engagement lasted just six months, compared to years-long processes for past OCPs and local area plans. James Bay residents, for example, only received a two-hour workshop despite having a local area plan dating to the 1990s [Times Colonistcapitaldaily.ca](#).

**** Recommendation:**** Extend the public comment period and conduct meaningful, neighbourhood-level consultations. Reintroduce Local Area Plans (LAPs) to respect historic community input.

2. Affordability and Tenant Protections Are Insufficient

- Public feedback and advocacy emphasized affordability, yet the OCP fails to secure meaningful non-market housing. Most development risk remains permeated with unaffordability [Times ColonistVictoria News](#).
- Tenant protections offer only 2–6 months' compensation and a right to return at 20% below market rent—only after 20+ years of tenancy. This is weaker compared to policy in other municipalities like Burnaby [Sustainable Victoria](#).

**** Recommendation:**** Introduce stronger mandates for affordable and non-market housing—e.g., minimum non-market units per project—and robust tenant protection frameworks, including full relocation cost coverage and guaranteed access to equivalent housing upon redevelopment.

3. Heritage, Ecology, and Green Space Impacts

- In areas like James Bay—already dense and developed—the plan puts additional pressure on heritage homes and mature green spaces capitaldaily.ca.
- The shift to linear parkways and street plazas instead of substantial parks is concerning, particularly when “trees become a prescriptive aesthetic” and environmental ecosystems (e.g., Garry oak meadows) are overlooked [Sustainable Victoria](#) and [Reddit](#).

**** Recommendation:**** Strengthen heritage conservation provisions and ecological protections, including preservation of existing mature trees, restoration of ecosystems, and creation of meaningful green spaces—not just linear features.

4. One-City-One-Plan Ignores Neighbourhood Diversity

- The unified “One City, One Plan” approach risks homogenizing diverse neighbourhood needs. James Bay and other areas have contributed significantly to density and are being overburdened further [Times Colonist](#) capitaldaily.ca.

**** Recommendation:**** Reintroduce mechanisms to reflect neighbourhood-specific characteristics and needs. This could include overlay areas or local considerations within the overarching OCP framework.

5. Upzoning Doesn't Guarantee Affordability or Sustainability

- The draft enables four-storey builds citywide, six-storey in growth areas, and up to 14–18 storeys in some town centres, but the result may be market-rate housing alone [Times Colonist](#) [Times Colonist](#).
- While zoning modernization and density bonuses are intended to promote development and affordability, there's too little requirement for—and evidence of—delivering community benefits www.canadianrealestatemagazine.ca.

**** Recommendation:**** Tie density bonuses to enforceable outcomes like affordable housing units, family-friendly layouts, green infrastructure, and community amenity contributions. Require inclusionary zoning or affordability performance standards for bonus eligibility.

1947 Brighton Ave., Victoria BC
Canada, V8S 2E1

From:
To: [Public Hearings](#)
Subject: DO NOT SUPPORT OCP
Date: September 10, 2025 2:15:27 PM

I am a homeowner in Rockland and would like to express that I DO NOT support the Official Community Plan under consideration.

While I recognize the need for increased density in the City of Victoria, I believe the plan goes too far in allowing 4- to 6-story units on every lot in the city.
This density does NOT fit with the character of Victoria.

Victoria's streetscape will be changed forever with this type of zoning.

I have concerns about the lack of heritage conservation - what about the history and beauty of these homes? It can never be replaced once removed.

I am concerned about the lack of protection for our urban forest - our street is home to many Gary Oaks, which will not be protected under the new plan.

I am also concerned about the lack of neighbourhood consultation in terms of new development projects.

Everything that makes Victoria the best city in the world and a popular tourist destination is at risk with this new plan.

I urge City Council to reject this plan.

Susan Evans
1015 Verrinder Avenue
Victoria, BC

Subject: Comments for OCP Public Hearing Sep 11, 2025
Date: September 10, 2025 6:17:07 PM

Recommendation.

That the proposed 2025 OCP be REJECTED in its current form. I am completely OPPOSED to a blanket redesignation of James Bay and other areas of Victoria to either 4 or 6 storey buildings.

Background.

I am a six-year resident of James Bay, a tenant, a long-time environmental educator, and, in my first career, a planner for the City of Edmonton for six years (senior planner by the time I left the City).

I participated in some of the public engagement for the 2025 OCP, including a 2024 City workshop in James Bay, and the OCP survey, which I found to be a frustrating exercise due to the limiting, pre-determined options.

Rationale.

Impact of densification.

I support compact city principles, acknowledging the role played by existing housing stock; shifting to more transit, cycle, and walkable-oriented communities; and reducing parking requirements for new buildings.

However, the approach in the 2025 OCP is far too “broad-brush”:

- I am deeply concerned that James Bay is designated a priority area for growth and accommodating increased density. Surely it has its share of density already?
- Blanket redesignation risks losing the diversity of building form in communities like James Bay.
- Blanket upzoning experience elsewhere suggests that it needs to be done in targeted, thoughtful ways, rather than “across-the-board”, and accompanied by strong tree protection bylaws and policies for permeable surfaces.
- The blanket redesignation will increase land values, leading to increased owner expectations of the densities which can be built on their properties. Older buildings which until now have been maintained could be allowed to go into disrepair, so that owners redevelop and use land more intensively. This will likely proportionately affect tenants more than property owners.
- There is a huge amount of “embodied energy” in existing building stock. The city should be encouraging owners to maintain their buildings, rather than redeveloping to even higher densities, with all the carbon emission impact that entails.
- Existing “Missing Middle” regulations are adequate. The existing “Missing Middle” regulations already allow for significant density increases in communities, without

losing the character and ambience of neighbourhoods. This is a creative approach to densification, achieving more intense use of existing buildings, without increasing hard surfaces, and without losing the character of our communities.

Loss of tree cover and permeable green space.

I am dismayed by the examples set by two current redevelopments near me (the very dense redevelopment of the Village Green townhouses on Niagara and Menzies Streets, and the five-storey condo development on Rithet Street). These projects removed mature trees, to be replaced by much smaller trees with far less room to grow.

Rather than increasing hard non-permeable surfaces like roofs across the city, the OCP should be exploring the opposite approach – maintaining trees and open space, and using existing building stock as intensively as possible. This is essential for adapting to the impacts of climate change.

The Rithet Street project will not result in affordable homes. They are being sold as “condo residences with ocean views and city vibes”. The architect’s image shows almost no greenery.

Conclusion.

In the quest to meet housing targets, the OCP is risking losing the qualities of building diversity, trees and open space which make Victoria a livable city. James Bay should not be designated a priority area for a broad-brush approach to densification. **Please do not “throw the baby out with the bathwater”! The 2025 OCP needs a rethink.**

Sarah Weaver
407 - 500 Rithet St.
Victoria, BC V8V 1E3

Subject: James Bay Public hearing September 11 re OCP
Date: September 10, 2025 7:24:51 PM

Please submit my following statement at the above noted meeting

Thank you

Elaine

As a resident of James Bay – for over 30 years I wish to have my voice heard with my deep concerns for this proposed Plan – in summary:

James Bay, while one of Victoria's most populated neighborhoods with a large senior and renter community, is deeply committed to preserving its unique character and historic charm.

Key Community Values & Uniqueness

Preserving Heritage: The community's strong commitment to heritage is a core value. It works to protect its historic homes, old streets, and Victorian character, which are a major draw for both residents and tourists. Landmarks like Fisherman's Wharf and the Dallas Road walkway are central to this unique image.

Balance in Development: Despite being a key transit hub for ferries and cruise ships, James Bay values simplicity and a balanced approach to development. This is crucial for maintaining the neighborhood's integrity amidst high population and traffic.

Heart of the Neighborhood: The Menzies Street corridor is a vital community center. Its link between the Inner Harbour, the Legislative Precinct, and other community services makes its preservation essential to the area's identity and function.

A central theme of my criticism is that the current council has eroded public trust by allegedly making promises during their election campaigns that they have since broken. Myself and other residents claim that candidates, now council members, vowed to support slower, gentler development in dense neighborhoods like James Bay and prioritize the preservation of existing affordable and heritage housing.

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From:

Subject: FW: OCP

Date: September 11, 2025 8:10:39 AM

Heather McIntyre, She/her

Protocol and Correspondence Coordinator
Communications and Engagement, City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

The City of Victoria is located on the homelands
of the Songhees Nation and the Xwsepsum Nation.

-----Original Message-----

From: Tom Palfrey

Sent: September 10, 2025 3:15 PM

To: Victoria Mayor and Council

Subject: Re: OCP

Please do not implement a plan that will see the destruction of my community through building oversized buildings in locations that compromise the character and nature of my James Bay Neighborhood and provide ghettos for the wealthy.

We do not have the infrastructure, services, nor physical capacity and we already bear a disproportionate number of multiple dwellings compared to other communities.

I suggest you lobby or take legal action against the provincial government to withdraw laws compelling you to do so. Thank you.

Tom Palfrey
203 Government St.
Victoria, BC
V8V 2K8

Sent from my iPad

From:
To: [Public Hearings](#)
Cc: [Victoria Mayor and Council](#)
Subject: Oaklands planning
Date: September 10, 2025 1:55:05 PM

Hello:

While I appreciate the work that has gone into the vision you have for Oaklands, a neighbourhood I have lived in for almost four decades, I am really perplexed by what I see as solutions to what were non-existing problems.

I am a cyclist. I biked to work for twenty years. I do not understand the concrete, green paint, bollards, and stencils everywhere, cutting off many useful routes when in swathes of the city there were NO issues with biking, or excess car traffic. To pick just one road near my house, my children and I biked happily and safely for decades along Haultain before someone saw a non-existent need and put stencils every 30 feet [Yes, I can see this is a bike path, thank you for reminding me over, and over, and over] and speed bumps that give me altitude sickness.

I can understand downtown, somewhat, although I have been to Amsterdam and this is not Amsterdam. But I concede biking in downtown Victoria wasn't safe, from a traffic point of view. I would bike home to get my car if going there, so something needed to be done for cyclists to safely access the city core. But to be frank, with the crime downtown now, I don't bike in any case because my bike will just get stolen. Or, I might get stabbed so someone, someone who actually maybe *needs* all those bike stencils to navigate, can help themselves. But I understand recidivistic crime is not part of your jurisdiction. [Might I respectfully suggest more of the city budget be allocated to working with the authorities who can solve the complex housing and crime problem, before downtown dies.] I was downtown recently with an old friend visiting from Salmon Arm when she curled her lip and said, "Oh. Wow. Downtown Victoria is so dirty." I hadn't seen it. I was habituated.

What I see happening in my hood feels very much like it must be a top down, make-work driven project, because it's not coming from the broader community. Rather, much of the work done, and to come, seems to push against community vision, like the Woonerf project. I say let the people who live on the streets decide how many bike stencils they actually require to sleep soundly in their beds at night, or whether or not sidewalks are a benefit or an imposition.

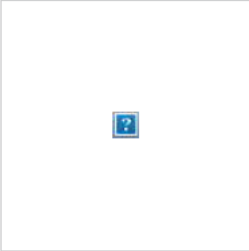
If it ain't broke, don't fix it. Where is the money coming from? Exactly WHO is sleeping with the CEO of a road construction company? Or perhaps a paint manufacturer? Or are we talking a tax payer funded ménage à trois, here? Whoever it is, my dear[s], these sorts of affairs of the heart don't last. Concrete does.

I urge moderation. I urge listening to the locals. We *like* our boulevard gardens. We *like* the almost rural feel of sidewalk-less Kings Road.

Thanks to Backlash, the world has an embodied canckled nightmare and his evil henchmen swaggering large and shredding democracy. Doug Ford in Ontaria is talking ripping out the bike lanes. Resentment is real. Backlash is a force.

May I draw a parallel to the below, now discredited [so clearly it has something important to say since it's managed to offend] classic. It illustrates what I see when I sit idling instead of driving where I need to go, as when, yesterday, my path on making a left hand turn on the green arrow was blocked by *two* cars who scooted through on a red and sat parked in the middle of the intersection. Resentment is real. Backlog is a force. With the exception of the core, Victoria used to be a liveable city for both cars and cyclists, and could be again, were the lessons taught below to inform our planning going forward. Just in case I have to spell out the theme [think stencil overkill and all that environmentally innocuous paint] it's basically that one *can* get too much of a good thing. [Think missing middle in earthquake zones. Think more concrete, in every zone].

https://www.google.ca/books/edition/The_Berenstain_Bears_and_Too_Much_Birthd/gRxGzZVe4M8C?hl=en&gbpv=1&pg=PT3&printsec=frontcover

	<h3>The Berenstain Bears and Too Much Birthday</h3> <p>This classic Berenstain Bears story is a perfect way to teach children about birthdays and what's most important about them! Come for a visit in Bear Country with this classic First Time Book® from Stan and Jan Berenstain. Join Papa, Mama, and Brother, as they help Sister celebrate her birthday. The special day is not all fun and games when Sister becomes overwhelmed by all of the festivities. Includes over 50 bonus stickers!</p> <p>www.google.ca</p>
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Vox Populi Vox Dei.

Thank you for your consideration,

Yours sincerely,

Tracy Yarr



**URBAN
DEVELOPMENT
INSTITUTE**
CAPITAL REGION

**447 HERALD STREET
VICTORIA, BC V8W 3N8**

September 10, 2025

Mayor Alto and Council
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Re: Building Flexibility and Resilience into the OCP

Dear Mayor Alto and Council,

On behalf of the Urban Development Institute, we commend the City of Victoria for the bold steps taken in modernizing the Official Community Plan (OCP). Rezoning, support for a greater diversity of housing forms, and forward-looking planning are important achievements that will help address our housing challenges.

But strong vision must also be paired with flexibility. As currently drafted, the OCP risks being out of step with real-world conditions because it limits the ability to consider amendments outside of City-led updates. In Section A.3.2 *Other Amendments to the OCP*, the draft states that amendments “**will generally not be considered.**” This phrasing assumes that the City can anticipate all future pressures, a premise that is unrealistic in today’s unprecedented, rapidly changing environment.

The housing sector is navigating unprecedented pressures in a cost-of-delivery crisis, including cost drivers such as labour shortages, supply chain constraints, financing constraints, tariffs, rising interest rates, and rapidly evolving building requirements and regulations. Construction costs are rising while sales volumes fall sharply. The seismic changes introduced under the 2024 BC Building Code are one example. Within weeks of the City’s economic analysis being finalized by Urban Systems (January 24, 2025),¹ the Province of British Columbia released its Space and Cost Impact Report (January 31, 2025),² estimating seismic-related cost increases of 15–20% on poor soil sites, which are common across Victoria. Those provisions came into effect in March 2025. In other words, the OCP’s economic assumptions were outdated before adoption.

This is not a one-off case. Code updates, financing shifts, and global disruptions are constant. A framework that states amendments “**will generally not be considered**” is, by definition, not resilient. Housing policies built for stability will fail in instability.

Recommendations

To ensure the OCP remains viable, we urge Council to:

1. **Acknowledge current misalignment.** Recognizing that the OCP's economic foundation is already outdated due to seismic cost impacts will help ensure decisions are grounded in present realities rather than outdated assumptions.
2. **Build in flexibility.** Embedding flexibility into the plan will allow the City to proactively minimize future administrative burdens by reducing the need for continual amendments when new cost pressures or regulatory changes arise. A flexible framework is both more resilient and more efficient.
3. **Foster adaptability in partnership.** Developers, the City, and the Province must work together to respond quickly and effectively to shifting conditions. Collaboration across these levels will help keep housing goals achievable even in volatile markets.

The City of Victoria has shown leadership in its planning vision. Now the task is to ensure that vision can hold under real-world pressures. Resilience in planning means designing policies that can adapt, not assuming conditions will remain stable.

We offer these recommendations in a spirit of collaboration and stand ready to support further discussions on solutions that ensure the OCP's housing goals remain achievable, balancing ambition with financial and regulatory realism.

Sincerely,

Anne McMullin
President and CEO, Urban Development Institute

Footnotes

1. Urban Systems Memorandum, *Density Bonus Financial Analyses for City of Victoria*, January 24, 2025. The report correctly anticipated seismic changes would impact development costs, but described them as occurring "in the upcoming years." In fact, the

- provisions took effect weeks later in early March 2025. [[Density Bonus Financial Analyses for City of Victoria](#)]
2. Ministry of Housing and Municipal Affairs, Building and Safety Standards Branch, *Space and Cost Impact Report*, January 31, 2025. Cost impacts are based on Q1 2025 Vancouver unit rates. Victoria's costs are expected to be higher, given the Capital Region's Design Group 1 classification for its sites with poor soils. The report estimates seismic-related cost increases of 15-20% (15-16% excluding adaptability) for these sites that are prevalent in the City of Victoria. Even at 10%, the increase represents a significant barrier to project viability. The report scope was limited and did not capture knock-on effects on design, livability, or saleability, which further impact project viability: the real total impact could be greater. [[Space and Cost Impact Report](#)]

From:
To: [Public Hearings](#)
Subject: I OPPOSE THE PROPOSED OCP UPDATE AND URGE DELAY
Date: September 11, 2025 11:10:18 AM
Attachments: [I OPPOSE THE PROPOSED OCP AND URGE DELAY.docx](#)

Dear Mayor Alto, Councilors and City Staff,

The proposed Victoria 2025-2050 will destroy Victoria as we know it. Please delay the OCP update and in the interim maintain the existing OCP and zoning.

City Council insists that Staff can't handle more work (*isn't that what our tax dollars pay for?*), and that the Provincial government mandates December's end as the deadline for receiving updated OCPs (*thereby collapsing a 2-year consultation process into 6 months*). Surely City Council can count on provincial leeway after "smash[ing] every housing approvals record in all housing categories since records were kept on the topic," to quote Councilor Caradonna (see endnote); and by quietly substituting 4-6 storeys for BC's 3-4 units in residential areas. Victoria's location, weather, gardens, heritage assets, and varied attractions will inevitably continue to draw new residents. But the rushed, top-down and poorly conceived "One City, One Plan" threatens to turn Victoria into a 2nd-rate Vancouver and convert the City's unique villages into the homogenous suburbs found all over North America.

Compiled by housing experts in Vancouver from 1961-2021 Census data, a recent Memo to Prime Minister Carney on advancing housing affordability demonstrates that simply increasing the supply of housing through densification has not made housing, particularly rentals, more affordable; just the opposite. Victoria's Council and Staff have been hoodwinked by their reliance on developer/real-estate sponsored Urban Development Institute (UDI) to guide their housing decisions—another example of the *now discredited* trickle-down economics. The 142,000 residents that the proposed OCP update estimates for Victoria by 2050 is overstated and outdated (*TC OpEd*, 9 Sept 2025): the BC Government estimates 118,253 for 2048, a whopping 24,000 fewer people. City Council claims it's trying to help students, families, seniors, low-income residents, and those with memory issues. Yet lured by amenity cost charges to help fund increased infrastructure *created* by pressure from investors and developers for increased densification, Council allows developers to demolish—rather than renovate in sections—affordable housing stock from the 1960s-70s. In the process, long-time residents paying affordable rents are demovicted, communities are destabilized, and speculative development is on the rise.

Even the new TAP offers inadequate compensation (compared to Burnaby or Ladysmith) and research shows that ten affordable units are sacrificed

for every new one built. Victoria is now the third most expensive city in Canada for rentals, and that will only get worse with the OCP's purported one-size-fits-all policies—just as it has in Vancouver. Furthermore, already dense neighbourhoods, among them James Bay, are required to contribute the same percentage of new housing as others less dense. That's *inequitable*, a punishment for owners of heritage and historic homes that reach out to house others while helping to retain their neighbourhood's charm; it's punitive for residents on heritage blocks who've sought approval to become HCAs only to have their applications paused for who knows how long. It's deeply unfair to a community that tourists love, one that puts up with cruise ship emissions, crowds and noise; helijets, horse-carriages, pedicabs, protests at the Legislature, frequent foot and bike races. Two weeks ago an unannounced bike race could have turned life-threatening in an emergency because of the traffic congestion it created.

Equally unsafe and punitive are further threats to already access/egress-limited James Bay: e.g., the proposed transference of the transit bus hub from wide-open Government St to the heavily residential triangle at Belleville, Blanshard and Douglas. And don't get me started about proposed reductions of tree canopy coverage from 40% city-wide to only 25% in denser residential areas, the result of massive rezoning that permits smaller yards and inadequate setbacks. Or about single egress stairways in multifamily residential buildings, a law decried by firemen and fire chiefs: can Council really approve such legislation for the sake of more units even if they compromise residents and their neighbours? And how will Island Health keep up with the OCP's densification schedule when 1 in 5 BC residents is currently without a doctor? We need more protections for our residents and workers, our heritage and historic properties, our mature trees, and our public servants. Not more upscale market-rate units like Jay Bay on Rithet St.

Despite your hard work, this Council's legacy may turn out to be a splash-park in Centennial Square; a reputation for not consulting with panels of local experts on complex subjects; for increasingly anti-democratic "Council-knows-best" disenfranchisement of neighbourhood associations from local land-use oversight (esp. CALUCs) and of taxpayers from true "engagement" in favour of "education" on what's "best" for us; for producing an OCP survey so biased that fewer signed than the 2,337 individuals who, in less time, signed a citizen-generated online petition against the OCP update. Equally troubling is the belief that non-participants and those who don't explicitly *oppose* a proposal somehow *support* it. This is verbal gerrymandering, a political manipulation to insure that a minority trumps the majority. Most wage-slaves don't have the time or energy to participate in my community.

City Council candidates reassured voters that James Bay, whose density is 40% higher than other neighbourhoods, would experience slower growth until other neighbourhoods could catch up. “Relax,” I’ve been told, “The OCP’s trajectory will be gradual.” But in the past three years, there’ve been three major redevelopment schemes within a block of my home. With CALUCs and current site-specific zoning regulations, our neighbourhood has been able to temper developers’ push to build overly large, market-rate complexes on small lots. If the updated OCP passes, our community will be compromised irreparably. The Dallas Rd Perimeter is particularly vexing as the proposed “Local Villages” are unnecessary: what about seasonal food carts, signage indicating coffee shops within a block or two of the water? Commercializing Dallas Road waterfront to permit buildings of up to 6 storeys will destroy one of the few public “wild” spaces remaining in Victoria, a seascape treasured as much by residents of Victoria as by the tourists who help foot our bills. That desecration, part of the OCP update’s promise to irreversibly change the community character of James Bay itself, will further tarnish your legacy.

Even the name “James Bay” seems to be disappearing. In Attachment B of the draft OCP, the maps “Proposed Areas for DCA 2--Downtown” (p.4/9) and “Proposed Areas for HCA 1--Commercial Heritage” (p.7/9) call James Bay’s entire northern section “*Inner Harbour*,” including the Legislative Precinct. Similarly, the map “Proposed Areas for DPA 3--*Victoria Harbour*” doesn’t mention James Bay by name even as it carves out a huge chunk of the neighbourhood’s western and northern sections. (The existing OCP at least labels the area “*James Bay and Outer Harbour*” [Appendix A, Map 64: DPA 11, pp.274-275; <https://www.victoria.ca/media/file/ocp-appendix.>]) Equally distressing, the map “Proposed Areas for HCA 2--Residential Heritage” includes James Bay’s three *existing* Heritage Conservation areas (Battery, Avalon, and Lewis Streets), but offers no others going forward? Is James Bay, the ideal 15-minute village, simply disappearing into the Downtown Core—described as “The area [that] embraces the Working Harbour, celebrates diverse cultural heritage and showcases Victoria’s role as the Provincial Capital” (Attachment A, p.55/178)? Like the “Our Downtown” banners on Belleville St to Quebec St in James Bay (and VicWest), this colonial-mentality mapping and signage erases previous place names and residents.

I hope you are listening before it’s too late to repair the damage...

Sincerely,
Dr. Adele J. Haft
660 Battery St, James Bay

Endnote: According to Councilor Caradonna, Council approved nearly every (re)development proposal in Victoria, after more than doubling B.C.’s first year housing target of 659-units with 1,477 net new units

completed between October 1, 2023 and October 1, 2024; and after surpassing the 2028 target of nearly 5000 homes by approving more than 8000 homes by 29 April 2025.

From: anne spencer

Sent: September 10, 2025 10:11 PM

To: Official Community Plan Update <ocp@victoria.ca>

Subject: Gonzales resident's response to OCP

Mayor and Council

I am writing to add my support to the Gonzales Neighbourhood Association's submission to the Public Hearing on the proposed OCP. I agree with their objections to the plan and also have personal reasons for opposing it. There has already been a major development close to my own house - the Aryze apartment complex adjoining Hollywood park- and a major development is in the offing for the lot next to my own place, including four family dwellings on a lot where there used to be a single bungalow. These will add to congestion on the street and decrease the enjoyment/sunlight etc. of adjacent residents. Extra sewer expansion etc. will

also be required. This on a street known for its problems of possible liquefaction in an earthquake because of the instability of the land formerly having a stream running where the road is now built.

I am sure you will hear of other reasons why the plan is not acceptable to many residents in this and in other areas and I wish my objections to complement those.

Anne Spencer
Gonzales

From:
To: [Public Hearings](#)
Subject: Submission to Victoria City Council Regarding Proposed OCP Changes to Douglas, Belleville, and Blanshard Streets
Date: September 11, 2025 11:32:35 AM

Mayor and Council

I am writing to strongly oppose the proposed changes in the Official Community Plan that would close Douglas Street northbound at Belleville and redirect bus traffic through Blanshard.

Under the plan, BC Transit would be permitted to park up to 13 buses outside Crystal Gardens and the new signature Telus Ocean building—directly across from the Convention Centre, one of Victoria’s major economic drivers. In addition, approximately 500 buses per day would be rerouted to loop south along the single-lane Blanshard to Superior and back down Douglas.

This area is not simply a transit corridor. It is a mixed-use neighbourhood that includes:

- High-rise residential towers, including senior living accommodations, where hundreds of residents would be directly exposed to increased air and noise pollution.
- Thunderbird Park, a site of profound cultural and heritage significance.

The proposed reconfiguration raises several urgent concerns:

1. Traffic capacity and congestion:
 - The single-lane “road improvement” on Blanshard between Belleville and Courtney is already visibly unable to handle existing volumes.
 - Adding diverted Douglas Street traffic and hundreds of additional buses will create gridlock comparable to Wharf Street during peak congestion.
2. Air quality and noise impacts:
 - The cumulative effect of 500 daily buses idling and circulating will subject nearby residents—including seniors—to unsafe levels of diesel exhaust, particulate matter, and continuous noise pollution.
 - This directly undermines the City’s goals for livability, public health, and climate leadership.
3. Public safety risks:
 - In the event of an emergency, gridlocked streets in this critical downtown-to-James Bay corridor could endanger residents, workers, and visitors. Emergency access and evacuation routes must not be compromised.
4. Economic and cultural considerations:
 - Locating a bus loop beside two of Victoria’s signature tourism and convention venues (the Convention Centre and Telus Ocean) sends the wrong message about how we showcase our city.
 - Surrounding cultural assets—including Thunderbird Park—deserve protection from industrial-scale transit operations.

Victoria has an opportunity to prioritize smart, sustainable transportation planning that reduces emissions, improves livability, and supports economic vibrancy. The proposed Douglas closure and bus loop, however, move in the opposite direction.

I urge Council to reconsider and remove this plan from the OCP in favour of transit solutions that respect residents, cultural heritage, and the City’s long-term vision.

Respectfully submitted,
Brenda Colbourne
1102-777 Belleville St
Victoria, BC
V8W 0G1

From:
To: [Public Hearings](#)
Subject: Input re: OCP plan
Date: September 11, 2025 11:57:42 AM

Dear Mayor Alto, Councillors and Staff,

We are writing this as recently transplanted residents to Oakland Rise Woonerf in Victoria from Calgary, Alberta. We have lived here for over one year and have enjoyed the warm welcome and vibrancy of the community immensely. We were attracted to the lovely environment here including the lovely boulevard gardens, the tree canopy of Garry oaks, the hand made benches (conducive for people to socialize and congregate at) street murals, the parkette spaces and lovely boulevard gardens so lovingly maintained and thriving to create pollinator corridors to enhance the local eco systems.

We were also impressed with the amount of community involvement available to us, that has included many opportunities to volunteer and participate in events such as: Fernwood Art Stroll, Tiny Garden Tour (in support of Victoria Hospice), Oaklands Street Fair with local vendors and musicians, backyard concerts and the Oaklands Sunset Market. We also regularly attend weekly neighbour gatherings on Mondays to discuss community concerns and goings on in the neighbourhood.

Our main concern as new Victoria residents is we do not wish to see our neighbourhood, Oakland Rise Woonerf (as well as Oaklands and other Victoria neighbourhoods too) succumb to the pitfalls of blanket rezoning that we personally witnessed in our neighbourhood in Calgary (Marda Loop/ Altadore) that we feel has directly resulted in the detriment and deterioration of the quality of life in the community. We saw over a relatively short period of time entire blocks of single family homes taken out (including trees and backyards) and replaced with multi storied apartment/condo buildings. This irrevocably changed the neighbourhood from a safe, inclusive environment with green spaces, gardens and trees to a concrete, urbanized and traffic filled sprawl- where much of the charm, nature and beauty was suddenly erased.

Needless to say, we moved here precisely due to the effects of the blanket rezoning policies by the city of Calgary, that we feel negatively impacted the development of our Calgary neighbourhood and made us want to leave.

A few key issues specifically re: Oaklands Rise Woonerf. Is the concern of potentially adding sidewalks on Kings Road which we are strongly opposed to as it works to defeat the idea of what a Woonerf actually is (a shared pathway that is inclusive to pedestrians,

cyclists and motorists as well as gardens, green spaces and gathering places.) We feel that adding sidewalks would reduce car parking which in turn could easily have a "domino effect" to reduce the "hard won" boulevard gardens, green spaces and hand made benches for gathering areas. The Oakland Rise Woonerf community has worked very hard to implement and maintain these changes over the past 9 years and it would be shame to undermine all that has been accomplished so far.

The other key issue is to question: Does it makes sense to have blanket rezoning that opens higher density development in seismic hazard zones?

We also want to express concerns re : the OCP plan. In particular, the language of the OCP needs attention given to how outcomes can be achieved in context to the situation INSTEAD of procedural requirements begging compliance.

Thank you for your consideration,
Sincerely Mae and Willa Morrisette
1262 Kings Road Victoria BC

From:
To: [Public Hearings; Victoria Mayor and Council](#)
Cc: Christine.Boyle.MLA@leg.bc.ca
Subject: Support for New OCP
Date: September 11, 2025 9:56:25 AM

Dear Mayor and Council Members,

I live a few blocks outside Victoria in Esquimalt and have worked in Victoria for the past 10 years. My main concerns relate to housing affordability and transportation options.

I believe Victoria should strive to be a city where anyone who wishes to live here can do so at a reasonable cost. While I support the new OCP as a step in the right direction, I am writing to share my concerns and suggestions for improvement.

I commend staff and Council for moving to allow up to four stories in all neighborhoods, as well as for advancing an ambitious plan to redesign residential streets so they work for everyone, not just cars.

However, I am concerned about how complicated the new changes are. I worry that Council may be repeating mistakes made with the MMHI and RDAH policies—well-intentioned initiatives that ultimately did not succeed in significantly increasing housing supply. I am also disappointed that Council did not reflect community survey feedback showing stronger support for six stories, rather than four. Allowing greater height would enable more homes to be built, leading to a more affordable and equitable city for all residents.

I encourage Council to simplify some of the rules in the plan, move it forward quickly, and commit to an annual review process to ensure the policy is meeting its intended goals.

Sincerely,
Cliff Childs
Esquimalt Resident

Dear Mayor and Council,

I honestly debated whether it was worth writing this.

The history of this council has been one that has been consistently paternalistic and dismissive of public input. It has also at times not listened to the knowledgeable, educated staff that advises it

On the other hand, it would appear that rather than making those difficult decisions, such as the Crystal pool, they abrogated their responsibility and passive aggressively put it to the public to decide, so they didn't have to take direct responsibility or accountability for the end result or the resulting expense and increase in taxes.

It has reached a point where many of your citizens firmly believe there is no point in expressing their thoughts or opinions as they will simply be discarded or overridden by a council that thinks it is superior to its population and knows what is best for us all.

The new OCP appears to hand the keys of the city to the developers, with "no holds barred" Last time I checked developers in large part are not altruistic but primarily guided by immediate profit, not overall visions of a vibrant city. As the current population numbers have been drastically down graded, one wonders whether this push to warehouse people is short sighted, and a reassessment is needed.

As a resident of the very targeted "Transit Hub" South Jubilee Neighbourhood I have the impression that the pleasant tree lined little residential jewel we now have will disappear over time. It is easy to dismiss the single family home as an anomaly in a growing city. Be careful of throwing the baby out with the bath water. While it is recognized or not, most young families aspire to having their own homes, living in vibrant neighbourhoods, not being warehoused in a box for their entire lives. South Jubilee currently gives some hope of that dream as homes are not as expensive as Oak Bay or Fairfield, and it has all the amenities one could ask for. Twelve to eighteen story buildings do not build neighbourhoods, nor lead to vibrant community interaction.

If the transit hub theory holds true, four to six stories make more sense outside of the downtown core, unless the vision is that South Jubilee will be part of "Down town" in 30 years.

Change is inevitable, but well thought out change with good regulation can lead to better long term results for the health and well being of the population of our lovely city.

My fear is that we will have an unplanned, unregulated wild west of development, and end up with an ugly mish mash of a city, with little to recommend it, other than its natural setting and a few historical spots of interest.

Home owners are feeling powerless, unheard and threatened in the face of these proposed changes. Not a great feeling in a city that I love.

From:
To: [Public Hearings](#)
Subject: September 11 Rezoning meeting
Date: September 11, 2025 10:59:48 AM

Dear Mayor and Council,

Having recently returned to Oak Bay after living in Vancouver, I am concerned that proposed increases in density are moving ahead without proper planning for infrastructure such as roads, parking, and community services.

I support more housing, but the proposed density is too high and too fast. If pursued without balance, we risk losing the character, safety, and livability that make Oak Bay and Victoria so special.

From my experience in Kitsilano, rapid density created empty, unaffordable homes, darker streets with towers sitting vacant, and an increase in crime. This is not the future we want for our community.

I urge Council to reconsider the current density proposals and instead pursue a balanced, thoughtful approach that protects neighbourhood charm while ensuring infrastructure keeps pace.

Thank you for your time and consideration.

Sincerely,

Christina K

Oak Bay Ave resident (Victoria taxpayer)

From:
To: [Public Hearings](#)
Cc: [Dave Thompson \(Councillor\)](#); [Matt Dell \(Councillor\)](#); [Marg Gardiner \(Councillor\)](#); [Jeremy Caradonna \(Councillor\)](#); [Krista Loughton \(Councillor\)](#); [Chris Coleman \(Councillor\)](#); [Stephen Hammond \(Councillor\)](#); [Susan Kim \(Councillor\)](#); [Marianne Alto \(Mayor\)](#)
Subject: Support for Victoria OCP
Date: September 11, 2025 9:42:59 AM

I am writing to you to tell you that I support a progressive Official Community Plan (OCP) for the City of Victoria – one that looks to the future, and not just the past.

I have lived in Victoria continuously since moving here at age 17 in 1985 – (celebrating 40 years!). After completing a degree at UVIC, I was fortunate to work and live as a renter in multiple neighborhoods, including Fernwood, Fairfield, and downtown. My wife and I started a home-based business which is now operating out of commercial space in the heart of downtown at Douglas and View. We have been renters and owners in Fernwood, Fairfield, Cook Street Village, and now James Bay.

Both of our children were born in our homes in Fernwood and Fairfield. They attended public school and University here; they played Little League at Beacon Hill, got their first jobs as umpires and Victoria News delivery, and played in community musical groups. They attended elementary, middle and high school in Victoria, and both attended UVIC, with our youngest finishing her degree this year.

For 4 decades my wife and family have had the incredible opportunity to live in this amazing city, and watch it grow and evolve. While it has its challenges, it is still the place we all want to be. My children often say “This city has everything; why would anyone want to live somewhere else?” We tell them – “You need to move away, see the world, and then come back.” Unfortunately, they both are wondering how that will be possible, and whether the city will be a place they want to live in, and that they can raise future Victorians.

The Official Community Plan is a forward looking, progressive plan. It prioritizes the well-being of current residents, as well as a sustainable and active community for future generations. It recognizes the need to accommodate car travel and home ownership, without prioritizing cars and expansive homes over the people who will live here tomorrow and in the years to come. It looks to create vibrant neighborhoods where people can meet, recreate and do business, while being connected to the larger municipality through active transportation corridors, improved public transportation, and even better parking opportunities for people of all ages and abilities.

The plan understands and acknowledges the climate crisis we’re living in, and commits the City to do its part to reduce our impact on the planet, improve the quality of our environment locally, and support efforts of sustainability locally and individually.

The plan will not solve all the social disorder issues that Victoria is facing, along with virtually every other municipality in North America. Those issues are beyond the reach of any one single

municipality. But it does include efforts to collaborate with the other levels of government that need to be engaged in solving the issues. And it provides options for both supporting our vulnerable populations, and creating a safer space for our residents today and in the future. It envisions and will support smaller community hubs that will bring people together, which will allow us to see each other directly, and help prevent some from falling victim to the challenges around us all.

And while it can't solve the social challenges we face entirely, that is not a reason to throw this baby out. Doing nothing different will not help. This Community Plan is ambitious, and visionary.

This Council has the opportunity to make real change and move us forward. Rather than step back from the challenge, or cower in the face of a small but loud opposition to change, you should proudly move forward, and hold your heads high as you support and implement this plan. You will be doing this for our current residents, and more importantly, for my kids, their families, and all the people who will get to be as proud of living in Victoria as we have all had the great fortune to do.

Thank you for putting this plan forward. We voted for this ambitious vision, and we will be proud of you for implementing it.

Thank you,

David Hill (he/him)

#5 – 60 Dallas Road V8V 1A2

From: dorothy rayner
Sent: September 11, 2025 6:02 AM
To: Official Community Plan Update <ocp@victoria.ca>
Subject: Proposed OCP

Good morning,

I am a resident of South Jubilee and recently watched the Public Hearing Information Session webinar of August 20, 2025 outlining the Official Community Plan of the City of Victoria. After viewing the session, I would like to give you some feedback.

I am a 30 year resident of a 6 floor building located on Richmond and Fort Streets which is the tallest residential building in the area with the exception of the two towers built on the hill off Belmont. Six floors seems to me to be a good maximum height for any additional residential buildings in the triangular area of South Jubilee. Allowing buildings of 18 floors to be built at the Oak Bay Junction or 12 floor buildings along Oak Bay Avenue would destroy the current feel of the area making it more like the downtown core.

The Redfern area has always seemed to me a good area to be redeveloped as a unit, replacing the older houses with new townhouses which would increase the density slightly and upgraded the current buildings.

One other comment I would like to address is the total square footage of the units that are being built in the area. A better goal would be to have units built that are 1,000 or 1,200 square feet rather than the tiny 500 - 600 sq ft or smaller. The larger size is more live-able for families.

I also think that making changes such as proposed by the City with input from only 1,500 residents is an error. It would be more reasonable to send out surveys to all residents and make changes based on the majority of the residents.

If the suggestions such as mine were to be implemented, rather than the more grandiose City plans, we would have a gradual, controlled development of the area.

Warm regards,

Dorothy Rayner
604-1745 Leighton Road
Victoria, BC

September 11, 2025

Dennis Reid

1539 Davies Street

Opposed – not willing to have a 6-story building on residential block as it is out of keeping with the rest of the block and would impact - and make worse – the existing parking issues.

As the remainder of Oak Bay Avenue is up to 4-storeys only, plans to build a 18-storey building at Oak Bay Junction would be out of keeping with the neighbourhood, as would the proposal for 12-storey buildings along the remainder of Oak Bay Avenue.

From:
To: [Councillors; Public Hearings](#)
Subject: Victoria OCP - Public Hearing Sept. 11, 2025
Date: September 11, 2025 11:09:54 AM

Dear Mayor and Council Members:

I am writing to express my opposition to the proposed OCP and bylaw changes. My comments relate primarily to James Bay where our family have been long term residents; I support the concerns of residents who live in other areas.

Erosion of Democratic Process and Effective Citizen Input

I participated in OCP open houses and the Places and Spaces workshop for James Bay. I am concerned that the OCP, if implemented, will not provide for ongoing citizen and community input by those who are most impacted by the proposed changes. In my opinion, provision for ongoing involvement is much more consistent with a healthy democratic society. Concerns as to issues such as time lines can be readily accommodated.

Negative Impacts of Densification as Proposed

I do not support the 4 and 6 story prescribed height and density. New buildings can have a disproportionate impact if they are taller than their neighbours. The impacts of loss of light, food raising possibilities and privacy can be significant. I believe there are opportunities to re-design existing housing stock and build smaller multiplexes that will meet the City's housing needs, especially as the projected population numbers appear out of date. There is a deep need for effective subsidized housing.

Degradation of Quality of Human Life and Biodiversity

I am opposed to additional commercial zoning along Dallas Road. It is likely to increase traffic and noise, and will put additional pressures on the declining natural areas adjoining the ocean. Holland/Finlayson Point contain rare plant and insect species that meet international Key Biodiversity Area (KBA) criteria. There are sufficient commercial areas in James Bay and other parts of Victoria.

Lack of Sustainability

There are already many pressures on James Bay, including cruise ship mass tourism, high density and transportation challenges that are not sustainable and are not being effectively addressed.

Thank you

Darrel Woods
60 San Jose Avenue
James Bay, Victoria BC V8V 2C2

Gerald Hartwig
Hartwig Industries
711 Princess Ave
Victoria, BC V8T 1K5

September 11, 2025

Mayor and Council
City of Victoria

Subject: Concerns Regarding the OCP Update and Community Engagement

Dear Mayor and Council,

I am writing to express serious concerns regarding the current Official Community Plan (OCP) updates and, in particular, the flawed community engagement process that accompanied them.


From the beginning, both residents and businesses have raised thoughtful and consistent feedback, especially around the proposed Arts and Innovation District. Yet that feedback was not meaningfully incorporated into the planning process. In fact, when concerns were raised directly with Planning staff—concerns that aligned with feedback provided by the very architect hired by the City—our input was pushed aside. Instead of collaboration, the response was resistance, leaving residents and businesses feeling dismissed rather than heard.

This is unacceptable for a process of this scale and importance. The engagement was rushed, limited, and did not provide residents or businesses with a genuine opportunity to help shape the future of their community. The fact that consistent feedback was actively challenged rather than considered only further undermines public trust.

The Arts and Innovation District represents a once-in-a-generation opportunity to get things right, but it cannot succeed if the voices of those who live and work in Victoria are excluded from the conversation. I strongly urge Council to pause these OCP updates and direct staff to undertake a new, transparent, and authentic engagement process—one that truly incorporates the feedback of residents, businesses, and stakeholders rather than disregarding it.

The future of Victoria depends on planning that is done with the community, not to the community. Right now, that standard has not been met.

Sincerely,


Gerald Hartwig
Hartwig Industries

September 11, 2025

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6



Dear Mayor and Council:

Re: September 11, 2025 Public Hearing - Victoria 2050 Official Community Plan

The *Friends of Bowker Creek Society* (FOBCS) is a volunteer-led watershed stewardship group dedicated to restoring the health of Bowker Creek and its tributaries. For more than two decades we have worked with governments, schools, and community members to restore habitat, monitor and improve water quality, develop greenways, and foster community education and outreach. We are also a founding member of the Bowker Creek Initiative (BCI), a multi-jurisdictional partnership that includes the City of Victoria, District of Saanich, District of Oak Bay, Capital Regional District and community associations.

Our Chum Salmon recovery project has attracted wide public support, and we are reminded daily that actions upstream—including changes to land use—directly affect conditions downstream and in the receiving waters of the Salish Sea.

We acknowledge and appreciate the efforts of City staff who led development of the *Victoria 2050 Official Community Plan (OCP)* and thank Council for the opportunity to comment.

Positive Elements of the Draft OCP

We are encouraged by several elements of the draft OCP that directly support watershed health and restoration:

- **Integrated Rainwater Management and Natural Assets**
The OCP's recognition of creeks, wetlands, rain gardens, bioswales, permeable surfaces, and urban forestry as core infrastructure is very positive. By treating natural assets as vital to ecological and hydrological functions, the City aligns with best practices in resilient urban design.
- **Flooding and Climate Adaptation**
We support the OCP's references to watershed-scale rainwater management and enhancing the hydrological functions of streams and coastlines to reduce flooding and build resilience to climate impacts.
- **Creek Daylighting Opportunities**
We appreciate that the OCP identifies daylighting opportunities. We note that the BCI and City have already undertaken much conceptual and technical work for daylighting Bowker Creek, providing the City with a clear pathway for implementation.

- **Blue-Green Network**

We support the OCP's mapping of Bowker Creek as part of the Blue-Green Network, envisioned as "a system of waterways, open spaces and natural assets that support biodiversity, healthy ecosystems and diverse wildlife habitats" while complementing engineered infrastructure.

- **Linear Parkways and Greenways**

Recognition and development of Linear Parkways is essential to maintain liveability and habitat connectivity as the region continues to grow. We note that the Bowker Creek Greenway was first identified more than 20 years ago in the City's 2003 Greenways Plan. It would also be helpful if linkages to adjacent municipalities were explicitly recognized.

Concerns and Recommendations

While the OCP contains strong policy direction, there are gaps that risk undermining watershed health if not addressed:

- **Town Centres and Urban Villages in the Watershed**

We note that three of the five proposed Town Centres and two Urban Villages fall within the Bowker Creek watershed. In addition, adjacent municipalities—Saanich and Oak Bay—have their own growth frameworks, which differ significantly from Victoria's. Attachment 1 illustrates how the watershed spans three municipalities with differing land use directions. This highlights the importance of inter-municipal coordination.

When viewed together, the cumulative impact of growth across municipal boundaries has the potential to further degrade watershed health over time. We recommend that the OCP adopt watershed-specific objectives and targets, comparable to tree canopy targets, and explicitly commit to working with Saanich and Oak Bay to align OCP implementation across jurisdictions.

- **Hillside Town Centre**

We attended the excellent Oaklands and Jubilee Ideas Workshop in May 2025, yet note that many of the creek- and greenway-related concepts developed during the session are not reflected in the Hillside or Jubilee Town Centre sections. While the OCP includes design guidance for the 'Tyee Greenway' precinct, there is no equivalent for the Bowker Creek Green/Blueway/Linear Parkway. We urge the City to integrate Bowker-specific design guidance into Hillside and Jubilee neighbourhood redevelopment planning.

- **Implementation and Adaptive Management**

The OCP appropriately emphasizes adaptive management with indicators and five-year reviews. We recommend adding Bowker-specific watershed health indicators, such as:

- Water quality (stormwater pollutants, temperature, sediment loads)
- Stream baseflow and infiltration rates
- Habitat connectivity and salmon recovery progress
- Flood risk and resilience metrics

We also encourage the City to commit to daylighting demonstration projects and to ensure flood risk assessments explicitly account for Bowker Creek.

- **Reconciliation with Indigenous Peoples**

The OCP highlights Truth and Reconciliation, including the importance of Indigenous knowledge in land and water stewardship. Restoring Bowker Creek is consistent with these values, and we recommend that the City recognize the watershed health as an opportunity to advance its reconciliation efforts.

- **Economic resilience**

The OCP also identifies blue-green innovation and ecosystem services as part of Victoria's economic resilience. Investment in Bowker Creek restoration can provide measurable co-benefits, including avoided flood damage costs, improved property values, recreational benefits, and enhanced biodiversity.

In closing, the Friends of Bowker Creek Society acknowledges the City of Victoria for its leadership and longstanding partnership through the Bowker Creek Initiative. The OCP's emphasis on climate adaptation, natural assets, and the Blue-Green Network provides a good foundation for ongoing watershed restoration.

At the same time, land use intensification in the watershed—especially in Town Centres and Urban Villages—must be balanced with binding watershed targets and coordinated inter-municipal implementation with Saanich and Oak Bay. Only then can we ensure that growth strengthens, rather than undermines, stream health and climate resilience.

We look forward to continuing our partnership with the City of Victoria, Saanich, Oak Bay, and the CRD to advance Bowker Creek restoration and resilience. Thank you for considering our feedback.

Sincerely,

FRIENDS OF BOWKER CREEK SOCIETY

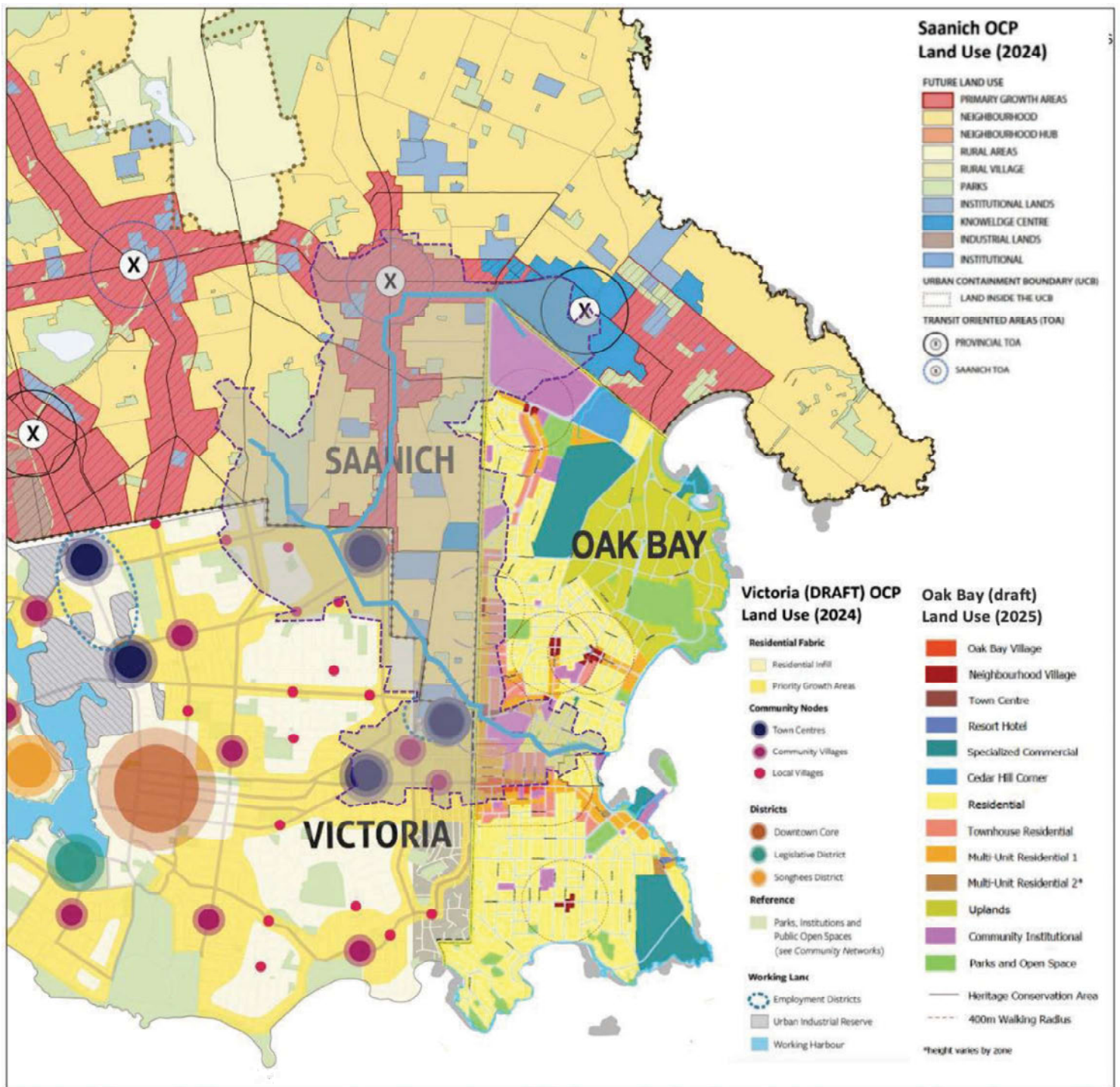
Ian Graeme
Co-Chair

Rachael Scarth
Co-Chair

Attachment 1: Aggregate OCP Land Use Frameworks with Bowker Creek Watershed Overlay

cc: Mayor and Council, District of Saanich
Mayor and Council, District of Oak Bay
Bowker Creek Initiative

“Aggregate” OCP Land Use Frameworks with Bowker Creek Watershed overlay



Notes:

- Above figure based on Saanich OCP (approved 2024), Victoria OCP (draft 2025), Oak Bay OCP (proposed September 2025)

From:
To: [Public Hearings](#)
Subject: Official community plan
Date: September 11, 2025 11:58:31 AM

Official Community Plan Update – Families, Green Space & Parking Needs

Dear Mayor and Council,

I am writing as a downtown resident (East North Park) raising a family here since 2008. After 17 years downtown, I want to share a perspective that is often missing in OCP discussions: the needs of families who are committed to staying here, despite significant challenges.

Zoning & Assessments

Our block is zoned for higher density despite already being built up with multi-storey housing, churches, and seniors' residences. None of us plan to redevelop, yet our property taxes keep rising based on "best use" assessments. This is difficult for long-term residents who are already priced out of moving. We need clarity in the OCP on how zoning will affect residents who are *not* redeveloping.

Green Space & Family Safety

For families without yards, safe outdoor space is essential. West of Quadra, there are no child-friendly parks. City Hall's plaza is often dominated by open drug use and unpredictable behaviour, which leaves children without safe places to play. The toll on families' mental health has been significant.

We know that harm reduction must also include reducing the long-term stress on children growing up here. Creating safe, drug-free outdoor spaces downtown is prevention work for the next generation. Families need visible support, and neighbourhood children need spaces that protect their well-being. ACE scores are real, and the harm caused by near-constant exposure to trauma and drug use is well-documented and evidence-based.

We shouldn't have to drive out of the core just to access safe parks. Many families downtown don't own cars, making this gap even more exclusionary. Please prioritize making the Blanshard Street property a safe, drug-free green space for kids.

Centennial Square & Pocket Parks

If the Centennial Square upgrades are paused, redirecting a portion of those funds into smaller, faster projects would send a strong signal that Council is committed to livability. A pop-up pocket park on the vacant Blanshard lot could be a quick win. Even a modest, family-oriented park with clear, enforced rules would provide "eyes on the street," foster community, and help downtown feel safe again.

The success of open days at Royal Athletic Park shows what is possible: families

come out in full force when spaces feel safe and intentional.

Parking & Family Livelihoods

Parking policy directly affects families' ability to live downtown. As I shared with previously with Councillor Caradonna, my family works three jobs—two to make ends meet and one that allows us to pay for safe, healthy activities for our kids, as recommended by doctors and child specialists. This third job requires a vehicle, and reliable parking, in order to cover:

- Soccer (\$1,000+/year)
- Swimming lessons (\$500+/year)
- Other extracurriculars (\$2,000+/year)
- Travel costs to sports venues and club locations

We also volunteer countless unpaid hours, hauling soccer nets, goalie gear, camp supplies, ladders, and paint sprayers—things that simply cannot go on an e-bike. We carpool with other families to make youth sports work. We also require a car for regular medical visits to BC Children's Hospital.

Families like ours are doing what is asked of us: working hard, volunteering, and keeping our kids in healthy, structured activities. What we need in return is practical parking policy that recognizes trades workers, care aides, and families who cannot realistically go car-free. Sticker permits or similar solutions would make a real difference.

Gaps in the OCP Document

In reviewing the 300+ page OCP draft, families with kids appear almost invisible:

- Children are mentioned 11 times.
- Teenagers: 0 times.
- Underhoused: 0 times.
- 3-bedroom units: 0 times.
- Trades/tradespeople: 0 times.
- Workers: 0 times.

Families, children, and workers are essential to a healthy city. The OCP should reflect that. If we're not even collecting data on how many of us are underhoused, how is the city going to help direct the policy?

Requests for the OCP Update

1. **Clarify zoning impacts** so long-term residents are not penalized by unrealistic redevelopment assessments.
2. **Prioritize immediate green space** for families downtown—through pocket parks, pop-ups, or interim uses.
3. **Address parking for those who need it**, with practical solutions such as sticker permits for trades and essential workers.

4. **Include children, teenagers, and workers** explicitly in the OCP, so it reflects the people who live and work here today.
-

Downtown Victoria should be a place where families can thrive—not just pass through. Please use the OCP update to make space for us: in zoning policy, in green space planning, and in parking strategies that reflect real lives.

Thank you for your time and consideration.

Sincerely,
Jennifer Nichol
Downtown Resident, North Park

Subject: Vision 2050: on carrying out the Official Community Plan
Date: September 11, 2025 9:12:40 AM

Dear Mayor Alto, Councillors and involved Staff:

Desirable outcomes at the start of the OCP are good examples of an outcome focused approach. It would be difficult to argue with the principled statements that introduce and shape this document. With relevant career experience, I understand the scope and effort involved in this process. * Vision 2050 and the associated documents providing additional requirements, represent a huge achievement; all involved deserve praise and thanks.

Where things go awry is in the “how” of procedure when requirements assume that one size fits all or that “there is only one way.”

I encourage the application of a *transparent, relevant evidence-based process* drawn from outcome statements through to the execution of process. Briefly, a system that operates thusly:

- What is this process to achieve? [**Outcome**] (Why? Important enough for Deming’s 5 Whys)
- What interdependent civic or other systems may be affected, requiring what action? [**Integrity**]
- What contextual realities or predictabilities bear on achieving the outcome? [**Context**]
- What 2-3 ways might this process play out? [**Procedural catalyst**] and
- What indicators of success are relevant to satisfy the desired outcome? [**Performance indicators/measure(s)**],
 - *and after a period of observation,*
- What “lessons learned” can inform our outcome achievement processes? [**Continuous improvement**].

Beyond the above, I strongly recommend including:

- How have systemic interdependencies been affected and what is the plan to address issues? [**Integrity**]

Historically, the Outcome is presumed to derive from “the solution” as developed remote from the situation, too often based on out-of-context procedure (justifiable as evidence from somewhere) whereby procedural compliance is the demand, innovation and fit to context, forbidden.

Context is a factor of reality. Procedure is too often a factor of theory. Bring these together, wisely.

Getting granular in hopes one can see how this applies at a macro level (dangerously enveloping some of the recommended steps in the hope that readers will reflect) I note a specific micro example: the requirement for a bench to be on a cement pad with additional in-line space for a wheel chair. Sounds good. Inclusive. Great for waiting for a bus.

Thinking beyond a single use for a bench, noting how providing un-conventional bench seating has been transformational in the community that comes from many neighbourhoods to enjoy the [Oaklands Rise Woonerf](#), it is clear that conversation is facilitated when seating

permits eye contact, difficult when physical limitations such as frailty constrain movement.

- Is the outcome achieved when the procedural requirement is flexible enough to angle the additional space for wheelchair seating?
- Yes, and in more inclusive ways. But, this does not comply with the expressed procedural requirement.

Such an approach more directly accommodates multiple goals: outcomes in access to public transport, respite in exercise, resilience and belonging in community with its host of health benefits, all without bumping into costly, time consuming exemption processes to suit context and purpose, or put staff in the position of defending logical inconsistencies, simply by building in flexibility for innovation.

- **This simple example is not about a bench.**
- **It is about a way of thinking, of devising policy and procedure, measuring progress and building capacity through continuous learning such that action on one front positively affects interdependent systems. It's good management.**

There are aspects of the OCP that are concerning, not the least of which is the Provincially imposed and surprisingly embraced blanket zoning that will see higher density in areas subject to seismic amplification—hardly a recipe for affordable housing.

I am confident, through significant interaction with a great many staff, that the City has the capacity to adopt and integrate the recommendations outlined above—the thinking should already be familiar to leaders/managers among others.

Such a change in practice may appear hard to resource, but this is primary a thought process, not requiring additional staff effort but directing it along a beneficial line.

It will bring benefits through a finer targeting of outcomes with a greater public understanding in where we are going and how we get there in ways that lead to collaboration instead of opposition.

Isn't that what we need in these challenging times?

The OCP is aspirational in a vision for physical form and operation. Let's be no less so in improving processes.

(Please note that except when accessed via the City's "engage" route, the material is not easy to find (if at all) on the victoria.ca domain the most people associate with the City. A prominent reciprocal link is an easy fix to ensure broader public review and comment. Current links take one to the previous plan, not the vision under development.)*

Most sincerely,

John James O'Brien, CRM (Ret.) MA (LT)

IRM Strategies Consulting

Garden Oaks Fine Accommodation
Design Projects & Community Relations
gardenoaks.ca

Co-lead, Oaklands Rise Woonerf

oaklandsrise.ca
— One Planet Living Saanich Group

Secretary, Greater Fernwood Art Stroll
fernwoodartstroll.ca

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My name is Jane Ramin. I live at 1023 Oliphant, 1/2 a block from Cook St. Village in the only heritage designated house in the village area west of Cook St. My building has 3 rental units, a large back yard with several very large trees and gardens which attract pollinators and other wildlife. I do not support the proposed OCP.

During the past decade, I have watched from my back porch 3 character homes with suites, similar to mine, and 2 small low rise apartment buildings be removed along with their occupants and several very large trees. These affordable family oriented rentals were replaced with high end condos and smaller but more expensive rentals, and small patches of green space (shrubbery and trees, either in pots or over underground parking).

In anticipation of the proposed zoning changes, a developer is already considering the redevelopment potential of 2 well maintained/renovated character family homes with secondary suites, 2 doors W of me. Directly S of me and facing Beacon Hill Park is an older 60/70s era 3 storey apartment building which provides spacious affordable accommodation often to seniors on fixed income and long-term tenants. Zoning which would allow 6 storeys plus reduced parking requirements could easily double the number of residential units, giving developers the necessary incentive to redevelop this apartment building and evict existing tenants.

Introducing proposed zoning could result in my 1.5 storey designated heritage home and yard, which cannot be redeveloped, being surrounded on all sides by modern monolithic 6 storey buildings if the proposed OCP is approved. Even one 6 storey neighbour on our street or an 8 storey building on Cook St. would greatly degrade the charm and livability our neighbourhood and adversely affect current occupants. We have already seen and endured the adverse affects of smaller scale developments nearby. Larger scale developments are not required.

The projected housing needs in the proposed OCP are based on 2022 population projections. With changes to federal immigration policy, both BC Stats and Island Health currently project an population increase of at least half those used in the OCP, resulting in the OCP housing targets being greatly overstated. Therefore the scale of development allowed for

is unnecessary and could be better met through revisions to policies such as Garden Suites and Missing Middle Housing, smaller zoning amendments and increased efficiencies in City Hall's approval processes.

Likely as a result of the recent building of many new high rises in the city core there appears to be an over supply of rental apartments (and condos). I have noticed that units are now listed for longer before renting and rentals in newer high rise buildings are offering perks in order to secure new tenants at higher prices (e.g. 1 month free on a 13 month contract, reduced security deposits, etc.) Do we really need zoning modernization which will allow a significant increase in density anywhere in the city. Unfortunately this oversupply has not resulted in lower average rents. Victoria now has the 3rd highest rents in Canada. We do not aspire to be a mini Toronto or Vancouver.

In spite of a possible oversupply, we continue to have an 'affordable' housing crisis. New builds are always more expensive on a \$/squ.ft. basis pushing up average rents as these replace older more affordable homes. The proposed OCP focuses almost exclusively on new builds, and facilitates demolition, renovation and tenant displacement. It does little to meaningfully address affordable housing and instead exacerbates our housing affordability problem.

The proposed OCP requires only 6-10% of redeveloped lots be left in green space. Any redevelopment will necessitate the removal of any large trees which cannot easily, if ever, be replaced. Since about 75% of Victoria's tree canopy is on private land, this proposed OCP will lead to a significant reduction in our urban canopy at a time when experts have identified the importance of urban canopies to reduce the impacts of global warming. There is not enough room on tree-lined trees to make up for this loss.

For the above reasons I ask that the revised OCP, NOT be approved. There are better ways to provide required affordable and family housing, avoid unnecessary demolition and displacement and better protect trees and our heritage.

From:
To: [Public Hearings; Victoria Mayor and Council](#)
Subject: Support for the OCP
Date: September 11, 2025 11:59:21 AM

Hello,

I am writing to express support for certain aspects of the OCP. In particular I am pleased to see the decision to allow four story buildings throughout the city. Increased density is essential to reduce the cost of living, make neighbourhoods more walkable, and improve the sustainability of our city.

I am also pleased to see a continuation towards increasing the quality of active transportation infrastructure. Biking (and other active transport) has so many co-benefits such as cleaner air, quieter neighbourhoods, healthier people, mitigating climate change, being more affordable, and causing fewer injuries and deaths. Cars are the biggest cause of death and injury for Canadian children. By reducing car dependency we make our community safer and healthier for everyone.

Victoria's existing active transportation is a point of pride for me. When people visit from out of town they are always impressed by it and enjoy it deeply. I am thankful every day for the ability to get around with relative ease and safety by bike, especially compared to most other North American cities. There is always improvement to be made of course, and I commend any effort to do so. Thank you!

Please do not be concerned with the vocal minority (NIMBYs) that push back against anything that benefits others such as density and active transportation. They are not a representation of the overall community, and they do not have the best interests of our community at heart.

Thanks,
Justin Steinburg

From: JBNA

Sent: September 11, 2025 9:57 AM

To: Public Hearings <PublicHearings@victoria.ca>

Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: Fwd: Fw: OCP Background Files from JBNA

James Bay Neighbourhood Association www.jbna.org

2025 September 11

Mayor and Council
City of Victoria

Re: James Bay OCP Presentation and Supporting Materials

Dear Mayor Alto and Members of City Council:

I am submitting this letter and several other documents to you on behalf of the JBNA in hopes you will review their contents and take to heart the points raised before casting your OCP vote.

I was unable to complete and submit these documents in time for the hearing, as our survey closed less than a week before the public hearing, and there was much analysis and discussion required.

Along with this letter, you will find the following documents attached:

1. JBNA Survey Form and Questions

This is what our survey respondents saw and completed on-line

2. JBNA OCP Survey Data Unfiltered

This is a PDF'd version of our survey results. The data are formatted so everything is consistent and readable, but unfiltered – we did not touch user data, not even spelling errors. Each column lists the responses to each of the 8 questions, and there are 265 unique responses.

3. Presentation on JBNA OCP Survey

This is a presentation file I put together to present to council, but I did not meet the submission deadline. Please note the comments on the opening slide – notably that the text was generated using an AI engine directed only to the survey results file for input. The questions were entered exactly as shown in the survey, and none of the outputs were edited, re-sequenced, or altered.

We trust you will find these documents helpful in your decision-making, and we urge you to consider feedback submitted voluntarily to council, not only the results gleaned from the City's attempts to incorporate input through surveys and engagement sessions.

We would be happy to respond to your questions or provide clarification on the enclosed.

On behalf of the JBNA Board of Directors -

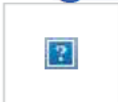
Trevor Moat

JBNA President and Development Review Committee Chair

James Bay Neighbourhood Association

website: www.jbna.org

Twitter: [@JBNAVictoria](https://twitter.com/JBNAVictoria)



Official Community Plan

James Bay Neighbourhood Association OCP Survey Presentation to City Council

Trevor Moat
JBNA President
2025 September 11

About the Survey

- Conducted over 14 days, August 22 to September 5
- Promoted via Facebook (JBNA, James Bay Local), James Bay Beacon, and directly via JBNA membership and volunteer networks
- Eight open-ended non-numerical questions highlighting OCP topics
- No personal data requested or retained
- 265 responses received from 159 James Bay postal codes
- Unfiltered/unedited AI-generated analysis drawn from responses to exact survey questions so as to minimize subjective bias

Overview: Top Five Themes and Interests

1. Building design, height & heritage (691 mentions)

- Strong focus on maintaining neighbourhood *character*
- Worries about *tall buildings* and *over-densification*
- Calls for *heritage preservation* and *better design standards*

2. Parks, green space & environment (231 mentions)

- Protecting *waterfront areas, trees, and green space*
- Requests for more *environmental sustainability* measures
- Concerns about *climate change adaptation*

3. Transit improvements (167 mentions)

- Better *bus service* within James Bay and to other parts of Victoria
- Strong interest in *rail or tram options* for regional commuting and local connections

4. Traffic & car management (132 mentions)

- Speeding, congestion, and road safety issues
- Desire for *traffic calming measures*

5. Growth & density levels (101 mentions)

- Divided opinions: some call for *more housing and higher density*; others want *moderate growth* or to *shift growth elsewhere*

Question 1: Urban Form and Land Use

What building types do James Bay residents want?

Preferred Building Types & Designs

- **1. Low-rise buildings (2–4 stories) – ~63 mentions**
 - The most common preference.
 - Seen as *human-scale* and *fitting the character* of James Bay.
 - Many specifically said *3–4 stories is enough*.
- **2. Heritage / context-sensitive designs – ~48 mentions**
 - Strong desire for *new builds to match the heritage character*.
 - Emphasis on *architectural consistency* with existing houses and historic buildings.

Question 1: Urban Form and Land Use

What building types do James Bay residents want?

- **Mid-rise (5–6 stories) – ~18 mentions**
 - Some openness to mid-rise, often in *specific areas* (e.g., along arterials).
 - Typically tied to *increasing housing supply*.
- **Infill / gentle density – ~12 mentions**
 - Support for *duplexes, triplexes, townhomes, and conversions*.
 - Seen as a way to add housing while maintaining scale.
- **High-rise (6+ stories) – ~8 mentions**
 - A minority support tall buildings, often linked to *housing need* or *urban efficiency*.
- **No growth / no new buildings – ~1 mention**
 - One response calling for a halt to any new development.

Question 2: Housing

What housing needs are most important to James Bay residents?

1. Diverse housing options:

- *Seniors housing* (downsizing options, assisted living).
- *Family housing* (townhomes, duplexes, multi-bedroom rentals).
- *Supportive and affordable housing* for vulnerable residents.

2. Gentle density: preference for *townhomes, low-rise apartments, heritage conversions* over high-rises.

3. Rental housing supply: strong support for maintaining and expanding secure, long-term rental stock.

4. Non-market/co-op housing: many residents called for more cooperative, community-based, and non-profit options.

Question 2: Housing



Question 3: Transportation and Mobility

What transportation changes are needed in James Bay?

1. Transit Improvements (115 mentions)

- Better **bus service reliability and frequency**.
- Maintain key routes that connect James Bay to the rest of Victoria.
- Some calls for **regional rail / LRT / tram** to reduce car dependence.

2. Cycling Infrastructure (51 mentions)

- Expand the **bike lane network**.
- Safer connections between James Bay, downtown, and the waterfront.
- Interest in **protected bike lanes**.

Question 3: Transportation and Mobility

What transportation changes are needed in James Bay?

3. Walking & Pedestrian Safety (23 mentions)

- More and safer **crosswalks and sidewalks**.
- **Accessibility upgrades** for seniors and mobility aids.
- Safer walking routes, especially near schools and busy streets.

4. Traffic & Road Management (22 mentions)

- Concerns about **speeding and congestion**.
- Calls for **traffic calming** in residential areas.
- Better management of vehicles during **cruise ship arrivals**.

5. Parking Management (21 mentions)

- Worries about **loss of street parking** due to new development or bike lanes.
- Desire for **balanced parking policies** to protect residents.

Question 4: Public Safety and Emergencies

What local risks and safety concerns need to be addressed?

1. Environmental & Climate Risks

- **Flooding and sea level rise; storm surges and coastal erosion.**
- Calls for stronger **climate adaptation planning.**

2. Neighbourhood Safety

- **Traffic safety** – speeding, congestion, unsafe crossings, and poor pedestrian/cyclist protection.
- **Cruise ship traffic** impacts on air quality, congestion, and general livability.
- **Emergency preparedness** for earthquakes, storms, and extreme weather.

Question 4: Public Safety and Emergencies

What local risks and safety concerns need to be addressed?

3. Social & Community Concerns

- **Homelessness and housing insecurity** – visible impacts on streets, safety concerns in public spaces.
- **Public disorder** – open drug use, crime perceptions, and feeling unsafe in some areas.
- Calls for more **supportive housing and social services** as safety measures.

4. Infrastructure & Health Concerns

- **Air pollution** from cruise ships, traffic, and idling.
- **Aging infrastructure** – worries about whether utilities and emergency systems can handle crises.
- Need for **accessible and safe public spaces** for seniors, children, and vulnerable groups.

Question 5: Infrastructure and Utilities

What are the infrastructure priorities in James Bay?

1. Climate & Environmental Resilience

- **Flood protection:** seawalls, berms, and stormwater systems to defend against sea level rise.
- **Green infrastructure:** rain gardens, permeable surfaces, tree canopy for stormwater and cooling.
- **Coastal protection:** erosion control and shoreline resilience.

2. Mobility & Public Realm

- **Sidewalk upgrades and accessibility** for seniors and people with mobility challenges.
- **Bike lanes and safer cycling connections** into downtown and across James Bay.
- **Traffic calming and safer crossings** to reduce collisions and improve walkability.
- Better **transit facilities:** shelters, stops, and reliable service infrastructure.

Question 5: Infrastructure and Utilities

What are the infrastructure priorities in James Bay?

3. Utilities & Core Services

- **Aging water, sewer, and drainage systems** need upgrading for capacity and climate stress.
- **Power reliability** and resilience planning in case of extreme weather or earthquakes.
- **Waste management:** better facilities for recycling, compost, and garbage in high-density areas.

4. Housing & Community Infrastructure

- **Affordable/supportive housing developments** with proper amenities.
- **Heritage preservation infrastructure:** incentives and systems to maintain older buildings.
- **Public amenities:** community centers, libraries, parks, and gathering spaces to match population growth.

5. Cruise & Tourism Impacts

- **Traffic management infrastructure; better connections between cruise terminal and downtown.**
- **Air quality controls** on ships and buses (shore power, anti-idling facilities).

Question 6: Environment and Climate

What environmental and climate challenges should be addressed in James Bay?

1. Climate Risks

- **Sea level rise & flooding:**
 - Dallas Road and the Inner Harbour waterfront are vulnerable.
 - Calls for proactive adaptation: seawalls, naturalized shorelines, stormwater management.
- **Extreme weather: heatwaves, storms, and wind events increasing in frequency.**

2. Nature & Biodiversity

- **Tree canopy loss: concern over removals from development or storms; strong desire for protection and expansion.**
- **Biodiversity decline: calls for native planting, pollinator gardens, ecological restoration.**
- **Park and waterfront protection: avoid overuse or over-commercialization.**

Question 6: Environment and Climate

What environmental and climate challenges should be addressed in James Bay?

3. Pollution & Air Quality

- Cruise ship emissions: top local concern—demands for shore power and stricter regulations.
- Traffic emissions: buses, delivery vehicles, and cars impacting air quality and livability.

4. Growth & Sustainability Balance

- Greener buildings: energy efficiency, climate-friendly design, reduced footprints.
- Infrastructure stress: growth will strain stormwater, sewers, and utilities without climate-smart upgrades.

5. Waste & Resource Use

- Better waste reduction: composting, recycling, and zero-waste initiatives.
- Sustainable tourism practices: less waste and lower carbon footprint from visitors.

Question 6: Environment and Climate

How should environmental/climate change concerns be addressed in James Bay?

1. Flooding & Sea Level Rise

- Build **flood protection systems**: seawalls, dikes, berms, and raised shoreline defenses.
- Upgrade **stormwater and drainage systems** to handle heavy rain and prevent street flooding.
- Use **natural buffers** like wetlands, rain gardens, and green spaces to absorb water.

2. Green Infrastructure & Nature

- Plant more **trees and street greenery** for shade, cooling, and stormwater absorption.
- Expand **parks and naturalized areas** to increase biodiversity and climate resilience.
- Encourage **green roofs and permeable surfaces** in new developments.

Question 7: Parks, Recreation, and Culture

What do James Bay residents value in parks, recreation, and cultural spaces?

1. Parks & Natural Spaces

- **Protection of existing parks** (Beacon Hill Park, Fisherman's Wharf, Dallas Road waterfront).
- **Greenery and trees** – shade, beauty, biodiversity, and climate benefits.
- **Naturalized areas** rather than overly built or commercialized parks.
- **Waterfront access** preserved for public use.

2. Recreation & Community Use

- **Spaces for families and children:** playgrounds, safe gathering spots.
- **Accessible recreation** for seniors and people with mobility challenges.
- **Walking paths and trails** – safe, well-lit, and connected.
- **Sports and fitness amenities** – courts, fields, exercise stations.

Question 7: Parks, Recreation, and Culture

What do James Bay residents value in parks, recreation, and cultural spaces?

3. Cultural & Community Spaces

- **Community gathering spaces** for events, learning, and social connection.
- **Support for arts and cultural programming** – local music, theatre, galleries, cultural festivals.
- **Recognition of Indigenous history and culture** in parks and public spaces.
- **Heritage protection** of cultural landmarks and historic character.

4. Sustainability & Stewardship

- **Ecological restoration** – pollinator habitats, native plants, shoreline care.
- **Sustainable park management** – waste reduction, composting, eco-friendly design.
- **Balance between tourism and local use**, so residents don't lose access to valued spaces.

Question 8: Economy and Waterfront

How should economic/harbour activity be managed in and around James Bay?

1. Cruise Ship Impacts

- Air quality & emissions: strong calls for *shore power* and stricter limits on idling buses and ships.
- Traffic management: better handling of cruise passenger flows to reduce congestion in James Bay streets.
- Noise & livability: balance tourism with residents' right to quiet and clean air.
- Some residents questioned whether cruise traffic should be *limited or capped* to protect livability.

2. Harbour & Marine Uses

- Protect public access to the waterfront – parks, paths, and green space should not be privatized.
- Support marine-based jobs and activity (fisheries, small marine businesses) that fit James Bay's character.
- Concerns about over-commercialization of the harbour at the expense of residents.

Question 8: Economy and Waterfront

How should economic and harbour activity be managed in and around James Bay?

3. Local Economy & Tourism

- Support for a balanced local economy – not overly dependent on cruise ships.
- Encourage small businesses and local shops that serve residents as well as visitors.
- Cultural tourism (arts, heritage, Indigenous culture) seen as more sustainable than mass cruise tourism.
- Desire to direct cruise ship visitors downtown via shuttles rather than overwhelming James Bay streets.

4. Sustainability & Balance

- Calls for an economic model that balances tourism, environment, and quality of life.
- Promote green jobs and sustainable practices in harbour operations.
- Community benefits agreements suggested – ensuring economic activity also funds local amenities and infrastructure.

Final Thoughts

What else would James Bay residents like to say about the OCP or the future of James Bay?

1. Neighbourhood Character & Livability

- Strong desire to preserve James Bay’s heritage character and human-scale feel.
- Calls to avoid high-rises and instead promote gentle density like townhomes, duplexes, and heritage conversions.
- Emphasis on keeping the neighbourhood walkable, green, and community-oriented.

2. Parks, Nature & Environment

- Protection of Beacon Hill Park, Dallas Road waterfront, and green spaces from overuse and development.
- More trees, naturalized areas, and climate adaptation measures.
- Concerns about sea level rise and flooding – need proactive planning.

Final Thoughts

What else would James Bay residents like to add about the OCP or the future of James Bay?

3. Transportation & Mobility

- Expanded bike lanes and safer pedestrian connections.
- Better transit service, with some mentioning LRT or regional rail as a long-term vision.
- Traffic calming to deal with congestion and speeding.

4. Cruise & Harbour Impacts

- Reduce air pollution, traffic, and noise from cruise ships.
- Calls for shore power and sustainable tourism policies.
- Protect public waterfront access from over-commercialization.

Final Thoughts

What else would James Bay residents like to add about the OCP or the future of James Bay?



5. Housing & Affordability

- **Mix of seniors housing, family housing, and supportive housing.**
- **Calls for rental protections and non-market housing options.**
- **Ensure new housing is compatible with neighbourhood scale and heritage.**



6. Community Values

- **James Bay should remain a diverse, inclusive, and mixed community.**
- **Support for arts, culture, and Indigenous recognition in public spaces.**
- **Desire for a stronger sense of community identity as the area grows.**



2025 September 11

Mayor and Council
City of Victoria

Re: James Bay OCP Presentation and Supporting Materials

Dear Mayor Alto and Members of City Council:

I am submitting this letter and several other documents to you on behalf of the JBNA in hopes you will review their contents and take to heart the points raised before casting your OCP vote.

I was unable to complete and submit these documents in time for the hearing, as our survey closed less than a week before the public hearing, and there was much analysis and discussion required.

Along with this letter, you will find the following documents attached:

1. JBNA Survey Form and Questions

This is what our survey respondents saw and completed on-line

2. JBNA OCP Survey Data Unfiltered

This is a PDF'd version of our survey results. The data are formatted so everything is consistent and readable, but unfiltered – we did not touch user data, not even spelling errors. Each column lists the responses to each of the 8 questions, and there are 265 unique responses.

3. Presentation on JBNA OCP Survey

This is a presentation file I put together to present to council, but I did not meet the submission deadline. Please note the comments on the opening slide – notably that the text was generated using an AI engine directed only to the survey results file for input. The questions were entered exactly as shown in the survey, and none of the outputs were edited, re-sequenced, or altered.

We trust you will find these documents helpful in your decision-making, and we urge you to consider feedback submitted voluntarily to council, not only the results gleaned from the City's attempts to incorporate input through surveys and engagement sessions.

We would be happy to respond to your questions or provide clarification on the enclosed.

On behalf of the JBNA Board of Directors -

Trevor Moat
JBNA President and Development Review Committee Chair

JBNA ~ honouring our history, building our future

Issue	1. Urban Form & Land Use	2. Housing	3. Transportation & Mobility	4. Public Safety & Emergency Management	5. Infrastructure & Utilities	6. Environment & Climate	7. Parks, Recreation & Culture	8. Economy & Workforce	Resilience	Confirmation		
1	The OCP guides how and where Victoria grows – the site and style of buildings, heritage protection, and where development is best. What kind of growth and building design do you think works best for James Bay?	The OCP covers housing supply, affordability, rental protection, and housing diversity (family, student, rental, co-op, supportive, etc.). What housing needs and production are not reported in James Bay?	The plan sets direction for walking, cycling, transit, roads, parking, and public services. What transportation changes or improvements are needed here?	The OCP anticipates earthquakes, flooding, sea level rise, and adverse heat consequences. What combination of the public, and health services. What local risks or safety concerns do you want addressed?	Water, sewer, drainage, energy, waste, and communications are vital to our community and the proposed OCP emphasizes flood resilience and renewable energy. What infrastructure priorities matter most for James Bay?	The OCP sets direction for reducing emissions, planting more trees, protecting green space, and preparing for climate impacts. How do you think environmental and climate challenges should be addressed in James Bay?	Parks, recreation, culture, and heritage conservation are all contemplated in the proposed OCP. What do you value most – or want more of – in parks, recreation, and cultural spaces?	Business, employment, tourism, labour activity and government operations are vital to our economy and well-being and must be managed with neighbourhood livability in mind. How should economic and labour activity be managed in 27th and 40th?	Final Question: Is there anything else you'd like to add about the OCP or James Bay future?	To confirm you live in James Bay, please provide your postal code (in A1A 1A1 format).		
2	Low level affordable housing mixed with mid-rise for a great community	Low level affordable housing enhancing the already great mixed community. I don't support increased rental protection. I believe there is enough protection. I do not want to see mid-rise housing in James Bay.	I think the current mix of transit, excellent walk scores and cycling is good. Nothing to add.	Drop addition: I want the address moved out of James Bay and Victoria.	Don't build in flood zones.	Less car use.	More green space protected from drug addiction and heroin. There should be two balconies for aquifers in our public space.	I think we've got a good mix now.	No comment.	No.	stop pending to the money problems.	WV09
3	Moderate growth, duplex, triplex, No parking higher than 6 stories	WE NEED A BANK IN JAMES BAY !!	A co-ownership from Pherrers to Thrifts AND MORE 300k+ sign	Keep the bus route for taxi.	Car and Motorcycles that put their motors.	Clean streets and sidewalks.	We cannot control the weather!!					WV20
4	low-rise, buildings that blend with the historical character of James Bay, not high rises.	transit protection, co-ops, seniors, leaving the middle class intact, investment, better market rates	keeping both existing shops and electric services (the ability to use of the site as well as the bus line, better than a lot of others. Electric bus has been ensuring that proposed transit terminal does not take place and close roads in James Bay. Keep Government, Douglas, Superior and the area.	Plan of action	Water power	Water power	Walking trails	Difficult to change.	No no to high the towers			WV04
5	Maximum 4 stories	Elderly housing	Transit	Plan of action	Water power	Minimal new buildings	Walking trails	Difficult to change.	No no to high the towers			WV06
6	Growth that doesn't slip up back and narrow streets more than they already are.	Transit	Transit	Plan of action	Water power	Minimal new buildings	Walking trails	Difficult to change.	No no to high the towers			WV12
7	James Bay has been growing more slowly than most neighbourhoods focused mainly on high end construction. The original character is being built out of the neighbourhood leading to a loss of character. Slow growth and traditional and modern styles should be used with other neighbourhoods such as	Affordability is not part of the new housing supply or strategy. It's a high priced density. Maintenance of diversity provided by other blocks with lower rents. Balance of heritage protection which currently flows towards the north and cause a delineation to being a landmark.	Greater coverage, smaller houses, and a right-of-way approach to better public transit light trails.	Plan. The agency is linked, the housing stock is old wood frame and the Planning Department does like to enforce building code (from permitted) way. James Bay also is a safe haven from the housing market. The agency is linked, the housing stock is old wood frame and the Planning Department does like to enforce building code (from permitted) way. James Bay also is a safe haven from the housing market. The agency is linked, the housing stock is old wood frame and the Planning Department does like to enforce building code (from permitted) way. James Bay also is a safe haven from the housing market.	Water, sewer & drainage	Water, sewer & drainage	Water, sewer & drainage	Water, sewer & drainage	Water, sewer & drainage	Water, sewer & drainage	Water, sewer & drainage	WV14
8	heritage style, single family homes	safe, affordable and private housing	remove the blue lanes!	traffic congestion	water, sewer, electricity and garbage collection	stop cutting down old trees and plant new ones	more green space	keep it residential				WV22
9	6 stories max. Parking must be included but not in the street. Spread higher things throughout the city, not just in James Bay and Victoria.	Not owned by for profit investment groups	Street cars	Tourists bus James Bay is only 10% above high rise.					Just don't take away any of our green space.			WV24
10	I am in favour of a heterogeneity of sizes and styles of building design. I am somewhat concerned the phrasing of the question is confusing. do you want to know what kind of growth or what kind of building design?	In terms of housing needs, do you mean in terms of the housing market or in terms of the people needing housing. It is unclear.	I am in favour of expanded cycling routes.	I would be safe concerns related to child street addresses. Is there a plan for the collapse of the United States?	I think infrastructure priorities related to the maintenance of existing infrastructure should be a priority.	Systematically.	Parks, recreation, and cultural spaces? These seem like three quite different types of spaces.	Priority.	No. Thank you for this opportunity.			WV19
11	Intelligently designed buildings up to four stories allow for both density and resident quality of life. The idea remains essential to create a vibrant, walkable, and healthy neighbourhood where people know each other. An excellent project is the new OCP housing at 330 Milligan. The scale is human, the setbacks allow for trees and gardens. This could be the model going forward.	Affordability without warehousing people in towers or apartments. We need family housing, housing for seniors, workforce housing. All housing should be first available for the need of dignity and independence provided to residents. Density is fine if there is a way that supports community over developer profit.	PLEASE can we have better transit? You're proposing more density in a neighbourhood that is already served by transit. James Bay is already under assault from over a dozen annual events and especially cruise traffic - there are already days when you cannot get in or out of James Bay. Not everyone cycles, some people still need a car. Look at most of James Bay - what the streets support what's already here? (NO) What is the specific and well-publicized emergency plan in case James Bay residents encounter? This new OCP is hardly responsible in not considering traffic pressure in any way.	An emergency evacuation plan for James Bay. Between events, cruises, and regular tourists there are many days in the year where one is already trapped in James Bay. What's the plan?	Traffic - start by solving that. I don't see anything that really addresses flood resilience, and your energy proposal is a waste of money. Why not invest in renewable energy projects here not proven to be as reliable as required by most buildings.	The biggest impact is cruise ships: these floating resorts are engine 24/7 and you can see and hear the air pollution. Ben crabs and the noise from power plant for cruise boats are long as cruise power does not require a new electric substation to be built, or take every old building and renovate them. Fewer shuttles and taxis - the idea the participants from time to a lower health hazard. Stop taking cruise ship garbage.	More trees, everywhere. James Bay's tree canopy is marginal so every project MUST include substantial contribution to the tree canopy, even if this means that building setbacks are changed. In a working world, it's irresponsible to remove trees that are a known health hazard. Stop taking cruise ship garbage.	Cruise ships must be limited in size and frequency. This is low-value mass tourism that benefits a few businesses, but the terms are borne directly by the residents of James Bay. Ben crabs with scuba and protect marine life. Respect the residents and their environment. Stop sustainable expansion to Ogden Point - not more cruise ships. Neighbourhood livability does not appear to be a consideration at all when it comes to cruise ship impacts.	Urban, generally open to residents. The meetings held, theoretical, as if the condition is already decided. We live here and are not opposed to density if it can change the monthly residents, but given the the Bay Area is a priority for people.			WV11
12	growth should be aligned with the ability of infrastructure to sustain it. So growth shouldn't happen until the infrastructure is in place.	A return is good, but needs to be aligned with what the existing schools and urgent care center can support. Supportive housing needs to be high barrier housing not low barrier.	Until the congestion on Douglas, Blanchard and Inland is fixed, these types of emergency will create havoc for people trying to get out of James Bay.	Water and sewer: without those working properly, it doesn't matter how good communications are. And renewable energy projects here not proven to be as reliable as required by most buildings.	Flooding (even in the middle of a street, that means existing, severe counter production to ensuring that the trees and garden areas currently in the neighbourhood are protected from development.	Recreation is a tough one. If you have to remove housing to create new facilities. We live in an area with lots of walking opportunities and getting out on the water from several places, not just a lower value on recreation and cultural spaces.	Businesses should be encouraged to locate in existing empty spaces, there are lots around.	The current residents of James Bay should be heard with respect to these large scale changes to the community. Let James Bay already have. Having a councilor assigned to James Bay that doesn't live in the community is a significant issue.				WV01
13	W's got credits, leave the bus building blank	mixed phase-retail, hotel, resort, ocean house (seaside support) areas	free bus for all, 500 or less scooter/retail	more buses for heat shelters	we should have some wheelchair being along every block.	free bus ride for all	use the vacant gravel area of Beacon Hill Park for an open air theatre	enriches OFF-electrical hook-up for any sort of ocean boat	with all the new density planned we are going to need better health services. I know they don't destroy the value of JB. The addition of high-rise in NOT welcome north of the housing with the neighbour hood. I know there has to be change but not at any price!			WV03
14	Low the apartment/condo buildings + family houses	Condo/apartments that are affordable.	Every area of the north should be licensed and insured.	Heat in the summer, especially with climate change.	Heat in the summer, especially with climate change.	More trees.	Parks, more publicised courts.	Down town can be improved. Also, there are not many courts for sports.				WV02
15	James Bay already has a high density and should allow for some increased density but not at the expense of the character of our community. There should be no new buildings greater than 4 stories plus below ground parking only - not 15. There should be adequate setbacks as well as the OCP housing project on Milligan, Cochrane etc. not built to the edge of properties like the recently new build of Marcell and Niagara that cost so many trees.	Residents should not be pressured to sell or develop their single residence and homes of historic character/significance should be protected. There is still plenty of scope for infilling etc., which can both increase housing and protect the character of the area. This new OCP is hardly responsible in not considering traffic pressure in any way.	It contemplates but does nothing to reduce its data. Access to emergency vehicles into and out of James Bay already is severely compromised.	Largely agree with the intentions expressed in the OCP. It seems much of this has already been done in James Bay?	They say more trees but contribute to remove our tree canopy. Where is the plan?	minimum: maintain all current parks and green spaces, plan for expansion of green space to live with the increase density that will over-stress what we have. Why has the City not developed Fisher Point Park? It has been left nearly abandoned and overgrown (after some walking by) since 2011. An outrage. The only outline of a plan that is to do more things with the relatively small but clearly unique space - our gateway to the City.	I think GVA has done a good job overall. The new Belleville Terminal will be great (eventually) and certainly there is potential to do much more at Ogden Point. Dallas Road needs to be protected from further development.	I wish they would put the OCP and go back to meaningful consultation with our Victoria communities. They are however very true and not negatively focused on increased densification seen in the housing market significantly is affecting.				WV13

<p>I support the identification and zoning modernization in the OCP. I would like to see it be easier to build multifamily housing in the neighbourhood, since I believe that density, affordability, and neighbourhood amenities go hand in hand.</p> <p>I do not believe that idiosyncratic design rules by neighbourhood associations is helpful or productive.</p>	<p>Strongly support cycle infrastructure, especially on the Government Street corridor between Douglas and Belleville, and crossing Douglas to Beacon Hill Park will be helpful.</p> <p>More frequent bus services would be welcomed.</p> <p>I generally support pedestrian and cycle infrastructure over increasing car reliance on cars. And I say that as someone who drives. The more you drive the more you will be a victim of it.</p>	<p>We need family housing, including townhomes and apartment buildings with 3+ bedrooms units. I believe this kind of housing is appropriate everywhere in James Bay and should be the default.</p>	<p>Heat and emergency preparedness are big ones - I'd like to see as priorities that.</p> <p>This is not my area of expertise, no strong opinions.</p> <p>Public green space and transit priority for pedestrians and cyclists are my primary environmental priorities.</p>	<p>Amenities, not just empty space. I want to see a playground where my kid can play with a coffee shop for adults. Or water features that kids and adults can use to cool off on hot days. The focus should be on things that people use, not just that look pretty.</p> <p>I'd like to see the beach of Dallas that is a real focus for us. Even a small amount of amenities like a public space to relax after a dip in the ocean would really help make the most of the space. Changing it to a public waterfront park would be even better. I think the swimming space in the Gorge is a great model - how can we have a space like that in James Bay?</p>	<p>The crumbing industry is a global environmental and environmental disaster. It's not the kind of factors that we should prioritize. There power and reducing waste dumping should be the minimum. I strongly support commercial use of our waterfront that actually serves locals and our economy, like the Harbour Air.</p> <p>I envision the neighbourhood design reasons and have really appreciated the multiple opportunities to engage with city staff about this. As someone with a young family living in James Bay I think the new OCP is a step in the right direction.</p>	<p>WV 140</p>	
<p>Essential to keep consistency with the established character of James Bay. Lighter use can still be done with new construction bearing the heart out of beautiful open spaces. Looking after them, ensuring too many units too, not a beach, and ensuring infrastructure, water, and ensuring growth. Avoidance to avoid, surplus or worst of all that or another beautiful beach. No accommodation to human scale, location that will be reduced to less than best, sparse, unattractive use of space.</p>	<p>Clearly, care is going to remain essential for transit and transportation of public transit. Can show planning right alongside the public transit. One transportation is not sufficient, address weather event or other disaster. My condo Strata Committee is not interested in coordinating an Emergency Plan, stating in effect it's "we're not for it".</p>	<p>Protect our beautiful old heritage properties from demolition. Make sure that when they are sold, they are sold to someone who will take care of them, and that they are sold to someone who will take care of them, and that they are sold to someone who will take care of them.</p>	<p>Very clear instructions as to where and how one might access help in the event of an earthquake, address weather event or other disaster. My condo Strata Committee is not interested in coordinating an Emergency Plan, stating in effect it's "we're not for it".</p>	<p>Renewable energy in all and any of its forms is a top priority. James Bay residents should be brought on board to help in whatever small way they can. Reduce local newspaper such as the Beacon, not just print, but it should be more, and one again, engaging with energy needs, sharing info, fun facts, old technologies.</p>	<p>Don't touch Beacon Hill Park, it's beautiful as it is. Ongoing maintenance and greening of small pocket parks with opportunities for neighbours to run their plots, even on sidewalks into nature food or flower gardens.</p>	<p>Very concerned by the lack of design, care and imagination in the new construction projects throughout everywhere. These will blight James Bay for a long time to come. An architectural council committee consisting of community as well as investable clients is essential.</p>	<p>WV 154</p>
<p>Lower profile, 3 or 4 stories or less is definitely preferable. Respect the heritage and other homes and building and their design. Consider character and preserve what is already there. Avoid to build a new boring block adjacent building. Make sure that the street mandatory uses for commercial/industrial buildings.</p>	<p>Very clear instructions as to where and how one might access help in the event of an earthquake, address weather event or other disaster. My condo Strata Committee is not interested in coordinating an Emergency Plan, stating in effect it's "we're not for it".</p>	<p>Side to affordable or lower market housing. We already have enough, more expensive and higher end housing. Accessibility is very important as the baby boomers retire they will be retirement, 2 and 4 bedroom apartments in every building especially at the lower price housing.</p>	<p>Thousand preparations.</p>	<p>Renewable energy in all and any of its forms is a top priority. James Bay residents should be brought on board to help in whatever small way they can. Reduce local newspaper such as the Beacon, not just print, but it should be more, and one again, engaging with energy needs, sharing info, fun facts, old technologies.</p>	<p>Don't touch Beacon Hill Park, it's beautiful as it is. Ongoing maintenance and greening of small pocket parks with opportunities for neighbours to run their plots, even on sidewalks into nature food or flower gardens.</p>	<p>Very concerned by the lack of design, care and imagination in the new construction projects throughout everywhere. These will blight James Bay for a long time to come. An architectural council committee consisting of community as well as investable clients is essential.</p>	<p>WV 145</p>
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<p>Lower profile, 3 or 4 stories or less is definitely preferable. Respect the heritage and other homes and building and their design. Consider character and preserve what is already there. Avoid to build a new boring block adjacent building. Make sure that the street mandatory uses for commercial/industrial buildings.</p>	<p>Very clear instructions as to where and how one might access help in the event of an earthquake, address weather event or other disaster. My condo Strata Committee is not interested in coordinating an Emergency Plan, stating in effect it's "we're not for it".</p>	<p>Side to affordable or lower market housing. We already have enough, more expensive and higher end housing. Accessibility is very important as the baby boomers retire they will be retirement, 2 and 4 bedroom apartments in every building especially at the lower price housing.</p>	<p>Thousand preparations.</p>	<p>Renewable energy in all and any of its forms is a top priority. James Bay residents should be brought on board to help in whatever small way they can. Reduce local newspaper such as the Beacon, not just print, but it should be more, and one again, engaging with energy needs, sharing info, fun facts, old technologies.</p>	<p>Don't touch Beacon Hill Park, it's beautiful as it is. Ongoing maintenance and greening of small pocket parks with opportunities for neighbours to run their plots, even on sidewalks into nature food or flower gardens.</p>	<p>Very concerned by the lack of design, care and imagination in the new construction projects throughout everywhere. These will blight James Bay for a long time to come. An architectural council committee consisting of community as well as investable clients is essential.</p>	<p>WV 151</p>
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42	9/22/2025 20:09:28	Small multi-units on main roads, rebuilt of houses to fit current single family footprints on side streets	Already high density of rentals and seniors, no needs. Protected by having higher density	None	Keep main roads in and out obstruction free for emergency vehicles	None	None	Have good spaces but they need to be free from homeless people as we can see them walk	Same		I wish there was an answer for our most vulnerable, homeless population. I visited the Irving Park daily, space to the encouragement walkways and never once had a staff. I felt so sad when they were forced out and made to live in dangerous Parkside St. or dangerous shelters. We love James Day for its beauty and safety but we don't have the generosity of spirit to share it with those who are homeless.	VW 171
43	9/22/2025 20:10:10	Low-rise, high density, with green space	Seems affordable housing is low rise, high density rentals	James Day has better bike lanes but riders are 75% female or (given) the rules of the road. There needs to be information and education in that direction. I see how walkable and usable James Day is but the lack of riding equipment and road knowledge makes it dangerous for all.	Not sure what is in place	Don't know	All new construction should have green spaces around them and make should have local accommodation for visitors' bicycles.	We are very rich in the area: low St. Anne's Academy. It is a small, quiet, green oasis in our neighbourhood.	Small businesses are the heart of James Day economy. Having areas of businesses start up and allowing them to thrive is most important.			
44	9/22/2025 21:10:30	James Day has already seen significant growth the last decade with apartment and night. The quality fills in James Day has diversified significantly due to the increased noise levels, traffic congestion, lack of parking and other significant and ongoing issues related to high development density. James Day is a beautiful area and we are considering leaving James Day, and I can't see that will make the big Toronto money honey that has recently discovered the Victoria real estate market. The last kind of growth in James Day should reach the scale of the community. Enhanced heritage preservation and no condos should ever come here. There was a reason for the last phase on the height of these things that were controlled by the Peter Palmer City government over back when, and that reason remains the same today. It is in James Day that a break.	The community of James Day is best known for having such a wide cross-section of generations and all sorts of people getting along together. The redevelopment of James Day is ending the character of the community in my opinion, replacing more affordable housing with private condos. Developments that have effectively forced us to rely on the lower income scale-out and leaving spaces for more middle income to come in. My family have lived in James Day since the 1950s and, I must say, will we destroy it for our needs to provide accommodation for others? I support affordable housing preservation, but I support affordable housing to be used as a last resort, not as a first resort. I support public, private, and a broad City that does not control but that provides government advice to help us housing to solve a crisis that is not of our own making.	The foremost change required is with respect to parking. I suspect that along with the increased condo tower developments comes an expectation that all will be either walking or riding bicycles. But this will not be the case. Greater attention to parking availability is a must. Additionally, parking regulations are all times side street, the road is congested, the parking stalls are not marked, the cost is outrageous and the top. No wonder there is so much resentment and anger about the new developments. I would like to see a City that has a plan for immediate relocation to residents and well thought out plan to deal with increasing James Day residents a higher density. This issue should have precedence over all others.	Greater preparedness re. Terrorist threat to James Day. We just had a 3.7 earthquake out in the Strait of Juan de Fuca. A closer look at current geological conditions suggests we have had 100s of earth tremors in and around Victoria. If the Cascadia Subduction Zone lets loose, I would like to see a City that has a plan for immediate relocation to residents and well thought out plan to deal with increasing James Day residents a higher density. This issue should have precedence over all others.	A changing climate certainly means we must prepare. The projections of increased rainfall and storm activity in winter months along with increasing heat and drought in the summer, undoubtedly means maintaining if not upgrading storm drains and other infrastructure to accommodate increased flow. The City's priority should be to maintain and upgrade existing infrastructure, and support any new projects and/or new projects to be undertaken of our economic direction.	First of all, these are worthy goals, but the City of Victoria has not presented a coherent message to the residents of James Day. Who does not remember the height of the garbage crisis there along the streets? And what is this economic goal being set for the residents of James Day? Yes, plant more trees, increase green spaces, but in consultation with the local business community, and not in isolation. Funds to repair City canals has distributed substantially, and this is unfortunate as public trust in local leadership is required in order to prepare effectively for the climate change it is a priority need to listen to those who have lived here their whole lives, they are the ones who have witnessed the change and are in the best position to measure it.	What I value most is the protection of our heritage assets, they are our identity, but the City of Victoria has not presented a coherent message to the residents of James Day. Who does not remember the height of the garbage crisis there along the streets? And what is this economic goal being set for the residents of James Day? Yes, plant more trees, increase green spaces, but in consultation with the local business community, and not in isolation. Funds to repair City canals has distributed substantially, and this is unfortunate as public trust in local leadership is required in order to prepare effectively for the climate change it is a priority need to listen to those who have lived here their whole lives, they are the ones who have witnessed the change and are in the best position to measure it.	Collyer simply, economic & labour activity must be secondary to the quality of life of the James Day community, one that my own family have enjoyed here for all generations. Question of the viability of the economy should be better addressed by consulting the business of street crime and negatively, poor & expensive parking, bring other current issues. If the local economy falls the real issue is to do with international politics and the current geopolitical environment and the precarious nature of the downtown core. So many family and friends no longer visit and stop development as they feel unsafe and cannot tolerate commuting with the increased congestion that has occurred these last many years. And, it is not the responsibility of James Day to be the responsibility of my great-grandchildren who lived in James Day to ensure the economic wellbeing of the nation's industry in these days? Of course not. It is the responsibility of the residents of James Day today.	James Day's future is one in which heritage preservation should be foremost, and not the accommodation of a new housing growth in population at the expense of our quality of life. The City of Victoria should immediately ban the building of overly luxurious private cars of the Ruxley Mountford.	VW 173	
45	9/22/2025 1:09:40	Small residential (50). Close to street, trees, greenery and parks open	James Day is extremely dense. We're getting our weight	James Day is home to a variety of different housing options from affordable rent to larger family homes. All residents should have to provide what costs are going to be before the entire CDC will eventually look the same, characteristics and it's space commitment that feed tourism.	Due to the geographic location, it's what it is. Plan your time accordingly, some days I had pretty cash here, but I don't go out after dark anywhere in this city.	Protect the green spaces of all courts. Neighbourhood gardens are the best! Roof gardens, rain water collection, more green lawns, more wild flowers, more rain barrels.	We're so lucky to have Beacon Hill Park right here. LMVC in the park, the water tower, the playground, the tennis courts, the dog park. Take care of these things and the community thrives!	I believe there are measures in place with respect to the above things. They are vital to the city and my business.	Please don't allow 4-6 story builds on residential lots. While a home for neighbours and the neighbourhood character!			
46	9/22/2025 8:41:01	Design with a mix of the history of the area, using materials and details derived from the very low residential density buildings.	Housing for families. We see more houses along our street with multiple generations resident. This is a growing demographic. Families with young children are still being priced out of the market. Affordable housing is needed if it's not defined. Seniors only have such much steady income and James Day has more than 50 for them is action.	Continue in and out of James Day could be one way. The density pressure on the street is summer with so many types of traffic. The houses are nice and balance the higher density buildings. No problems	They seem to be doing a great job	Stop putting out our big trees to put in apartment blocks. We have lost so much green over already. Just think.	Falls - we need green space - tree-protected areas at least. Use.	Develop more businesses at the waterfront. The cruise ships don't seem to contribute much to the actual area they park.	Stop making James Day into a bedroom community.			
47	9/22/2025 8:58:28	4 story (60) town homes with front patios and some green space out front in the middle of the neighbourhood (between or beside), combined condo buildings near village centre and on the periphery of the neighbourhood.	density will need to be increased to meet Victoria's housing needs. It would be nice if that could be done while providing some of the heritage buildings and areas. Keep patios and green space open	Continue to build and improve protected, apartment bike lanes, and bike infrastructure. Continue to improve walkability (streets, crossing measures, wider smoother sidewalks, etc.)	I don't know.	Encourage walking and biking, encourage dense town trees, etc.	Make sure patios and patios need have adequate garbage and recycling receptacles. Focus on preserving and maintaining the green spaces that exist. Make sure that green space is comfortable for everyone to use (meaning that it's safe and accessible).	Business areas should be focused near the neighbourhood centre, the waterfront, and the neighbourhood periphery.				
48	9/22/2025 9:19:29	low density than you have been allowing save heritage buildings.	It's a working piece of the way it. Do not reduce costs artificially. Chinese stone.	No more traffic disruptions. Improve bus service	has to be a regional approach	water and sewage, especially if you insist on higher density. Have seen examples of impacts of higher density on these and other services. Why?	Not a neighbourhood issue.	patios	Seems fine	I would like to see a plan that has included campaign donations from a developer to not attempt to take on related developments. Through this was a plan but apparently not.	VW 180	
49	9/22/2025 10:40:05	Rehab appropriate heritage homes for 2-4 story, multi-unit, carriage houses, co-op housing, and condo height, a canopy James Day is not Vancouver English Bay. City the density now would suggest that what the future will look like.	Heritage streets - we don't need more when doesn't fit. Fit, all condos except 1 remaining heritage home. New trees	Stop (bikes, patios, balconies) regions. That would probably be a good work. Sustainable tourism that doesn't reduce quality of life for residents.	Quality of life due to Population Density, Traffic, Noise Pollution etc etc	As density of population increases so will resilience of the community in my infrastructure.	Plan more appropriate shade trees, the "rain garden" on RFBer was a missed opportunity. While promoting alternative transportation, increasing bike lanes etc on the right direction, making travel as accessible as difficult as possible is not the way to accomplish it. In James Day, the traffic situation, pollution etc only adds to the poor quality of life one already must expect. There appears to be a complete disregard for balance. Also, the increasing range of shops during in James Day is unsustainable & contributes to an ever increasing pollution. You know what must be done about it in order to balance tourism in a sustainable way. Evidence & solutions have been provided. Seniors will want to be the quality of life for the people who live in the community.	Care, maintenance for the established patios, balconies. Future development must include considerations & adherence to climate environmental issues a priority, not playing appropriate trees, solar panels, heat pumps, height restrictions in combination of existing bike lanes, shade/shading areas completely etc.	Limit range shops to max 2 at a time. Limit number of days shops are allowed to stock in James Day. LA. Should WEDNESDAY WEDNESDAY be allowed. All residents to enjoy their community. Follow the re-visit shops issues that are observed publicly. Culture sewage disposal, safety items that are being disregarded seriously.	VW 184		
50	9/22/2025 10:45:07	We need slower growth and it should be sympathetic towards existing homes.	Tenant protection	The affordable need improvement, and why are there utility poles in the middle of streets?	Enforcement of speed limits	Water	Stop chipping down trees to make room for condos	Banches	I love it all. Homes, patios, patios, patios. People who complain about them shouldn't have moved to a tourist hub.	Stop overbuilding. We are fat.	VW 289	
51	9/22/2025 11:40:03	I don't mind more housing as it's desperately needed but I opposed to high rise that block out existing views and take away from the beauty of James Day. Builders and the city need to be aware of the height of buildings surrounding them. Let's do our best to maintain the heritage and history of the area this time. Keep James Day a distinct identity by maintaining its heritage buildings and perhaps building new ones with that theme in mind.	Definitely affordable housing for families and seniors. Cheaper housing. Preserving the environment and maintaining the beauty of the community is important.	James Day can become quite congested at times. While I don't see a car and walk everywhere or use alternative transit it is important to have walkable infrastructure. Do not see how to make it easier for pedestrians, bikes, vehicles and horses to travel in James Day but perhaps by having more or a more larger parking areas that could help alleviate the issue. I can't say you when that would be located but maybe a few best parking lot would be in front of Market and Kingston street. How can we make James Day more pedestrian and carriage friendly without compromising local vehicle network.	I guess my biggest concern in managing these issues with the large amounts of competition.	When I don't have an answer for that, it's leave it to your capable hands.	Let me tell you that while I enjoy seeing the cruise ships from my apartment window (it's my first summer in the apartment), I have to say that I've had to close my window on beautiful days and turn on my air purifier to get rid of the fumes that permeate my apartment as much as I can breathe it in my lungs. I promise you that I'm not being hyperbolic here. It's an absolute truth. Like many residents here I see the cruise ships but the exhaustions/fumes needs to be addressed and soon. I can see the exhaust coming from the stacks on these ships and it's disgusting.	I love any plans I can go in to under a tree or walk the beach. I value the natural areas and as well as all cultural and green spaces. I appreciate and enjoy the built heritage of Paterson's wharf and at the end of Beacon street. I walk Levee Point regularly and would like to see that maintained or beautified someone's life more.	I love the health and beauty of the inner harbour. I think there is a lot to be said about what that space is. I spend much time observing baby seals and young seals. I'm not sure if you're watching them along with the green gathering in the harbor. But to mention the seals and other things. I'd hope that are not impacting that habitat any more than they do.	I love James Day and its diversity. I love its sea and let's face it, you're right. I had a fun and quiet and extremely unique. Please let us keep that. I had a real sense of ease and peace here and absolutely love sharing my neighbourhood with my visitors and friends. I would love to see a few "cabin" or more densely built up.	VW 194	
52	9/22/2025 15:07:14	James Day doesn't need to "grow" anymore. There are several major apartment blocks on a progress. Designed for. Retention of heritage features and patios.	Affordable housing for families and seniors.	Wider sidewalks. Retain what is left of available street parking. Stop creating bottlenecks by allowing in and out of CD for personal driving and deliveries. Open because of the damage.	Retain tourism viewing system. Support local public, entertainment & the heritage.	In James Day food resilience means becoming more resilient. Renewable energy is important but a long way off. Priority for clean water, waste management, sewer efficient energy and good communications.	Stop allowing developers to destroy trees needlessly. More green spaces as part of development permits. Not enough open spaces are included in an exchange for height and density. Lower speed limit, etc.	Don't contemplate - protect. Support seniors and family community centres. Create for heritage purposes. More incentives to repair heritage homes. More self-polluted patios.	These questions are too broad. Show cover need for the ever-growing cruise ship business. Partner with the GVHA who role over that huge parking lot to do something wonderful. Go ahead with big signs and parking, only create on some of the area. More the infrastructure. They are building and only. There has to be a good for meetings go on-site people don't need to be in Victoria.	We are not one big city. All the neighbourhoods are unique. Keep our unique 50 character and stop the continual assault of developers building too big and not contributing significantly to our community.	VW 203	

8230025 15-10-43	Buildings which echo the character of James Bay — no square glass boxes — like townhouses with green space AND parking for cars! Cars are not going to go away	Serious choice James Bay — we need moderately priced homes for active seniors — living on Peninsula — spaces for Bowers in town — We have enough houses — we don't need another "Palm Street"	Seniors need parking spaces — not like those scattered the island! Good sidewalks for daily exercise — curbs that service a good — Section cannot stop and carry heavy grocery bags long distances — also making driving so difficult for the Police	The Government is doing a good job — hopefully the Health Services will improve — like the city will budget more money for the Police	James Bay is a delightful area — the roads and streets are consistently being upgraded. We need to find developers willing to build in the area with huge bonus — building on Parking lots that we need and putting up very ugly, boxed in structures!	Protect our green spaces! Stop cutting down trees and covering it up, covered developments	Finish the Laurel Point Park! We need trees, flowers, walking paths with benches — keep the shores of James Bay — 2 to 3 feet disappearing!	Ogden Point welcomes thousands of Ocean passengers every year — we have lovely hotels and lots close by — keep them up and stop the ugly heating up and closing streets everywhere during tourist season — is a nightmare!	We do not need the planned improvements — done for the area around Torbay — A shopping Mall type area would be a disaster! Once again, people need parking when grocery shopping, going for appointments and carrying on daily life! The reality of Section 35 NOT the Bicycles!
8230025 16-11-11	The density here is very high, especially considering all of the cruise ship passengers, tourists, and visitors looking visiting the area. The traffic, pollution, and noise levels are already HIGH! High-end vehicles with roof mufflers, blasting music, portable and stationary power generators, parking going to and coming from the beach, cruise ship home boating lots at night, home carriage drives with microphones, hot buses, hot planes, etc. It's very hard to see our quiet community during the day. It's a congested, polluted tourist trap.	Stop hearing down usable affordable buildings to put up expensive new buildings. Define "affordable housing" and enforce developer priorities to provide space. Encourage village type growth (similar to Cook's Village and James Bay) in other areas such as Ouellet, etc. where zoning laws allow other, better, shops, restaurants, etc. Make sure developers make good on their promises to improve town.	No more home caravans, Ocean parklets and distance operations as residential areas and residents of James Bay group parking and encouraging the tourists to yell and party on the island, especially at night. Ensure hot buses are using the public bus stop 15 or 20 for Ouellet Road, Douglas, etc.			Stop cutting down so many trees!!!! These remove pollutants from the air, provide shade, lower temperatures, and reduce stress levels. They are integral to a healthy environment. Citizens doing by-laws, especially at construction sites they commonly get their noses run while they wait to be needed — sometimes 15 minutes or more. Encourage people to garden. Plant more trees. Encourage developers to seek around old growth trees and incorporate trees into their designs — big trees.	Lots of trees and plants will add so that the natural setting can be retained and encouraged to thrive. Removal of some of the trees is inevitable. Protection for large trees. More trees. Educate visitors about engaging with wildlife (have leaver your dog on a leash, don't feed birds or animals bread, etc.). Educate the by-law about dogs being kept on leash, especially at the beach which is a popular bird sanctuary and where others like seals come to visit, and wildlife like. There are more and more people bringing their dogs run wild, chase the wildlife, and unfortunately on the beach it's such a shame! It used to be so peaceful and wonderful to enjoy the water and the wildlife but now it's full of dogs barking and people shouting at their dogs and we hardly see the wildlife any more. When we do glimpse an other bird, it's not there for long since it will be called by a dog or a person. Also, people are smoking near the beaches, having fires at night, filling their tables on the pavement path, and it's a 3 dog stroke now — hard for older people to have dogs coming at them, cyclists making close by, etc.	Give the residents of James Bay, fishermen and others that are not profit the way they live. We live here, we don't have good enjoyment of our homes. We should not be treated like their tourists.	Our seniors are old, our internet is already glitchy because of high density, and there's not enough parking. The James Bay buses are often parked. Our formerly quiet community is turning into a noisy, polluted and noisy from all the cruise ships, hot buses, and vehicles in fact. Please consider the value of community and residents' right to peaceful enjoyment of our homes. James Bay used to be a charming, quiet, close-knit community with lots of trees and character. It is fast becoming a high-density tourist trap.
8230025 16-08-20	New building should reflect the uniqueness of James Bay. Multi-story and buildings should be no higher than 4-6 stories and designed in R-1 with the existing heritage structures.	More housing needs to be wheelchair friendly with ramps, handrails and units that are large enough to accommodate someone using a wheelchair and/or walker.	We already have enough 4-6 stories. To make more space, build more pedestrian crossings with flashing lights.		Keeping the existing parks is important. James Bay has many beautiful cherry blossom trees and these should be protected. In addition, more parks would be wonderful for playgrounds and providing shaded areas.			The Inner Harbour is a focal point of James Bay. I would like to see more trees and green space along the water front. Specifically in front of the Laurel Point Inn, The Cook Ferry and the Ogden Chapel. The opportunity to planting this space and it is the first glimpse of Victoria. The beach green and tree planting area along the David Foster Walkway needs to be improved. We need to see a link to commercial use of the land along the Inner Harbour so that visitors and residents alike can enjoy the natural beauty. The bridge will be a big problem with no recreation. Langford don't want it... why did Victoria say Yes to this proposal!	VW 472
8230025 16-01-08	Slow growth under 4 stories	Maintaining a diversity of housing in James Bay is key to keeping the neighbourhood vibrant and diverse. We love our suburb in 3-6 stories, what others, baby cottages and duplex.	The bicycle lanes especially on De la Salle road need reworked and lanes opened to slow down. The ideas come spreading down the road without warning and a child and the rider cannot see the car. The go on fast sometimes you don't see them right away — a danger and someone someone will get seriously hurt. The new plan must address on street parking. It's impossible to navigate several streets in James Bay due to on street parking. Buildings must provide ample parking and safe pick-up and drop-off zones. Large transport trucks are needed to service businesses and the cruise ship industry. This has had a negative impact on local traffic. It's impossible to move in the outer streets of James Bay when a cruise ship is in port due to the number of vehicles servicing the cruise ship industry.	I agree with the OCP priorities	I don't know	I love that we have. Please leave the "Star Public Park" as is. maybe a couple more benches.	Please see 35a cruise ship documents	I love being in James Bay	VW 127
8230025 23-03-24	Lowrise buildings only. Highrise buildings take away from the culture of James Bay communities.	Protection for people who have landless access to be more readily accepted and not have an access from the landlord that the "buses" has been needed because they really don't want animals of any kind in building.	Several times a year, streets in James Bay are inaccessible due to rain, like ride and increased summer traffic. Emergency vehicles can not currently have access to James Bay during a special event.	I agree with the OCP priorities	I don't know	I love that we have. Please leave the "Star Public Park" as is. maybe a couple more benches.	Please see 35a cruise ship documents	I love being in James Bay	VW 264
8230025 23-01-17	I believe the 'current' OCP provides the best growth and building design for James Bay. James Bay currently is an area of high development additional development is not necessary.	The OCP must continue to offer housing needs and protections currently available to residents. This includes supply, affordability, tenant protections and housing density.	Several times a year, streets in James Bay are inaccessible due to rain, like ride and increased summer traffic. Emergency vehicles can not currently have access to James Bay during a special event.	I agree with the OCP priorities	I don't know	I love that we have. Please leave the "Star Public Park" as is. maybe a couple more benches.	Please see 35a cruise ship documents	I love being in James Bay	VW 472
8240025 0-02-22	4-story multi-family not-for-profit housing that needs to be prepared for what it needs to build and maintain it.	Build only not-for-profit housing that needs to be prepared for what it needs to build and maintain it. People live in it. The building housing is one of the worst ideas of the 21st century and should be junked.	Get rid of cars. Turn streets into parks, gardens, and high-quality pedestrianism. Avoid that well in moving traffic. Be like the M10 traffic circle are used for destination in the proposal. Why? The city's war on cars is completely counterproductive as more pedestrians are created than an added. Cars will not disappear. The current attitude of forcing people into a transit system that does not meet their needs. It's not the time to continue people to take it. Why are the PROTECTORS always that keep the economic engine of the city going more consulted about traffic issues? These people are far better educated in traffic issues than the people of city hall. Talk one on one with an ambulance driver or a truck driver and give yourself a real view of just how terrible our roads are becoming. It is insane. Is a senior residence with no need for cars. How often when all those thousands of cars come from or with hour. Where do the 30 residences who live in million dollar plus homes and drive expensive cars work? Not in downtown Victoria and certainly not where they would take a bus. No effort at all by city hall to get traffic in and out of the city smoothly and efficiently and JB is at the sharp end of the spear. More and more people are	Free community Internet. Rogers and Telus are robbing our neighbourhood blind.	Stop destroying mature trees because they are "in the way" of "obviously" overpriced housing developments whose purpose is not to house people but to give our neighbourhood to witch so-called "professionals"	Parks, parks, parks.	Implement outdoor power at Ogden Point. Create urban greening adjacent into our atmosphere are an incubator of the health of the people who live here as aggressive cigarette smokers trail a cloud of cigarette smoke behind them everywhere they go.	VW 176	
8240025 0-16-16	JB is already one of the most densely populated neighbourhoods in the city and should not be added to dense. When housing can be done it should be linked to four stories and it should be necessary not building design RECCERT the health, nature of the neighbourhood. NO MORE HIGH RISES!	No more density. Approve only those designs that protect our heritage. No buildings over four stories. Protect older rental buildings as seniors are being priced out of the market and developers are the only ones who benefit from new builds that are overpriced for average people.	Open and free housing spaces within. This city continues to cut us off. First James Bay.	Again... needs for access. Over densification in the entire OCP is a problem because our streets simply will not handle more people. Transit, public transit, transportation, hospital, EMS are all stretched to their limits. What happens when this impossible path by the new government to force densification on us puts thousands more people into the region. Does it work? We need a plan on development in order for infrastructure to catch up. Why are we being forced to density our quality of life just to earn? People can move here on a whim. It is like JB in Toronto but can't because there is no room and cannot afford what is available. People should be encouraged to move to areas that need people and have infrastructure to support them. Like Port Alberni as an example!	Definitely support these and green spaces. New builds should be required to have the best of environment protection technology.	JB being denser 100 Part makes it difficult to worry about parks. Sometimes I think we get too caught up in approaching such issues like we are a great sprawling city. We are not and everything is within a short drive of everything else and we never will be a great sprawling city.	Wine. Oude the question. And since I really have to leave with the way it handled. Now it would be difficult commenting on it as the Great 5 Mile Rough. The Inner Harbour being separated from sound as the thought of them having control in that way is quite a scary one. And I suppose that would be the only real concern about economic. Development would be the fact that this current council does not understand business and economic development and title can be done about that still. We also need to get rid of them.	Generally, after reviewing the 20 portion of the OCP proposal I am not overly optimistic about the future for JB. I think that the elements that make this neighbourhood such a special place are gradually being whittled away by groups of people who really don't care about our history and how that shapes what people live about and Victoria in general. Our greatest of our would be the possibility of a new mayor in the next election, one with vision and enthusiasm and great leadership skills. Fingers crossed.	VW 216

62	8242025 4:50:47	James Day is a great place for further low rise infill, with a precedent for adding density and proximity to services downtown.	Affordable housing of all types is obviously most easily needed.	I still wish y'all would've closed Government to through traffic. It could be a better cycling connection between downtown and Dallas Road eastward without the traffic. The improved cycling network in the neighbourhood is also notable for totally avoiding the commercial bludge that people might want to escape to. That's my interaction can be pretty hazardous to all road users and could stand to be improved.	Don't test me. I thought you gave me heading back either?	JD already has the advantage of being the central neighbourhood to bike. In terms of physical temperature. Protecting public green space will be very important to complement this.	The village model works for me! Some more commercial around Ogden Point would seem natural as well, what with all the foot traffic (especially during cruise ship season).	VW03					
63	8242025 7:24:12	Low height with room for greenery, trees, gardens, a story mix with adequate bike parking.		I don't know if it's possible, but many sidewalks in James Day are shared with signs and pedestrian paths. People walking need to dodge buses impeding their way. The sidewalks are relatively quiet walking routes.	With the indications that a large earthquake is in the area, and considering a great number of resources, we may need to shutler for some time before help can arrive. On this line, I think about creating a method to filter water.	The need for more housing may require our own for trees.	Decon 188 park in marvellous. I would like to ensure that there are still green spaces, gardens and trees around each building.	I like the idea in the Village, which gives me a range of services with walking distance. There might be a need for similar small scale with walking distance of other areas.	VW04				
64	8242025 7:50:57	That in keeping with the historic and unique character of the James Day neighbourhood - increasing density by adding more height and matching building size on lots to decreasing the height and character - but height of new developments to that of surrounding buildings. Keep signs of new development in keeping with the heritage aspect of the community, so commercial developments in areas currently used for residential, etc. There are many other areas in Victoria, some close to the City Centre, such as the West, where density can be increased without adversely affecting the existing character or the the potential to improve it.	A balance of the above stated categories. However, consideration must be given to providing the necessary facilities and services to serve the needs of the residents - adding and future use for as can be ascertained.	I think the blanket 35km/hr speed limit in James Day is a good move, and in some areas, could be lowered further, along Dallas Road, where significant amounts of traffic is moving through the area. Also, if cycling lanes are to be installed, we should be considering how to protect them - many cyclists do not use the (very expensive) cycling lane along Dallas Road, compounding my last point.	Clearly signed Transitway evacuation routes/identified 'safe' areas	Nothing comes to mind	Nothing comes to mind	Nothing comes to mind	No opinion	No	VW 145		
65	8242025 8:30:00	single family homes	single family homes	go back to 5 years ago, we had less traffic. Now, in many traffic light it has been raising traffic jam on some street and we did not see how better.	no change needed	zero small motor or smart anything, get rid of all.	climate impact is not existent, only pollution and the news talk about such areas.	zero smoking permitted, let us enjoy our earth in place.	less business and more nature enjoyment.	time to fix the corruption...	WV 14		
66	8242025 8:37:30	James Day is a historically classic area in Victoria. Using the essential character of this area would be a tragedy. Growth should be limited to small, historic, buildings in small areas with priority set to restoring existing homes. No additional commercial space is required.	James Day contains a lovely mix of residential and housing types. This should be retained.	None.	None.	Restoring of existing parks and green spaces.	Restoring of existing parks and green spaces. Adding more green space would be beneficial.	No additional commercial space is required. James Day should be preserved as a residential area with a small-community feeling.			VW 11.1		
67	8242025 8:38:05	Four storey maximum	Affordable. The new stuff is not affordable.	Enough with the bike lanes	Heart is not on issue in James Day	No improvements needed	More trees. Do not cut down any more trees. Make sure all trees are watered in the summer	Go happy with all the parks	Efficiently?	Love James Day. No development at the corner please.	VW 176		
68	8242025 8:41:05	Multi-story apartment buildings, but designed to ideally fit in with the heritage of the area. No steel and glass blocks.	Tenant protections. Tenants outnumber homeowners in James Day.	Trust-building near schools (in the form of speed bumps, HOV traffic circles). Daily needed traffic lights at corners and signals. Have speed limit set for bus who use it. Ogden Point at the speed limit. ELIMINATE home-driven garbage on bus routes! There are plenty of great alternatives they can go on. Holding up transit along the multi-lane traffic bike speed limit. Redesign to signal when passing bikes or pedestrians, bell or whistled. Or your self, single file when passing, hand to you right sign, and directional line to divide bike pedestrian area. The situation is dangerous along the lanes. Common sense does not prevail and there will be more injuries.	Extreme weather events: have emergency routes and a clear plan on how to access buses.	Storm power for cruise ships. Cannot stress this enough.	Reduce emissions by providing shore power for cruise ships.	Safe.	NO home-driven garbage on bus routes (Owen, West and Hagers). NONE.		VW 255		
69	8242025 8:59:30	Keep new builds to 4 stories, especially along Dallas Rd	Maintaining the size of present buildings and keeping the new build. Design in keeping with the historical aesthetic of this destination neighbourhood		See above. Unstructured regulation of multi-story builds. Sprague regulate and enforcement of speeds and passing signals.		Setting up infrastructure so that cruise ships can plug into Ogden Point electricity to avoid idling and polluting all day/night.	More and more interesting public art.		No public bathrooms at Ogden Point as a constant frustration for locals who walk the beach area.	Thank you.	VW 214	
70	8242025 9:02:05	Five buildings in neighbourhood home site. Keep where neighbourhood was. Multi story buildings do not add to the fabric of a neighbourhood and in many cases erode it. James Day is unique in its density that is sustained by the physical scale of the community.	Allow retain and multiple scale buildings for all needs but discourage multi-story apartment buildings.		That and vandalism. Don't appreciate the vagaries of downtown prying on the 25 neighbourhood.	All mentioned above are important, plus safety.	Continue to plant and maintain trees.	I value community of the sidewalk level. Love when practical needs are met and enthusiastically with social needs. Shopping with interesting, sitting and enjoying the day in a public space.	Manage the air quality coming from the cruise terminal	It's great to have parks and make plans but begin where there's the greatest need. Don't push change for the sake of change and consider the needs of all, not just the tourist.		VW 216	
71	8242025 9:25:11	We need affordable apartments in buildings up to 6 stories maximum, and with at least 3-4 home apartments.	Facial apartments.	Not sure.	Few sea-level homes, solid construction, fire walls, smart drainage, etc.	I agree with flood resilience and renewable energy. The others are also important.	The above is great. I would add shore power for cruise ships as soon as possible.	Trees, playgrounds, pools where possible, at least one movie theater downtown.	Serious help for the on-located is needed, things as to who needs medical help, physical or mental, respectful housing, raising for potential work and help setting a CV and taking interviews, etc. Use the Housing Trust plan.		VW 236		
72	8242025 9:27:41	No more than four stories!	I like the idea of 25+ buildings, co-op housing, and rental for small families in apartments. (Great co-op housing would have larger units for larger families.	I think a lot of thought went into the bus routes, the bike lanes and the sidewalks when I was on Sitcom and I believe transportation is good here.		Sewer and drainage.	Keep as many trees as is possible. The riding station at living park is a good addition.	I am a senior but I still enjoy the parks around here. They are well used by everyone. I enjoy cultural events but I usually do this elsewhere in Victoria. James Day United Church is doing a good job to help in events and I can walk there.	Continue to work on making our harbour ecologically sound.	KEEP THE TREES.	VW 11.3		
73	8242025 9:27:53	A mix, much like we see now. High density housing needs MUST be met by ALL neighbourhoods. I'm looking at Fairfield	Remain and ownership with a mix of pricing. We don't want to become a monopoly of well-heeled owners and renters. This is a great neighbourhood where workers should be able to live who don't rely on cars and long commutes. Street parking permits for residents to ensure they have parking and remove the car clutter from existing car owners and parking. Street parking permits can also reduce development cluttering the need to build parking.	Any and all traffic calming measures available to discourage combustible engine cruise ship traffic (buses, taxis) from our neighbourhood streets. Any and all opportunities to expand walking and cycling safety on our streets and sidewalks. Cycling and scooter use will only increase and these are low impact modes. Pollution due to others' selfish transportation options should be encouraged less. Lowest possible speed limits on our streets. We have an excellent location for encourage walking and cycling and these should be maintained. Allowed bike to purchase about parking permits reducing the need for apartments and consider to build parking (downers cost to return and return) to provide real-time parking over other carlines. Parking, both with apartment and housing. The slower traffic becomes due to low clearance, restriction of bike lanes, more vehicle congestion and about will be spread into a neighbourhood due to decreased mobility. If the intention is to remove all cars from the city then there is an absolutely and undeniably incapable of handling the increase and a major avenue is incapable of housing on a site and being around the city.	We need visible and clear signage for emergency escape routes on our streets. We need cooling blankets for the many boats lying in the harbour housing for our working neighbourhood.	Flood resilience.	See transportation response above. See cooling center above. The elementary school on Oswego could be outfitted with solar to provide a lower cost cooling center AND reduce the ongoing heating costs. This would be a prototype for other communities to follow.	Green space and parks seem double and triple duty: beautiful events, provide gathering spots and child-friendly parks with exercise equipment for adults, contribute positively to climate change. We just need municipal help to realize the homeowners issues that negatively impact local parks.	See traffic calming response above to reduce motor traffic. In J Day, street parking permits are residents have parking, and those without a car are not maintaining vehicles parking on our streets. Harbour authority should be contributing accountability to our neighbourhood improvement: if J Day was a 'bachelor' the Harbour authority and its budget would be impacted.		Housing density developments MUST be spread around ALL neighbourhoods. We need a mix of housing for long term stability of J Day does		VW 242
74	8242025 9:28:30	Low rise (no more than 4 stories), single family, duplex, smaller town home developments.	Livable (eg. not cramped together like a dense apartment, parking naturally, green spaces, and affordable (whatever that means anymore). The neighbourhood should be kept to a scale where amenities such as food, pharmacy etc. can be adequately supported without having to travel out of the area. The OCP for James Day is beyond inf-areas.	more transit and cycling areas that are very safe to use.	The fewer roads and lanes that are available to more people in and out of affected areas will just increase the potential damage and loss of life.	Electric, Sewage, Water and Trash/through the big water. Can't fully half the proposed OCP density for James Day. It is approved the infrastructure could handle it.	I love about protecting the trees and greenery that will be totally lost, many of them heritage value areas all the street are pulled out for OCP development. I have already started happening in J Day and it won't happen again to be like. Protect what you have!	James Day currently is well situated for parks and green spaces and therefore does not need a few more scattered parkettes while people are piled one on top of each other in a high-density neighbourhood than there, when it happens.	Don't destroy the charm of some James Day for one. Tourist off road from the edge and create this neighbourhood because it has character, charm and it is not like the high-density population centres they have come from. Value what you have here!	Yes, city governments are vested in to serve, not direct and direct in the citizens what the city is going to be but to work with and for those who live the life and have to put up with the consequences of your planning and decisions, please don't add more fuel to the fire. The James Day OCP is the most aggressive, unreasonable, poorly considered proposal yet. There's still time to reduce yourself!		VW 126	
75	8242025 9:52:07	Fewer maximum 4 plan's with larger condo buildings in one or two areas. James Day has exceeded population density compared to most areas.	James Day will never be affordable except via Co-op housing.		Access after an earthquake.	Up to date utilities	Not specific to James Day, keep working to always fast facts.	James Day needs to keep more heritage buildings. Tourists do not come to see a bus corner.	Why is Ogden Point a huge parking lot. Please real needs for buses.	Same to the results. Stop trying to solve the entire region problems.	WV 20		

8240025 17:00:15	<p>No more density. The transportation network roads, cycle paths and pedestrian cannot handle the volume.</p>	<p>Maintaining the heritage value within the community. Housing needs are equally important as all other needs. Housing planning should be addressed regionally. Parking requirements have been reinforced for new buildings. 100000 are all the volume going to be parked if the rate is already full with parking of vehicles, get hundreds of cars on parking with little attending to where owners will park their vehicles. Our neighbourhood will be overrun with many vehicles for on-street parking - no doubt about that. Clustering parking is not a solution to get that density that they cannot park on the street in these new housing developments.</p>	<p>How can any goal for "lower carbon travel" be achieved, when it takes you 30 longer to get from Delta Road to the Johnson Street bridge than it did 20 years ago. All these cars running on top of parking for 20 longer with no real solution. The flow of vehicles is not going to decrease while the number of vehicles will increase exponentially. We have had issues for vehicle transportation throughout the city, and they are not going to be solved. There's no math that makes sense. Transportation planning has been left to the street. If the council is planning a car free city, which it seems to be, then it should be stated.</p>	<p>Emergency response, insurance, infrastructure</p>	<p>Maintain and only upgrade where disaster resilience improvements are necessary</p>	<p>green is better but don't ignore traffic. Promote addressing environmental and climate change policies.</p>	<p>The City of Delta has no published counts, except your asphalt, sloping, lampy ones at Beacon Hill. Yes, Topex will have some complete in a year which will be a benefit to the community. The Beacon Hill Soccer club is a prime site for potential courts, away from the road and replacing only the field areas - very little environmental impact. It is an opportunity and would create new courts to be created in the city for published (Topex and BIL). The demand is huge and given the number of senior and other players taking up the game, the City should be addressing the growing health services need for more courts. It is either to other municipalities as well as local residents to have to go to Coquitlam, Search, Colwood and Co. Search play a game. The City should be addressing the needs of local residents and provide these facilities and programs within the bounds of the city with our funds. And tennis courts should not be connected to address potential needs. Tennis remains the healthiest sport of a lifetime - if you want a healthy community.</p>	<p>It's thinking of moving because the traffic is ridiculous now. It's the best because it has so many great characteristics but it requires you to sacrifice hours more per day in a vehicle to get anywhere now. All transportation planning priorities are focused on buses and on the bike. Even before parking there is no real possibility on a busy highway day when the cruise ships are in, it's like the busy highway (where) buses, pedestrians and cycle paths add to that congestion as well. It's just not safe driving, talking or walking in town anymore. Someone will die at the Johnson St bridge with the lights, lanes and back up at that intersection. Buses should not be allowed on Johnson St bridge on south side with the vehicles that turn left into West 41. Very dangerous. The bridge is narrow. It's not 20 meters wide. It's a critical path to get across town to Coquitlam.</p>
8240025 19:04:00	<p>growth in housing units suitable for families of two children and more</p>	<p>Single family homes and homes with no more than 3 living units.</p>	<p>It is likely unable to handle James Day with a terrace and turn around for over 400 buses per day that handle the volume of residents of the province inside the Belleville, Stewart, Douglas bridge.</p>	<p>traffic patterns up and down Douglas and Stewart, especially houses, with seriously and negatively affect residents in the Belleville, Stewart, Douglas bridge</p>	<p>The town of over 400 buses per day on Douglas and Stewart will seriously affect pollution and noise levels</p>	<p>Density demands greater green space options</p>	<p>It is significantly unlikely that it is needed for more "greater" density when it already exceeds the needs in other parts of the city and when it has only two arteries for ingress and egress Douglas and Stewart</p>	
8240025 19:45:10	<p>More townhouses would be nice to see, neighbourhood is becoming unaffordable for families</p>	<p>More townhouses would be nice to see, neighbourhood is becoming unaffordable for families</p>	<p>Site path along Southgate St needed to connect to Fiddlers</p>	<p>Earthquake preparations, urgent care, making more patients per day.</p>	<p>More community that fits needs and decisions that affect residents.</p>	<p>New playgrounds for living park and Belmont street</p>	<p>Wider sidewalks to accommodate cruise ship passengers masses.</p>	<p>Traffic issues will push residents out of the neighbourhood, James Day becoming a boulevard</p>
8240025 20:10:10	<p>Design is keeping with the heritage neighbourhood, not too tall, maybe two story, people walk.</p>	<p>Affordable, attractive housing with green space and all levels. Development of a vibrant and attractive James Day Square. The Thrive needs to provide attractive parking in the parking lot, which currently detracts James Day Square and is an eyesore.</p>	<p>Remain on-site parking for residents. James Day. Outside the home garage as they are in the street and are a major traffic hazard throughout our community. Also the huge Thrive delivery trucks coming through our neighbourhood are a problem. So too is on-street parking. All new buildings should be required to have parking spaces.</p>	<p>Earthquake and fire.</p>	<p>A community welcoming and other social amenities. Why does Coquitlam have a lovely community centre and we have none? And the James Day area remains a party facility for the number of sectors in James Day. And yet, the City continues to allow development with what appears to be zero social amenities.</p>	<p>Why on earth were the two Victorian cottages on Stewart Street not saved for their heritage value? Why is our OCP so obviously dense in character, in the place where clearly heritage homes and buildings are at risk of being destroyed. I am so disappointed with our Mayor and council and how they are treating our heritage. I don't know if our Mayor and council are aware of what they are doing to our heritage. It's really quite shocking and so many of us in the community feel helpless to stop the massive densification and reduction of our residential community.</p>	<p>Crude ships! They ruin our neighbourhood with their noise and smoke and traffic. There needs to be a development plan for where the cruise ships dock. It looks like a massive concrete slab yet has potential for greenways, parks and commercial activities.</p>	<p>I am depressed and appalled at the extreme level of densification being planned in our OCP. It's like our Mayor and Council want to ruin what we have here. I just don't see any anything needs to be done in the James Day in terms of densification. We are being added to such a disproportionate level. I don't want the consultation process, and I seriously question whether our Mayor and some council members are making funding and subsidies from developers as I just can't figure out any other reason for the destruction of what is a vibrant, unique area in which to live. It's shameful.</p>
8240025 21:00:10	<p>heritage protection, limited height developments and building age not too much development already</p>	<p>Affordable housing most important - not what passes for market value now. Follow examples of some European cities in developing alternative models of affordable housing. There are obvious now for most working people in any but the most professional roles.</p>	<p>Yes, lower carbon, safe bike routes, good paths to walk.</p>	<p>Earthquake protection, maintain sea walls, cooling areas for extreme heat, improved health services - the best of doctors is a job, not a club, responsibility but there must be planning decisions that could help.</p>	<p>More trees, green spaces, community gardens. Do something about deer. Control of cruise ships, or at least minimize, but much shipping.</p>	<p>More parks and green spaces, community art centres in James Day with affordable studio spaces, more efforts to diversify attention to local history, not just past industrial, but also the indigenous stories and histories. A public park somewhere in the area - maybe 7 point.</p>	<p>Too many cruise ships and tourists flooding through James Day takes a heavy load. More green jobs.</p>	<p>Affordably a huge issue - things have gone away to see the past. They say eventually but many neighbours in need with no strings.</p>
8240025 22:00:40	<p>Keep the mix of housing we have and introduce large scale developments that respect existing accommodation for James Day residents.</p>	<p>Affordable housing is certainly a top priority. There are obvious now for most working people in any but the most professional roles.</p>	<p>Site issues have made a big impact in the use and safety of these existing environmentally friendly form of transportation. Building in James Day is a great way to get services and meet needs and neighbours. Services could be better maintained and streets and bus lanes that make walking and the sidewalk effort should be cut back so you don't have to stop onto the road to avoid getting your feet wet out.</p>	<p>Community centres should be open to offer residents some relief from the extreme heat and cold.</p>	<p>A viable option for cruise ships to be able in one land park when docked allowing them to minimize the pollution they produce at present.</p>	<p>All of the above</p>	<p>Without ACP plan to introduce electric fuel planes in the future will get a long way to make the pollution that we currently experience with less noise.</p>	<p>UVW 077</p>
8250025 7:41:20	<p>Heritage protection, Greater low the development with setbacks.</p>	<p>Some under-rented rentals should be included in every rental development. Clearly more provincial affordable rental and long care units needed as well.</p>	<p>Just remember that a higher number of residents can be long walk or cycle.</p>	<p>Maintenance essential.</p>	<p>Saw the heritage (keep this area unique and don't let it become another concrete city. Tourism depends on charm.</p>	<p>Locally and democratically</p>	<p>Please try to take the long view and think of other cities that have been lovingly preserved in Europe. Heritage matters.</p>	<p>UVW 113</p>
8250025 8:35:54	<p>I see the character of Victoria being developed with over building. I don't want that to happen in James Day</p>	<p>I don't advocate perpetual growth.</p>	<p>UVW 203</p>	<p>UVW 203</p>	<p>UVW 203</p>	<p>UVW 203</p>	<p>UVW 203</p>	<p>UVW 203</p>
8250025 8:45:01	<p>heritage protection, single family dwelling, limited increased density, promoting greenways</p>	<p>single family dwellings of character</p>	<p>more speed bumps or traffic calming, better sidewalks, more bike lanes</p>	<p>unhoused population, earthquake preparedness</p>	<p>at</p>	<p>quickly</p>	<p>more green space, community gardens, trees</p>	<p>density and NOT by the OCPA. They are terrible terrible suggestions. The community should be consulted. we need more services in James Day - basic, daily, community centres, we start keep adding people without adding services.</p>

8/25/2025 9:14:24	Throughout, no more than two stories, job park, should be what we can manage.	Keeping that glass facade open to be, not the whole house that are being built now. These houses also require room for parking.	The only with high ground in the James Bay Area is Section 104 part. This area should be treated as the shared recreation path place, for those without transportation to call the city. Remember that you, the city of Victoria, wants to limit the amount of private vehicles in the city. With that in mind, you need to set up, and publish, locations for those with no means of getting to the city.	Maintenance of the sidewalks, which will alternate sloping towards for winter. Sloping the sidewalks building of concrete with no thought of neighbour concerns. We do not need three 6 story buildings beside family homes. Let's keep James Bay a family home environment, not cluttered with your proposed 6 story condos.	Plant more trees on city land. Don't allow contractors to destroy old trees. The city can maintain the trees better. The story slowness trees along Marchie require sloping the sidewalk at the base of the trees.	We require more parks in James Bay, as we lost the ones in Laurel Point. The trees to be replaced with trees and park benches with shade. That park was lovely before the remediation. The city has been delaying this project for years. It was my understanding that the Federal Government had funds to the city to replace the trees uprooted during the construction, and to restore the park to a park. Why has this taken over 6 years to establish a much needed park on the tree harbour?	As tourism is a mainstay of Victoria, it's a problem that conflicts with residents when major events stop entrance into and out of James Bay. The city should not go traffic lights to ensure the smooth loading and unloading of residents by car. The office should have experience in traffic flow.	Please, leave James Bay a one story home community. If you want to build more, go to Parkside or Parkwood, as they are not taking their fair share of multiple housing complexes.	VW 124		
8/25/2025 10:12:33	The beauty of James Bay is its mix of residential single family homes, streets and sidewalks. Since high rise away from the village centre and existing hotels would sub the neighbourhood, and we need to protect our park spaces, pedestrian access, and bike lanes.	Protect the mix and provide more interaction	Traffic, sitting on Oswego street between the hotels and cruise ship terminal particularly speeding taxis and new golf carts are dangerous.	public education on what to do in case of neighbourhood disruption in an earthquake or flooding, including according to location	City should do better cleanup of litter and garbage from cruise ship tourists along down town between terminal and airport.	With data and analysis of proven successes in similar communities (e.g. Squamish)	Our community centre is great, but could use a health and more programming to support the whole community (not just young kids and seniors)	Carefully support consolidating the cruise ship terminal case more, but we need to account for the impact of increased traffic and noise. Would also love to see better routing of tourist traffic around the Cruise Road park through Fulmer's Wharf and tourist paths instead of through neighbourhoods.	VW 173		
8/25/2025 10:40:48	Low rise multi family, townhouses, mixed	Home production during renovations to a building. Lock at West Vancouver practices, for TheOswego to be allowed.	Parking and cars need to be respected. Our demographic requires cars due to health and mobility concerns. Maintenance on most bicycle lanes for a few years. No sampling in any part of along public streets.	Emergency access on streets with bike lanes. Leaving James Bay in an emergency such as a tsunami needs to be addressed. Wildlife concerns in Section 104 Part need to be addressed with a management plan.	No more bike lanes. Maintain the structure in place. With new multi family buildings, ramps and parking needs to be improved. Cars are not going away.	Drought conditions mean heavily tread areas are a little worse. Section 104 Part. A management plan is needed.	Maintenance of existing spaces. No need for any additions. Take care of what is already in place.	Continue with the plans for Ogden Point and the Cruise terminal. Nothing new.	If there is a OCP, then it needs to be followed.	VW423	
8/25/2025 11:10:20	low ground 3 stories or less	don't price people out	cycling path.	camping no.	more trees, don't let people out these down.	parks are good, more parks.	less cruise ships, they are fine for Victoria all year but AVFLC for James Bay, some of the money for Cruise ships stays in James Bay, it gets in a bit and leaves for elsewhere.	In an ideal world, I would stop cruise ships from docking here and redevelop the "Beachcomber District" as a mixed-use area, but I realize that's not going to happen.	Nevertheless, it'd be nice if we didn't have to deal with the buses, especially other taxis, home carriages, cabs, etc., parked, and crowded at night. The other week, I saw a lot of drive onto a sidewalk to park a carriage.	I generally support the OCP and am excited to see what the future may hold.	VW 177
8/25/2025 11:22:37	Medium density, mixed use buildings that take strong architectural inspiration from heritage buildings (for example, the new build at 1015 Cook Street)	Needs: use above + affordability. Provisions: heritage, but not at the expense of increased density (for example, adaptive reuse, heritage lift)	More pedestrian and cycling safety improvements (less through roads, more traffic calming/pedestrian friendly/lighting, more crosswalks, speed cameras)	Better traffic enforcement/visibility fines for drivers who speed, fail to yield to pedestrians, etc. More cooling/shading structures during hotwaves	More walk gardens for stormwater management, less asphalt surfaces (e.g. parking lots) to trap heat	Continue to reduce reliance on single-occupancy vehicles by supporting alternatives like walking, transit, and cycling	More heritage interpretation (signage for notable house/craftsmen narratives & The Nations about, more road closures in Section 104 Part, more community events like concerts, movie nights, etc.)	James Bay and downtown are increasingly being like Disneyland theme parks for cruise ship tourists to gawk at rather than places to live.	I disagree with most of the OCP. Not if it comes as a cost to the residents of James Bay. You've already clearly shown that you have a direction regardless of what the residents want. WHAT happened to being able to take a vote on things like the OCP from residents in the existing community? Seems that would be a democratic way to go.	VW 172	
8/25/2025 12:00:05	slow growth lower density, no high rise. Not allowing multiple units on town lots. The many setback violation to allow developers to overbuild.	Maintaining mixed single family dwelling. We have overbuilt in the community and are over capacity. We are the dumping ground for what other community refuse to do for build. The overdevelopment results to stop.	You've already been parking away from areas in James Bay. Although you are aiming for lower carbon travel you fail to acknowledge that many people as they age require their vehicle. As always, it's council, disorganize against people with disabilities who need their vehicle. City council does not financially take a community concern to heart. They do and implement their plan with no regard for people living in the community.	Ongoing closure of certain streets only accessible to bikes. This is already becoming more difficult with ambulance services. Wrecking them requires using much longer times to get people to hospital will I inevitably cause loss of life.	Upgrade the water, sewer and drainage instead of wasting money trying to keep people from driving their cars	City council has done nothing to protect existing green spaces. City council has had no issues cutting down trees throughout the city in order to allow developers to redevelop properties. Council would never have allowed the 10 year cap.					
8/25/2025 13:00:05	Family oriented, only four stories high.	housing to safely provide sense of neighbourhood.	Need a local safety plan: not the city-wide or rebound, but of residents.	More emphasis on renewable energy, solar and/or rooftop water heaters	More trees but discourage the use of concrete lawns that need constant mowing.	Parks are great, need to be maintained.	Should be a restriction on the number of cruise ships along the coast way.	No, grateful to live here.			
8/25/2025 14:30:30	Family dwellings that are one or two stories, single family or townhouses with parking and yards for children and that better meet community.	family housing, tenant protection	parking - people rely on vehicles, and until mass transit improves we need to ensure adequate parking with city development, and to ensure businesses can receive goods which is hard when parking is taken away and bike lanes or extended sidewalks are added		More green space, trees, etc., rather than removing them in favour of tall developments						
8/25/2025 15:10:41	James Bay is already a diverse neighbourhood of single family homes, townhouses and condos. This diversity is part of the charm, along with visible heritage spaces reflecting Victoria's history. The proposed to make the majority of James Bay open to 4-6 story dwellings will decrease the character of the neighbourhood while increasing population without the appropriate infrastructure to support it. I support some growth, but not the wide extent outlined in the plan.	A diversity of affordable (rental, owned) dwellings for all ages and stages.	5 stories would be great. It's already a great, walkable and livable neighbourhood which is one of the reasons we love it here.	All the above	Flood resilience, energy and if we are to grow eventually, there must be the proper planning for water, sewer, drainage and communication.	Maintain the greenhouses, keep lots of single family dwellings (SFD) to protect the greenhouse.	Access to the water, maintain our parks	We need to manage the cruise ship traffic (buses, taxis, homes etc) in an appropriate manner while maintaining a welcoming place to visit.	We are lucky to live here and it's important to keep the best of our special neighbourhood while allowing for a reasonable increase in affordable housing.	VW 169	
8/25/2025 15:37:18	Think what we have is sufficient and fine...enough that we have more...	What we have now...a variety!	More smaller houses to link to rapid transport or small shuttle buses	What to do in a tsunami, major earthquake etc... as we are isolated in on 3 sides by the sea and park	Emergency access to things... is large always and in living park... use removed... and now what... also more of these around the community.	Plant more trees and respect those that we have. Help homeowners into it adding homes	Green areas, better use of living park beside New Hudsons	Better use of OVA land by Developer and cruise ship terminal... too much concrete... could also have trees and small park etc...	Please have the uniqueness and heritage factor of this very special community intact	VW 472	

9200205 10-24-13	There are limited areas where a higher density is appropriate. James Day is the other neighborhood in Victoria, with almost-high density, and many heritage buildings. However, for the central area of James Day should be the rule. With already existing housing, and with existing higher density, with some new additions, making it more of a residential area. There are no off-street parking, and less than enough off-street parking. We need to encourage more of a dense, multi-family neighborhood to live in.	The city needs to stop allowing down most of the most transportation activities that leave within James Day (Douglas, Bellevue, Superior, etc.) because with their multitude of public functions which seem to flood the area around the neighborhood. The only area to have public events, why does EVERYTHING always seem to have to be held there? The months of July & August saw so many events which already congested the area for many hours, usually every single weekend during those months, resulting in a usability very poor. Why do we always have to host the same, our shows, fairs, fashion, parades, symphony events, etc. more and more each year... where people from a few blocks with their cars to jam our neighborhood? Is there no other area of the City of Victoria that is also attractive, with a view of nature, and has enough space about bringing the "history" of some other neighborhoods from time to time, where the "y" & always a so-called economic benefit? <	There is some communication from the city now as to what is the plan after an earthquake. Despite following municipal codes, I am not aware that any of my neighbors or any plans from the city, or where people should go or what to do. People take on their own preparedness.... The, of course... but what are the community resources that will help the action after a damaging earthquake or other event? Where will there be resources available? Are there any? Where will people who live in multi-family dwellings who do not have land around them, go to (what)?	I have never been aware that there are any flooding issues in James Day, even during storms. The water, stop allowing the crabs along to use Victoria as a dumping ground for their refuse, in exchange for a few dollars in port. Consider having the electric lines underground, to protect them from what damaging events (fire of flood), and be up pedestrian space on the sidewalks (concentrated by high-rise parks in many places).	Maintain existing mature tree canopy, including on backyards and when considering redevelopment. Replacing a mature tree with a handful of young seedlings will take more than a generation to re-establish. Many new development plans propose very reduced tree canopy which would allow very small plantings with only limited area for such a fit and well. Parks should be for 100% public use, and never used for anything of any time, which often results in reduced public use by the general public. Reclamation the most cost-effective addition to basic needs (in a residential area) is to provide a park, including a mature tree with a handful of young seedlings, and, and also trying to offer one-of-a-kind of art work, etc. When budget are constrained, council must act and spend accordingly. Cultural spaces: don't use the need to create a "space" beyond offering walk paths, community centers, libraries, and a recreation center. We already have these, mostly	average (average use see: Live City, Live Plan) proposal. It really targets James Day, which is already denser than any other neighborhood by 40%. Most of James Day would be rezoned for up to factory building, totally changing neighbourhood character. The City will choose to destroy instead of protect heritage, which is what makes and makes appropriate about James Day, one of the oldest neighbourhoods in western Canada. Other heritage housing will be demolished. New buildings have not been, and will not be, affordable for modest incomes, either for rentals or purchase. Tenants will be displaced. There will be no red, reducing mature tree canopy. The City has also not adequately challenged the Provincial decision to designate the Legislature (Govt St) as the centre of the Transit Oriented Area (TOA) - even the city has plans along with BC Transit to move it to the east side of the Conference Centre on Douglas St - and the will greatly impact the historical circumstance of the area where higher densities will be allowed. The City's engagement process for the COF was a sham - the online survey/feedback that the City conducted was a misdirection to have NOT engage meaningfully. The closed-question were
9200205 10-05-13	Low rise, sympathetic and compatible with the heritage. This does not mean traditional design. Certainly we need more multi-family dwellings but a critical with the occasional 4 story should be the limit, with setbacks appropriate to the neighborhood. Higher sidewalks in general, pedestrian plazas and tree parks. How about some "Women's"?	All of the above. Setbacks predominate now but we need to provide for the families of the future and for working income levels.	Better, wider sidewalks. More small scale local public transit (not buses?) running frequently. People must be limited out of their cars. Changing streets.	Preserve and add to the tree canopy, earthquake and flood education, walkability, development of very local community centres as resources in emergencies, incentives for retaining buildings.	Heritage Conservation is the most important - save it's gone, there's no getting it back. More community based activities for all ages.	Critical ship influence should be mitigated somehow. It's time to have other communities share fully in the designation of the city.
9200205 10-14-13	Gentle densification, with a focus on maintaining and enhancing heritage as buildings. New development should complement the historic but not detract from the historic. Care should be taken as to where to place four and six story (and taller) buildings. Government set-backs are needed.	Protect existing heritage as homes and make it easier for home owners to convert these homes into multi-unit houses. Some reference need to be issued for such conversions to be provided for individuals instead of developers who are normally in assembly properties to tear down. More emphasis on on-site and on-street housing. Encourage more affordable family housing to balance the current focus on small (teacher apartments) (teacher) units.	Gentle densification of James Day while other neighborhoods catch up so that we can maintain safe routes to and from James Day and ensure that residents can access all locations. We may need more infrastructure to support growing population, with development close to the water.	Maintain as much current green space as possible. Don't create voids by building to high with narrow set backs. Don't repeat the mistakes that have occurred on the 14th unit development on between south of Douglas.	I have some concerns with the issue on Douglas that would be dedicated to mixed use, allowing the urban to be mixed with residential (one or two) in these zones. It would also have to be a mix of properties in these zones? I hope the City will also be able to pre-emptive other business will thrive.	The majority of Council appear not to agree that James Day needs more protection than many other neighborhoods due to its history of having the focus of relatively dense redevelopment for decades now. The new history of building to high with narrow setbacks while has been a focus of development elsewhere while has been a focus of development in this area. We want the Council to stop allowing Victoria James Day a major draw - for us.
9200205 09-20-13	Affordability and density	Enhancement for illegal parking on weekends	Roads that would allow for quick and easy being closed or detoured (Douglas, Vancouver, etc.)	Sewer and drainage	Protecting green space	Parks with more seating
9200205 7-22-14	Keep main road arteries moving... in Vancouver. Building more roads are unnecessary causing frustration for roads that are used for other purposes and parking issues.	Easy made access within James Day.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 7-26-13	The idea does not matter as long as there is parking.	Housing for seniors, and protection of heritage housing	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 7-27-13	Mixed, modest 4-plus	Encourage affordability and family	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 6-04-13	Growth should be limited to height to four stories. Building design should match the Victorian style that makes this neighbourhood so interesting. Any additional home stories that would be adding buildings that are connected to trees.	Protection should be afforded to buildings built before 1960. They should have historical designation with regulations attached to preserve the historical nature of these houses. If they are large enough to afford small additional dwellings units, that should be allowed. Under no circumstances should new high-rises be allowed anywhere in James Day.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 05-20-13	Street level buildings, with residential units above, maximum 4 stories.	All forms of housing, including 3 bedroom units for families. Flexible, both affordable and not, mixed housing, so we don't end up with generic high-rise mass. Supportive housing that actually has 24hour supports, for people in recovery and separate buildings for people with non mental disabilities, that need support.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 9-02-13	It is already such a residential bodge bodge of styles, less rules allow people to build and be creative.	Rent controls within supply, good incentives but bad results. Don't expect private companies and individuals to provide rental that is in the governments responsibility.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 10-02-13	Protect heritage houses and promote preserving them. Do not allow super-tall houses that block up entire building lots. New condos should not be over 6 stories - 4 stories would be better. James Day is a small area and doesn't only so much room for housing here. Add on to the existing buildings that more housing would bring, then homes and carriage, built solid, attractive, look and the surrounding of crabs who believe this place is protected enough. We are already one of the most densely populated areas in Victoria.	Protect heritage houses and promote preserving them. Do not allow super-tall houses that block up entire building lots. New condos should not be over 6 stories - 4 stories would be better. James Day is a small area and doesn't only so much room for housing here. Add on to the existing buildings that more housing would bring, then homes and carriage, built solid, attractive, look and the surrounding of crabs who believe this place is protected enough. We are already one of the most densely populated areas in Victoria.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 10-25-13	Keep it small, no huge towering condos.	Knapping reefs affordable for those of us who have lived here for years.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.
9200205 10-25-13	Protect heritage houses and promote preserving them. Do not allow super-tall houses that block up entire building lots. New condos should not be over 6 stories - 4 stories would be better. James Day is a small area and doesn't only so much room for housing here. Add on to the existing buildings that more housing would bring, then homes and carriage, built solid, attractive, look and the surrounding of crabs who believe this place is protected enough. We are already one of the most densely populated areas in Victoria.	Protect heritage houses and promote preserving them. Do not allow super-tall houses that block up entire building lots. New condos should not be over 6 stories - 4 stories would be better. James Day is a small area and doesn't only so much room for housing here. Add on to the existing buildings that more housing would bring, then homes and carriage, built solid, attractive, look and the surrounding of crabs who believe this place is protected enough. We are already one of the most densely populated areas in Victoria.	None	Gas station completion	Reduce idling emissions	Value most - events in the parks.

<p>8/20/2025 11:50:08</p>	<p>We need space for heritage buildings that are being with heritage, people will rather than more large imposing buildings as we have such a high density at present. We need a focus on keeping or green spaces throughout the neighbourhood. New flats are often parking vehicles, taking the green space and parking spaces for significant loss to green. We need more heritage protection and support so we don't lose what little we still have.</p>	<p>James Bay has a large elderly population, not everyone can access the alternative transport, we also also one of the most dense neighbourhoods in Canada, we do need parking - please stop endorsing 'no car' buildings in James Bay - parking elsewhere in the city, but our neighbourhood is often very challenged with limited options for cars. I understand that is the intention, but it puts much hardship on those that do need cars to function. I believe many in St Paul's still have a mobility stigma, there are so many curbs and it becomes difficult to get around and use the car as someone that can walk. Some teams in James Bay with those lives in the middle of sidewalks - you could improve walkability by putting services underground, and it would benefit the trees that are harmed by the heavy heated DC light strings. We would have so much more room for tree canopy if we were allowed underground.</p>	<p>in any consumed with the changes to access in and out of James Bay for emergency services</p>	<p>with all the new fencing for dog runs on Dallas Rd there has been much more damage done to the green spaces and they are less resilient - I think there should be a policy in place to create green spaces allowing grasses to grow back - being heavily trampled, soil more and more compacted, and we now see areas that never recover - with the soil compaction this makes the land less able to take on heavy rains and loses the ability to grow plants that have not systems to keep soil structure intact. Over time this can deeply harm the integrity of the bluff</p>	<p>as mentioned above, utilities should be put underground to allow for more uses of walking, more space for tree canopy, more work will also address the dog runs on the bluff as described above with reasonably existing areas to allow for more resilient street growth and restoration. Green spaces not protected - all the new buildings being pushed to all edges of property lines removing opportunities for large canopy trees. James Bay needs a balance of buildings and we are stuck at a tipping point due to over development.</p>	<p>We are very lucky in James Bay to have access to so much park and water front, it would be great to have more programming such as the St Paul's and the South again, or maybe in St Paul's</p>	<p>The one way but route for the cruise industry is making a difference - would be an intentional plan designed for our village that expresses the values of our neighbourhood. We would like a bank, a walkway and more space for small businesses. I don't like the idea of making Dallas Rd a business focused street, but to do this the program that brings coffee carts etc is designed places by the waterfront.</p>	<p>We need to have a strong neighbourhood voice, and to think that one city, one plan is a mistake. Each neighbourhood in Ottawa needs to be represented with a balance based on more criteria and not just the number of people in the plan for the individuality that makes Victoria so special. Also ensure that neighbourhoods continue to have a strong voice and that there are people listening on the city and council side.</p> <p>VWV 125</p>
<p>8/20/2025 12:04:28 Nothing new on streets.</p>	<p>More established housing. New buildings should include parking, preferably underground.</p>	<p>No shared paths between cyclists and pedestrians. More pedestrian-friendly sidewalks. Curb cuts should be maintained from shared paths; someone is going to get hurt. The city needs to have more consideration for pedestrians, and to provide that better options that don't shift traffic onto the street as the cycling community gets the message that pedestrians are just as important and obvious as they are.</p>	<p>Public safety downtown, especially for seniors after dark.</p>	<p>Continue to improve recycling. Crack down on builders who don't get their projects completed in the assigned time.</p>	<p>Stop cutting down trees. Be the ones destroyed for the project at Mercedes and Ottawa.</p>	<p>James Bay is rich in paths. We need heritage connections to preserve the sense of neighbourhood, along with additional cultural spaces.</p>	<p>Cruise ships are an environmental disaster if it is not managed. I strongly suggest that the business groups invest as it required as non-resident ship visitors, then work to be cruise ships.</p>	<p>Protecting pedestrians is my #1 concern, along with public safety.</p> <p>VWV 201</p>
<p>8/20/2025 13:10:38</p>	<p>JB is a very defined already. Much heritage has been demolished in favour of multi-story buildings. The character and the historic flavor of the area should be maintained as well as the rest of the past and as an attractive and thriving area for visitors. New structures should incorporate design elements that draw on historic building materials and more importantly on those that have been lost.</p>	<p>The changes to St Patrick's shunting north would leave from the one to a large vehicle. The congestion and consequent traffic issues in both directions, breathing and occasionally polluting. There are already too many vehicles in the area, and if not for safety reasons emergency vehicles etc should be restricted at a minimum.</p>	<p>Family housing appears to be the most lacking and any new development should be flexibly accessible to young families.</p>	<p>Access into and out of the JB area is limited and if more vehicles were needed the congestion would be intolerable for emergency vehicles. For the reason above the density of JB should not be significantly increased.</p>	<p>Not sure how to answer this as the current infrastructure appears to be functional.</p>	<p>Planned densification due to linked access to the area. Condemned no action is needed and a neighbourhood is well off to it best potential and best left as it is.</p>	<p>Access to the water for small craft should be expanded and improved. Affordable storage for private vessels near the water would allow residents in multi-family style housing complexes to keep their fish boats, canoes and kayaks.</p>	<p>JB should be recognized for the fact and honor its historic heritage brings to the city. You can't build history and if you don't want to lose something it is, it must be protected.</p> <p>VWV 125</p>
<p>8/20/2025 14:11:21</p>	<p>Buildings which reflect the rich heritage of the community. No more steel or stone. Ban the building of Greek style ultra-tall buildings which look like and cause the loss of our green canopy. Having which can be used for green spaces to a community.</p>	<p>Use of automatic bollards to close some streets to allow pedestrian friendly spaces to walk off product of businesses.</p>	<p>Increased communication around where to park in the event of a weather event.</p>	<p>Flood resilience. Multiple access points out of James Bay in case of emergency. Review traffic lights so that in case of an emergency traffic lights allow residents to leave the community with not allowing flooding traffic. There are some in Calgary to control north-south traffic. End the cruise ship waste. They can avoid it. A waste. Christmas access to the airport and very limited. Stop making people walk from the road about.</p>	<p>Protect the existing green space within the community. Plant more trees. Subsidized parking spaces for a multi-family building. When trees are removed they should be replaced. Not replanting.</p>	<p>More paths. Consider expand the unique character of James Bay. Don't build bland boxes in James Bay. Walkways near the weekly market.</p>	<p>Notice is an issue if you can close to the water. Can't have more boats from the cruise ships to jostle downtown?</p>	<p>Get the gas station built. Haven't the business permit? An answer. Wouldn't happen in any other neighbourhood.</p> <p>VWV 1</p>
<p>8/20/2025 14:20:42</p>	<p>Design that respects the historic character of the neighbourhood. Not square boxes but one with pitched roofs, use of colour, gables, flairs, heritage characteristics and no more than four stories and preferably with varied heights and / or terraced levels with varied heritage and / or terraced levels with South Park street.</p>	<p>Propose ball streets to reduce car traffic and allow public delivery to food restaurants and businesses. Allow for increased traffic flow out of James Bay and downtown Victoria and access into the downtown (St Patrick's) from the outer areas of Victoria (St Paul's) light industrial and studio like people into the downtown (this also reduces the carbon footprint by reducing the number of cars in Victoria). This is done routinely in many European cities.</p>	<p>Multiple access points out of James Bay during emergencies... Reduced traffic lights that allow for increased traffic flow out of James Bay and downtown Victoria and access into the downtown (St Patrick's) from the outer areas of Victoria (St Paul's) light industrial and studio like people into the downtown - restricted to emergency vehicles - while three lanes exit.</p>	<p>With the ball buildings downtown, call service limited during emergencies in other spots or allow. Improve call service in James Bay / downtown Victoria. Reduce or stop cruise ship waste removal (one cruise ship daily that waste in Alaska) or further up the coast. Improve car sharing options from the road about.</p>	<p>Anyone who removes a tree should have to plant two or more (and not saplings). Should a home need to come out, create a child path / meeting area will trees and benches that bring people together flexibly with the OCIP policies in allowing this.</p>	<p>More public walkways and paths, signs with historic facts of the area.</p>	<p>James Bay is a historic gem. It needs to be protected, maintained and enhanced making it a "go to" location for visitors - more flower pots, create large paths... will encourage more tourism bringing in more revenue.</p>	<p>James Bay is a historic gem. It needs to be protected, maintained and enhanced making it a "go to" location for visitors - more flower pots, create large paths... will encourage more tourism bringing in more revenue.</p> <p>VWV 101</p>
<p>8/20/2025 14:37:54</p>	<p>The fact that some building design but I think after character style is a beautiful feature of the neighbourhood. James Bay Purpose new buildings should include murals.</p>	<p>I think the dining traffic in James Bay is kind of risk. As we are building a somewhat steady dining traffic means. Perhaps this could be improved. But it is a great asset for visitors to this area.</p>	<p>It's also moving out of James Bay in three or four weeks. Perhaps this needs to be way more planned out.</p>	<p>A pool would be nice. Or a community gym.</p>	<p>More community events, for the community to come together to help?</p>	<p>I love the brick building. I think James Bay looking green spaces and would benefit from a renovation center of sorts. I'd like the community looking for younger people. Perhaps getting younger people involved?</p>	<p>I'm very close to the cruise ship terminal as well as downtown what. There are so many people that walk by my house morning to the sunset sometimes I feel like a fish in a bowl. I understand the economic goals of downtown however I would like if the community was a bit more thriving in James Bay so residents could see some things. Such as community centers, community events - swimming in the lower waterfront.</p>	<p>Yes! Moving from Esplanade to James Bay I have noticed the lack of community in James Bay. Specifically for younger people in my opinion. It is quite isolated. Be Downtown, but seems to lack a community and culture that is welcoming.</p> <p>VWV 985</p>
<p>8/20/2025 15:24:11</p>	<p>Affordability and supply in the context of maintaining old and creating new housing that is healthy for citizens from birth to old age (i.e. breathable air, trees for cooling in hot weather, safe cycling paths for all ages. An architecture that provides mental health and fun happens.</p>	<p>Much improvement is needed in low carbon homes, more walkable bike lanes and practical walkable, efficient alternatives to cars. The city also seems to lack an emphasis for recycling carbon emissions from cars. The city also seems to lack an emphasis for recycling carbon emissions from cars. The city also seems to lack an emphasis for recycling carbon emissions from cars.</p>	<p>I am deeply concerned about the lack of emergency response in Victoria. Last year there were 2 fires in the city simultaneously and the services were severely overwhelmed. I have no confidence in this city's capacity to respond to a major earthquake. I'm also concerned about the recent treatment the city has made in public services as a means to respond to downtown. Policing as a solution for social policy failure such as chronic mental health and addiction problems has never worked and did not work here. These funds would have been better spent in meaningful needs based and additional supports in these impacted. There appears should be addressed in a 360 degree whole body context. The strain from housing a deficit, community and those with mental health challenges have been pushed. Family not torn apart in order for real progress to be made.</p>	<p>Better more comprehensive waste recycling.</p>	<p>Air pollution, noise pollution, garbage along the waterfront, planting more trees as well as a firm commitment to protecting all marine lives that presently provide oxygen and cooling transportation in the city.</p>	<p>Ships Point is a great location for cultural events but it needs attention: more places for shops in the summer sun, more trees and plants in pots, etc. Central Square also needs some attention but there is a plan for that, thankfully that no longer include removal of it's centerpiece, the Sepulchre. It's also extraordinary that there is no joint provincial-municipal plan for Indigenous stakeholders to meet significant occasions such as National Indigenous Day, Orange Day, Orange Day, Orange Day, etc. There should be cultural education and heritage right at the Legislature and along the waterfront as that citizens as well as tourists are aware that this is a city that values itself on its Indigenous cultural history. It should be right downtown and accessible, not a 40 minute bus ride to a university.</p>	<p>Interwoven question. Clearly the James Bay community health is strong under the bus in favour of the money brought in along with the air and water pollution by the cruise ships. It's appalling especially given the economic goals of downtown however I would like if the community was a bit more thriving in James Bay so residents could see some things. Such as community centers, community events - swimming in the lower waterfront.</p>	<p>Continue to be willing to listen to community members and to build the city and province for meaningful, sustainable development. This is a beautiful, unique community that is (and) always becoming more diverse and thriving and vibrant. Clearly, clean air, clean water, building the ocean beaches, the beautiful parks. It's all a priority of protection and care.</p> <p>VWV 183</p>
<p>8/20/2025 16:10:33</p>	<p>High leg, high nose construction, area appropriate for the experimentation (eg. near other low rises, near the Village)</p>	<p>Assessment of traffic flow (eg. moves to alternative one way streets), increased pedestrian-friendly spaces (eg. wider sidewalks, more benches).</p>	<p>Modern bank infrastructure</p>	<p>Improved pedestrian spaces</p>	<p>Creation of a community gathering space for events the school fields are great but it would be nice to have a space nearer to businesses for a lunch-type type that creation of more community garden spaces as we have many apartment buildings without substantial outdoor space</p>	<p>I am satisfied with the way things are being managed currently</p>	<p>I'd love to see some increased sustainable densification through infill/heritage conversion/renovations that to give more options so that I can continue to live in the neighbourhood in the future.</p>	<p>I'd love to see some increased sustainable densification through infill/heritage conversion/renovations that to give more options so that I can continue to live in the neighbourhood in the future.</p> <p>VWV 276</p>
<p>8/20/2025 16:30:33</p>	<p>I think as long as it keeps in Traditional Heritage claim it's on how about NO MORE SIGN LAMPS for it</p>	<p>Get rid of bikes the bus system is terrific but seen several cyclists not using their seats and not using their seats and falling over how many cars damaged</p>	<p>Maybe get a safety action plan put in place for such events as ppl are prepared</p>	<p>Toward damage prevention</p>	<p>Affordable gym and swimming pool nearby an ocean Center James bay project used to be a lot better maybe another health club</p>	<p>Less multi-unit developments that create more traffic and density it was worst just the last time it's been renewed affected in recent years</p>	<p>I've lived in James Bay my whole life worked in tourism and my only concern is that they are making more housing. Then James Bay can handle the gas station needs to be shifted north to 10 or 15 more bike lanes and multi-unit developments James Bay it already</p>	<p>Less multi-unit developments that create more traffic and density it was worst just the last time it's been renewed affected in recent years</p> <p>VWV 285</p>
<p>8/20/2025 19:06:10</p>	<p>Monitoring on or profit building in James Bay and the rest of the city centres up in terms of density and diversity of forms.</p>	<p>Careful consideration to accommodate for all forms. Create an urban ownership trust. The houses around Lake Wapping and falling over how many cars damaged</p>	<p>Emergency measure equipment security removed. No sign of replacement. See transportation table.</p>	<p>Sidewalk on Mercedes should be widened.</p>	<p>Peace and quiet, a nice view, a place to sit and contemplate. A diversity of users. Absence of vehicles.</p>	<p>James Dallas Rd. commercial free. Neighbourhood should have a mix of further Authority. Tighter regulation of cruise ships.</p>	<p>Use James Bay as a model to be emulated across the city. See #1 above</p>	<p>Use James Bay as a model to be emulated across the city. See #1 above</p> <p>VWV 100</p>

8/27/2025 9:44-46	I think James Bay should continue to be a neighbourhood that supports a variety of building forms. I already see many converted houses, multi-story apartment buildings, and large condo buildings. These all contribute to a diverse group of people from seniors to infants in James Bay that adds to the character and life of the neighbourhood. James Bay should welcome more people rather than discourage them.	Affordable and below market housing should be the priority. Other housing should be available for the middle class. Should avoid infill after homes and luxury condos.	James Bay has a good start on walking, cycling, and transit infrastructure. Lead more traffic calling in some areas where it's not possible through one-way streets. Consider traffic signs and street view to get more people into the neighbourhood.	The aim should be for a robust tree canopy, but single trees should be used as a means to provide affordable and rental housing from being built in the neighbourhood if replacing trees in nearby areas or public space is possible.	More street plans, more retained areas than green space.	Small shops and businesses throughout the community and along the waterfront would add to the vibrancy.	I think the OCP is a positive direction for Victoria to continue to grow and be a vibrant community where young people, students and workers can live, and people already living here can continue to enjoy. James Bay already reflects a mixed building mix community that the OCP is adding to.
8/27/2025 10:17-49	A focus on medium grain oriented on the community and local village. Ambitious approach to an light or car-free transportation. Affordable housing designation and homes suitable for the community and local village areas. Mixed and increase tree cover and meaningful green space.	Increase housing supply by diversifying affordability in the community village area and local village areas.	Ambitious commitment to car-free living. It will be a change for many, but in the long run it will be the future. Lead more traffic calling in some areas where it's not possible through one-way streets. Consider traffic signs and street view to get more people into the neighbourhood.	Heat preparedness - let's maintain existing tree cover and aggressively add new planted trees in our neighbourhoods.	Rain gardens, water plants out of our front yards.	Our parks and recreational spaces are high ground right now. Let's ensure that the neighbourhood remains walkable by having sidewalks to handle strollers and wheelchairs so we can easily access existing recreational amenities.	More small scale commercial spaces. We know many potential business owners who simply lack the space to launch their idea. Let's make James Bay the best neighbourhood for small businesses.
8/27/2025 11:33-34	From the point of development and affordability need to be reduced to allow more green space and a smoother transition. The City also needs to consider the impact of increasing height and density on neighbours and their quality of life before allowing further increases.	New urban design concepts proposed for the OCP. Use distributed setbacks and "terrace blocks" concepts with existing trees and not only result in less but also their removal. "Stacked houses" and "tower pathways" and private courtyards.	The neighbourhood of James Bay sits on a small area of land surrounded on three sides by water. It is an earthquake and tsunami zone. The recent tsunami that brought life here all too clearly. Residents, especially vulnerable seniors or people with disabilities could not get out of the neighbourhood. It is time to see themselves get out of their current levels of traffic congestion, or allow increased congestion that result from increased levels of height and density.	The OCP update is vague in what overall infrastructure research will be created with such massive reporting and increases in density. The OCP update also does not identify what investments will be made and by whom to ensure such demands are adequately addressed. It is important that the City identify all infrastructure needs and costs associated with increased density and confirm investments before the OCP update is finalized. The OCP update also needs to ensure that developers adequately compensate the city for infrastructure costs associated with their developments and not transfer these costs to taxpayers.	Green space is already limited and increasing population will only compromise the use of green space. There isn't a big time to grow and we need for climate impacts that the City continue to remove them for new builds.	The City has finally incorporated targets for heritage and historic properties and areas. There is no practice for the heritage that values and looks most appropriate about James Bay and other neighbourhoods of Victoria. The City must strengthen the language of the OCP update to clearly and explicitly state preservation of heritage and historic buildings and areas of the city.	Once approved, the OCP ensures that the public will have no input into any and all development that is completed. Yet, the City's engagement process has failed to provide the public with the input it deserved. It was not the "robust and strong" engagement process it promised. Instead, it was a complete redaction and failed to do so in any way. The redacted language, the blanked survey, the exclusion of neighbourhood associations, and the overall failure to listen to any perspectives that does not comply with its own values. Engagement has also been reduced on the City's final OCP update proposed.
8/27/2025 14:43-49	More larger houses in James Bay have already been converted into multiple units. Smaller houses, mostly heritage, offer better adequate space for living.	Affordability is very important and the new builds are not affordable for seniors, families, rentals.	Stop allowing parking, families, seniors and business need it.	The re-zoning of James Bay is a recipe for disaster particularly in the case of a serious earthquake.	The sewer system is old and adding more residents is straining its capacity. The main lead that is covered in concrete results in less drainage and more flooding.	Parks	The City claims it is focused on vehicle alternatives for environmental purposes. Why are they allowing cruise ships to visit our waterfront that don't have "landmark" and why are they allowing a massive hotel to remove waste from cruise ships to nearby town through James Bay?
8/27/2025 15:38-39	Traffic congestion is a daily occurrence when trying to leave James Bay. I think the focus should be only on city driving traffic, not on AFFORDABLE housing for middle income families such as town homes or apartments for people who live and work in our community.	I see too many vehicles from tall buildings with staff commuting from parking areas outside that crowd about the front of James Bay or the Victoria City center. We have too many vehicles, additional housing, transit, housing, vehicles and a very unique historical setting here that I think all builders to a degree, should take building into this area into consideration. There are already some of the decorative elements already built in our area. Let's follow that and make them even better. NO MORE LUXURY HIGH RISES!	I would like to see a crackdown on the corner of Blenheim and Oakley Street. A few long period special permits would also be a great improvement.	I would like to see the City of Victoria develop plans for James Bay now that there has been an increased amount of traffic over the years. Cruise ship production along with residents to be a significant 1.2 billion. More concrete and speed camera zones.	Would like to see more flood prep.	Encourage more pop up stores, stands in new areas we currently have a steady 35 market.	Keep the height below 10. No more mansions tall like luxury condos.
8/27/2025 15:40-41	I feel we have enough density with the current projects underway so would like to see some heritage building new housing or duplex or triplex projects that have the James Bay heritage look.	None that I can think of.	Frequent transit, buses and light rail to carry height and people. Continue to expand cycling lanes and create pleasant walkability. Look at how successful we have been in other countries. The only way to reduce our carbon is to implement these, the best and most proven.	Water, sewer, drainage, renewable energy and communication facilities. Flood mitigation.	Promote the availability of solar power to existing buildings.	Parks	With emphasis on the cruise ship industry and how it affects citizen's lives for 6 months of every year. We must provide shore power soon.
8/27/2025 15:53-57	Character buildings that reflect the fact that James Bay is the oldest neighborhood. No to too many high rise buildings.	Serious housing including more independent living facilities, mixing older housing, retaining housing all at affordable rates and not just for the wealthy.	Implement an emergency safety plan to address the above mentioned issues which include participation of police, fire and health services as well as an information/public.	Water, sewer, drainage, renewable energy and communication facilities. Flood mitigation.	Parks	Pleasant sitting areas and gathering spaces. Spaces for historic and outdoor activities for all ages.	By meeting decisions that allow the residents of James Bay to have their waterfront and parks. Please visit the charm and unique nature of James Bay by meeting the legislation to density it to much so that it looks generic and unappealing.
8/27/2025 16:55-57	Low to mid-rise (3-4 stories) along streets and in village centers. Laneway houses, duplexes, and triplexes in strategically placed. Affordable units that keep workers local. Heritage-sensitive design that blends old and new. Green, climate-resilient features integrated into all new builds.	Gentle density. Use Vancouver's Hillside or Victoria's Fairmount. Climate sensitive nature, design that account for sea level rise, stormwater and wind. Growth that prioritizes housing affordability, community amenities, and traffic calming.	Do not put in Toronto-style glass tower condos.	Buildings that integrate green roofs, rain gardens, and energy-efficient systems along with the city's climate goals.	Parks	Green spaces are crucial	The harbour should be managed with a dual mandate - protecting James Bay's residential character while recognizing the harbour's economic potential. That means cruise ships, retail, small businesses thrive, residents are shielded from traffic/noise, and the marine environment is protected.

92702025 16-26-28	Four stories or less apartment, townhouse, medium density heritage structures	I think all of them are important	I think many more changes are necessary to make any plan to revitalize the village with Douglas, St. Andrew and St. John. This already an extremely crowded area with 200 units, the RSC museum, care homes, and a memorial garden to be included at all. Almost. There is a school a block away. Safety for all should be the top priority and I don't expect to have a lot in this plan. This also blocks people from trying to get out of the area. We already have RSCC members of people here wandering around. The no of buses using the area is already a problem with busier buses large trucks and even private at the corner of Douglas and Superior. I look at what has been done with one way, one lane for everyone. And I make me extremely nervous about safety, I am a senior and I have a bike and I. The last few months I am nervous going out on St. Government street south of superior is a disaster to travel on. Nothing is to be done at another disaster to be on. I seriously wonder who designs these roadways. St. Andrew is another problem with the design. ... Keep the main bus exchange where it is, please, as there is enough space and it works well for residents who live and work around the area and tourists alike. Please change for street parking everywhere, make a system of parking permits as a privilege for local residents to have the luxury of parking at or on an extra that doesn't fit their own residence. If you change for parking, you will see more people being travel and walking in this very walkable neighbourhood. Can we lead for the environment, save it with that heritage, and should not have a "parking lot" anywhere in the city anymore. Parking charges can support more transit.	Above street corridors how I feel about safety here. You are on your own. Emergency for the community would be seriously affected by the current plan.	I think many more changes will be needed all over the area in terms of everything. Things are moving but fast and I don't think it's going to listen to ordinary citizens who live in the area.	First of all the trees removed unless they are dead. If development need the same space Do not remove any trees. Decrease size of building. More trees is better, where there have been taken down for those buildings. It should never be allowed. Low more trees should be planted. Get rid of the house and any spot that can be converted to green space should be. The idea of government is to be. We need more of them if development continues the way it is going the whole neighbourhood and we will be changed.	I want them all but especially parks with trees. I am not sure. I think natural setting might be managed better with limits on what can be done there. I am in general want to think the people already here. We deserve some attention as well.	We already have plenty of government buildings of course and the gov't as well. The idea of parks is not to be. I think there is too much going on in the area. I think it's not enough to have a top heavy with the above and not much attention to park to the ones already here.	Yes, I find the OOC disappointing. Not enough input from residents. Even the OOC meeting last week was supposed to get into more with representation.	WV076
92702025 21-23-29	A combination of mid-rise middle density with mid-rise apartment buildings scattered across the neighbourhood in some areas, and some with commercial spaces at street level to promote walkability to multiple small grocery stores and cafes in the neighbourhood. More affordable units in scattered townhomes and condos, affordable houses, even though the DC Building Code defaulted on it.	Diversity of residents: singles, couples, professionals, and seniors; also co-op and co-living; rental and affordable rental	See level two, potential for coastal flooding, a place to go during a transient threat. It's great to have the LPOC, hopefully will have more staff at some point. A street bus to Mc General Hospital.	Making sure that there is enough infrastructure for more development.	Please plant more trees along streets, especially greenways and public transit routes that are so practical and consistent with our sustainability, and best to find one tree in an apartment. Create a network where someone wants to have a car, they don't have to find a parking spot they can't see from the city, otherwise it will not be feasible for them to own it and live in the neighbourhood if they don't have access to parking within their residence. It works in Europe. While it's difficult to have a car because so far have been difficult to have a car and have to take the bus or walk to somewhere that we go to.	More events in Indig Park, outdoor theatre and concerts within the neighbourhood green spaces, not just in the downtown waterfront, more local events.	Moderation of tourist traffic through and around the neighbourhood, and especially parking - charging for it everywhere.	Yes, please make sure there are multiple commercial-ready stores within the neighbourhood, so that people don't have to walk for 15 minutes there and then back to grocery stores, cafes, etc. The diffusion of commercial activities and amenities is crucial to walkability, otherwise people will not be willing to carry heavy grocery bags for more than 15 minutes. Plus they will drive to shopping. Also, please address with Thrifty Foods the terrible parking lot up in front that is so pedestrian unfriendly and dangerous, where, again, cars have the right of way and substance. Thank you for reading my suggestions. I wish you luck!	WV002	WV076
92802025 1-14-14	Large four houses (climate friendly?) houses, or like what have they environment friendlier thinking? And with more mid-rise housing increased issues for further congestion and dangerous street crossings. I think low houses will not stay in James Bay due to affordability and we already contain large if rental units. As most good walkable things they get destroyed and I sense and experience this is reflected by some good intentions along with a tradition of developers who want to keep it separate the expense of a neighbourhood. The best an effort at my life and I want maintain a stable on the Cliffside, there is no affordable locations. I experienced the Vancouver where the housing development goes began with Four and the City gave 'new' their agency with False Creek developments. Not congestion life only for the rich and the fabric of a long history City struggles on. Live with our Global Environmental not to mention Political threats to our Democracy. Let's consider a new thoughtful approach or our agency as an interesting existing City might prove disastrous. Remember we are a Green City. Live with all of the public areas and though support pedestrian usage and growth. How does the reality of young workers with vehicles for equipment	Leave as is increase tourist buses and scale ships	Since about 8 Megan street into a bike lane making a safe street crossing from Park to grocery shops. Increase access for bike to safe route about Douglas Street it's a new highway street. Spend at the light!	Protect trees and foliage and do not increase pollution by increasing population!	Both are valuable assets	Decrease cruise ships the numbers are not sustainable and they are here in increasing numbers	No further growth is an eco village that ends on the coast shores and increase of people, buildings and tourist increases pollution, crime, garbage, traffic & noise and benefits for a village in a negative way	WV074	WV074	
92802025 1-14-14	Our family fully supports greater density, including building up. The city's proposal is supported by us.	We need more density, and we support more coop housing.	Would like to see more signs directing travellers. As well, when there are large scale events in James Bay (Southtown) it's hard to get around. It's hard to get around. Residents get trapped during these events.	More obvious signage of where the tourist bus are in James Bay, and when, if any sign, safety officials expect residents to rally in the event of an earthquake.	Agree with the city on four resilience and renewable energy. This will help ensure people have access to insurance and help grow our electricity grid.	Allow bike to garden on all city buildings is around the tourist courts. City side should know how to garden on small urban spaces.	More signage - infrastructure that informs people about indigenous use of the land. Great for tourism and reconciliation.	I think the city is doing a great job. With more density will come more businesses. We need the bus lanes and jobs. Would love to see the industrial facility closer to street with the development of the cruise ship terminal that is a space for tourists. I think the James Bay neighbourhood is proud to be in the heart of many of the city's activities. From there, it's more labour events to sporting events. As each road more diverse negatively impact residents making it challenging to get in and out of the area. In addition, James Bay is fortunate enough to have many jobs and home care services, which naturally impact the flow of walking local traffic. For those and many more reasons, it is vital that the James Bay does not become overpopulated as it already is. Allowing 40 story buildings would exponentially increase the number of residents in the neighbourhood and what comes with this. It's something unsustainable and undesirable and would greatly impact the livability of the area.	WV101	WV101
93002025 10-23-23	Single family residences with or without a suite and/or duplex. Heritage style housing which is representative to the character of the neighbourhood is best suited for new buildings. James Bay is a master destination with cycle and heritage tourism. The character of the neighbourhood is what distinguishes it and why residents purchased in the area.	James Bay is a small, already densely populated neighbourhood with a number of condo type structures both old and new. This already being with it challenges for the same space as well as parking. A massive opening for up to future structures would not be a welcome change as it is unlikely to happen. James Bay which is already denser than other neighbourhoods by approximately 40%.	Since Street in particular needs to have a pavement concrete sidewalk extension to place from the space to Government Street. This is a corridor used by walkers and already with residents. In addition, a bike lane needs to be added so that bikes and pedestrians are not competing for the same space which is dangerous.	Due to the large number of established trees, debris built up in the debris course during the fall and winter. Pedestrians on foot and winter maintenance crews have to navigate water build up on intermediate concrete down to flooded streets. More regular street, gutter and drain cleaning is needed.	By reducing the amount of new and larger developments, this by nature will preserve the established green spaces. By way of example, the new development on Marlene and Megan is built right up to the footcure. Established trees and green spaces was sacrificed to build a large and out of proportion residential complex. If the city were to allow developers to build 4-6 story structures in the entire area, green space would be severely reduced and the established tree lined streets (what James Bay is famous for) would be impacted. This lowers the absorption of emissions, increases the temperature and destroys the beauty of the neighbourhood.	There has already been a number of heritage character buildings that have been knocked down and replaced with characterless and cheaply built residences. This is already changing the cultural heritage of the neighbourhood.	The James Bay neighbourhood is proud to be in the heart of many of the city's activities. From there, it's more labour events to sporting events. As each road more diverse negatively impact residents making it challenging to get in and out of the area. In addition, James Bay is fortunate enough to have many jobs and home care services, which naturally impact the flow of walking local traffic. For those and many more reasons, it is vital that the James Bay does not become overpopulated as it already is. Allowing 40 story buildings would exponentially increase the number of residents in the neighbourhood and what comes with this. It's something unsustainable and undesirable and would greatly impact the livability of the area.	James Bay is a truly unique and special part of Victoria. All efforts should be made to preserve its history and historic charm that makes it such a wonderful place to live. I have lived here more than 25 years and am troubled by the rapid growth and changes over the past 10 years. As an individual citizen, I don't always want to go. That you don't know what you're getting. They paved paradise, put up a parking lot."	WV022	WV022
92802025 12-05-24	Moderate density and buildings with no more than 4 stories in height	Incentivize construction of more affordable rental housing for low income families and seniors.	Deliberately need more information and preparation for tourists.	I agree that food resilience and renewable energy should be priorities.	Continue with development of bike lanes and pedestrian friendly streets. Look at adding an electric tramway that travels the perimeter of James Bay via Dallas Road, Ogden Point and downtown via Douglas and Government Streets.	We love the James Bay Community Centre and School and McDonald Park. They are a perfect community hub for sport, recreation and education. Would also like to see creation of dedicated picnic table courtyards throughout the neighbourhood current tennis courts at Todd Park. See they are requesting and upgrading tennis courts at Todd Park. Would love to see tennis courts put into tennis courts so well as a bathroom and water fountain for players to use.	Provide putting into place the electric power charging station for shared cruise ships to include all pollution and noise peaks. Consider a shared electric bike-sharing program that travels from Ogden Point to downtown core. Will decrease number of cars, buses, etc. during cruise ship season. Also, look at re-paving Ogden Point as a year round commercial/leisure destination with shops, restaurants and walkway, etc.	James Bay is a truly unique and special part of Victoria. All efforts should be made to preserve its history and historic charm that makes it such a wonderful place to live. I have lived here more than 25 years and am troubled by the rapid growth and changes over the past 10 years. As an individual citizen, I don't always want to go. That you don't know what you're getting. They paved paradise, put up a parking lot."	WV173	WV173

83002025 12-10-43	Townhouses and one or two. No buildings higher than 4 stories. Preserving the heritage nature of the neighbourhood is essential. Stop trying to cram more and more people into James Bay with higher and higher buildings.	Maintaining affordability for those already living here. Encourage to place lots of lower rental and market. Density like we already have. Putting in a huge house. New developments should be required to have parking on site. No more lightboxes.	Maintain what we have. Do not change 5 Corners. Getting in and out of James Bay is still going to be a challenge affecting this as they will not.	As noted above, ingress and egress from James Bay is limited. I worry about possibility of the in Beacon Hill Park, or along the frontage.	Making sure old systems are up to grade as they will not.	New developments of any size usually reduce tree coverage. Requirement should be to replace any trees removed.	Parks should be a place to relax and bring grandchildren to play. Keeping the creek in Beacon Hill Park, MacConnell Park, and the river (Hastings) as though. No more needs to be added to other JB parks like Irving.	I believe this is one of it. The proposal for the new OCP seems to have some new Commercial 5, all gas storage buildings proposed. Even if the commercial is only on the main floor, it is there there we need. We are a NEIGHBOURHOOD, not downtown.	I strongly believe that much of James Bay is to be reserved for old style buildings. I want no more tall buildings in our community. We already have our share. We are a neighbourhood community, NOT an extension of downtown. We have enough already. I am happy that we already have shown density in housing units and residents, but we need to preserve the specific quality of our neighbourhood and the style that we currently have, and not let the neighbourhood that once again carries the burden of oversized new developments. Parking is already an issue. The idea that new residents who rent or buy in new developments with limited parking will be using buses or public transit is a dream, but will not be reality.
83002025 17-10-43	No more growth. We are already over capacity. "Character" architecture style in single family houses.	More affordable housing. Rent protection essential.	Stop so many special events around the river festival. James Bay should not have to handle all the traffic jams resulting from this. Already too many plus traffic from outside with 10,000 people on many nights of the event. Even too difficult to walk because of the crowd.	Safety from criminals and drug dealers and drug dens.	Food resilience, sewer and drainage improvements.	Stop clogging down healthy trees on orders of developers.	Do not reduce any.	Stop the pollution, crowding of streets and impossible traffic resulting from cruise ships.	Stop the OCP. Each neighbourhood is unique and there should not be a blanket plan for the OCP.
83002025 10-20-49	I believe strongly that the heritage atmosphere here in James Bay must be a priority. It is the oldest residential neighbourhood in the city. Heritage homes and buildings must be protected for density housing and business purposes. We are asked to Consider that when the land city and a good part of this is our heritage atmosphere here in James Bay are expected at how the City Council and Mayor have put into the OCP Plan for all the 4 and 6 story buildings. I further as I have believed that anyone wanting to build any new structure in James Bay should have to follow a heritage process to ensure that they can build something else. Also the idea of having in the OCP that the City need to also be in keeping with the heritage atmosphere of James Bay.	Senior and low income rental accommodation. Not high and condos.	As the density gets larger the apartment building or condos should have to be easily underground parking. When the city has allowed major density in these buildings as on Michigan Street I can see several even travel down the road at the same time as all the Condo buildings along the street are parking their cars on both sides of the street. It becomes a nightmare when a large vehicle comes down the street. This will be the case on many streets in James Bay if the OCP Plan goes forward as it is planned. We are too small of a community to handle this amount of density.	Not sure.	Yes food resilience but also waste.	I believe that planting more trees is a good idea but also to preserve our heritage trees and not letting them be torn out for the sake of a few big structures. And yes more green space on better not walk keeping what we have in that end.	How do they plan on keeping our heritage what they are planning to let so many 4 and 6 story buildings to be built? Value more parks.	If they are planning to make Delta Road New Commercial (Might) with Grand Floor commercial and gas storage. They need to be in my opinion in keeping with the historic community atmosphere as that what builds comes to expect to see here. No modern style buildings. Yet we must balance our economy with our neighbourhood atmosphere and respect to those who live here.	I totally agree with Marilyn Callahan in her article in the James Bay Section that 2025 should increase density in James Bay. I agree with that. As well why have we been targeted for high density when there are other areas of the city with more space the our community.
83002025 17-20-43	A mix of housing types - heritage preservation zones and designation of individual significant buildings as a part of this. As to building new housing. New housing should be thoughtfully placed and designed with lots of public green space (paved, accessible or at least built from the street designed to be density friendly. Some elements of building design should reflect the history with some preserved windows and use of masonry and rich colours. I am in need of more large boxes (see item 50).	Most important is to preserve and increase the number of lower-cost rental units that offer tenants maximum autonomy and control of their lives. I am not a constant rate of "newbuild". More on-site, including some suitable for seniors and people with mobility issues.	James Bay is one of the most stable communities from sea level rise and also is high risk for heat islands. I am concerned about things like parking buildings underground parking light areas from the sea level, when the road has already been closed due to salt-water flooding. High water will be an increasing hazard in James Bay and one not often mentioned - there are already homes where older people get "stuck" and can't walk toward on windy days - taller buildings with sea level back will increase the wind force - I'd like to see some wind mitigation/perspective done.	Water management and increasing renewable energy seen the the profiles.	I value parks for quiet green space. I have a plan for the 4th, 5th and 6th City parks are designated as primarily play areas and for quiet before uses such as lower balling and sitting on a log watching birds. James Bay needs quiet, peaceful parks. A community centre in James Bay that's open on weekends. Courtyards with all the activities around the harbour and Old City, as well as concerts and events in Beacon Hill, and the River as well as enough that I don't feel we need more outdoor space in James Bay itself. Enough we do need a few meeting spaces that can be booked in advance. As density increases, how about a network of pocket parks, linked by a quiet, cooler in summer green space. Also a master heritage plan as to how James Bay's heritage character is going to be preserved while increasing density.	Perfect roof.	I value parks for quiet green space. I have a plan for the 4th, 5th and 6th City parks are designated as primarily play areas and for quiet before uses such as lower balling and sitting on a log watching birds. James Bay needs quiet, peaceful parks. A community centre in James Bay that's open on weekends. Courtyards with all the activities around the harbour and Old City, as well as concerts and events in Beacon Hill, and the River as well as enough that I don't feel we need more outdoor space in James Bay itself. Enough we do need a few meeting spaces that can be booked in advance. As density increases, how about a network of pocket parks, linked by a quiet, cooler in summer green space. Also a master heritage plan as to how James Bay's heritage character is going to be preserved while increasing density.	I regret the loss of Local Area Plans. In these any chance could develop an updated one for James Bay, based on resident input?	VW 182
83002025 04-11-18	Low rise development, maximum 6 stories	More residents parking for owners in condos and townhouses complex as usually just one space per unit. Unlike that residential parking zones just for single and double residential.							VW 216
83002025 02-20-28	only the smaller units - not high rise not more than 45 stories high. Definitely not tall high rise - which you can see increasing especially along the waterfront. Waterfront should not only be for the wealthy. Affordable housing for family and working people, not only for the development. Working people have to afford being here near the rich in Abbotsford they had to make affordable housing essentially because the first time service workers couldn't afford to live there. If we do that, we lose as a community.	Affordable rental housing for seniors and people on middle and lower income. Co-op housing for families and single people who can't afford a rental has left. That is how landlords just up the price beyond the affordable to the renter - at the time one person leaves a unit and another takes it on. Also renter protection should continue or increase from year to year. Seniors are particularly at risk as most have very limited income. Some are wealthy - most aren't. They will get up as low as they can in the public if something doesn't happen or do on the street. There should be a sliding scale or some top up for people who are seniors, workers and families who are working units on fixed incomes. People with disabilities are also at risk - housing. There is an element of greed in all this. Don't cut the trees when building new buildings. Preserve them!	public transit all the way... I'm an advocate and use it 7 days a week. You could do a few more buses on certain times for people to get to James Bay. Make some streets pedestrian only always in James Bay. For example on main street - this might allow for some community events to happen either in a community garden or a public event that can spill out on the city street.	More lighting on some streets. I don't go out or walk about after a certain hour. Some more public viewing through the neighbourhood or walking public community garden who have community safety and conversation.	Solar panels, solar panels and solar panels everywhere you can put them. Create an environment to make this the way to go. Rain Gardens should be installed. Whatever environmental types of things that need to be treated not just dumped back into the environment. More education about recycling. Ban on plastics anywhere and everywhere.	I hate the large crane ships. I don't mind smaller cruise ships as a business. The season is longer now and the cruise ships must surge. Stop it. Over state, green space. There is a day which is published to plant trees. Get the community involved. There is a day in 2 and one are about on the need for green space. The CHD makes a good case for going out and plant flowers. (See "Sowing I think it is a lot") I am a big fan of rain gardens. Encourage localised planting, using a community model. Create more allotment gardens (which is a different style from community volunteer style gardens). Like the community garden method as to create a genuine intention by a group of people.	Parks, green space, green space, green space in my priority. Make the parks we have a place where people can talk and we need more outdoor space in James Bay itself. Enough we do need a few meeting spaces that can be booked in advance. As density increases, how about a network of pocket parks, linked by a quiet, cooler in summer green space. Also a master heritage plan as to how James Bay's heritage character is going to be preserved while increasing density.	I don't like the crane ships that are every day. James Bay is suffering because of them and also the harbour. I'm all for tourism but regulated tourism, it's not a good idea. I'm not sure how many and what you need to be a sustainable city go for the overall community. It's a choice. Whether you like it, I don't see the main solution. While it's a thing getting the other way out will be when? Generations that are out will suffer whatever we don't have thought to do now. Conservation, inclusion, efficiency, use democracy etc. etc. Make James Bay a model in all that is good in how people can live together. It may go against the harsh climate public that grow around us.	VW 183
83002025 12-10-33	Keep it as it is especially in regards to heritage value and its design.	Herit addition and more garden value back as we we need that parking.	Tourist effects along Delta rd	Do it without a moving any big trees	Coding, signage / marking stations / awareness / use of address	Preserve every green space	Show power / more no beach fire signs	More heritage home preservation	VW 248
83002025 11-1-38	Rental property must keep up in order to bring density to the population. 2-3 bedrooms are needed for families.					The waterfront parks must be protected as well as the pocket parks.	The solar harbour can be utilised by the village district council.		VW 184
83002025 10-20-12	Building. Reorganizing environmental education in law.	Tenant protections.	Thought this was already in progress.	Reversible energy and food models.	Limit number of cruise ships.	Increasing density will depop the green space.	Inland Park is a jewel and should be left "as is".	Reduce number of cruise ships.	James Bay is a unique neighbourhood. VW 183
83002025 10-20-07	Low-rise apartments and older homes divided into subdivisions.	Co-op, seniors, rental.	We need more ways for cars to get in and out of the neighbourhood.	Reversible energy and food models.	Recreational space for families. Community gardens.				VW 216

140	8/1/2005 11:40:00	In studies. Contrary to those with insurance to separate not everyone is rich, while, perhaps who can afford a single family dwelling. Everyone has the right to housing. Would these principles in James Bay people people selling past pushing vehicles to town from Cobourg. Do they care about the environment? No. They care about their privilege.	Buildings with multi units. Some people prefer this. Not everything is about rich people. It's about everyone. James Bay need to be diverse not only privileged rich and white.			Clearly means fewer cars as people don't need from Cobourg, Langford and Cobourg. And not everyone has a car. People live and do not need parking.	Beacon Hill at James Bay's doorstep. Lots of green space.	Motorists and hundreds of businesses survive because of cruise ships. The residents of James Bay cannot make up for any loss in revenue. When you live in a city you live in a city.	WV102		
141	8/1/2005 11:45:00	Keep significant historical buildings where possible. With new density housing areas sufficient parking is built and ensure green spaces and trees are protected. We don't want a concrete jungle. Make sure to maintain and increase green spaces or keep the per cent green spaces the same.	No single family houses. Mix zoning. More multi units.	More bike lanes.	None.	Flood protection.	More public employee of interest	More commercial space along Delta road.	WV106		
142	8/1/2005 12:05:00		I agree with a range of housing prices but perhaps in places to ensure neighbourhood safety and enough housing.	Use public transportation is frequent, reliable and with good coverage cars will remain king. I think current trails, bike paths and like modes are good. Encourage use of public transportation.	All of the above. Preparedness is key.	Regular maintenance and routine upgrading are needed.	Yes do as stated in the OCP	On a true cost benefit of cruise ships. Are they really good for our economy. Time to get rid of those street carriages, one left, too much and not a great fit for the future. 20 or more street cars and not making along the coast.	Can we get something like this to encourage chain franchise coming in and encourage like & P businesses?		
143	8/1/2005 12:35:00	No any building more than 4 stories in height on average residential lots in the neighbourhood. There is already too much density in James Bay and we need to be thoughtful "what James Bay is not downtown.	Stop mounding out sections and low income people. Residential buildings need to be forced to re-invent that substantial new income on residential that buildings without the motivation we have experienced over the last twenty years.	I'm pretty sure we have enough bike lanes that need to be added.		Maintain the tree canopy we have to mitigate urban heat. Stop allowing urban canopy loss. Keep all parks and school grounds unobstructed as these places allow people space to cool off and regroup in cases of real emergencies.	Again, keeping our urban forests and all large trees in the heart of densely populated areas is a priority. And using the OCP is also committed to the First Nations have they should turn over the zoning of the outer form to them. Great. The bike lane one.	Again, caps on cruise ships docking here while. And use that to access to something worth while. This is not Cobourg and not people like here. That's us with respect and the connection.	WV104		
144	8/1/2005 14:30:00	I have lived in James Bay for 30 years and have long loved its mixed housing stock and the scale of the buildings. Increased density and the location of overly large developments are definitely not what we need in James Bay - as long as they are a good fit for the neighbourhood they are going for.	Although I am lucky enough to be a homeowner, I have never found and am concerned that they could be victims to speculative or excessive increases. I have always appreciated the way that the various and interesting housing has been created very tastefully into the "urban form" of the special neighbourhood. That diversity has been achieved very successfully in James Bay.	I am confident that people with expertise in these matters will make good decisions.		Flood resilience is of particular importance in this area.	Printing and even enhancing green spaces is important. Increased housing density is clearly going on in the absolutely wrong direction.	Whether it's the Tuesday night job sector at the James Bay United Church or walking along the breaker - to do just one of many examples - James Bay is a charming and soul-renewing place to live. I am so very grateful for all that we have and just hope to see it maintained.	I think we have a pretty good balance now not underestimating the possibility of being briefly impacted behind a horizon-distant cartilage. Living through the probably annoying "tractor problem" a few years back made it very clear that James Bay is in normal times, pretty close to paradise.	WV171	
145	8/1/2005 14:51:00	Keep higher density, 10 to 12 stories, north of Superior to the lower Harbour. Residents of this area have easier pedestrian and cycling access to the downtown and the rest of the city than descending the road to cars and parking in new developments. Keeping higher density/higher to the north of Superior will also allow more height to be used for lower density/higher development to the south of Superior. Keep height to 4 stories south of Superior to Coburg with the exception of the St. Village, where mixed residential and commercial use that should be developed up to 6 stories could occur along Marquette from Superior to Stinson, and a similar form from Stinson to Niagara. Encourage the development of attached rowing apartments at the street level with rowing housing above on the second and third floors, with direct access to the street for residential. For the type of development that is important that the ground floor apartment residents have direct access to the street (not like the recent attached rowing housing on Michigan, that making it harder for those with mobility issues to access the street from their units. We live in an aging society and need to accommodate them better.	We are in a housing crisis and need to accommodate more of it. Support affordable housing, such as co-op housing, where occupancy may not reach 30% of their net income for rent. The recent CIO housing development along Michigan between Marquette and Stinson is a good example. Support housing that better serves the needs of the elderly and those with mobility issues (see responses to #1 above on attached rowing housing). More 2 and 3 bedroom dwelling in apartment buildings and rowing housing should be encouraged to accommodate families. Maintaining heritage buildings is expensive, given outdated design and construction methods used at the time. The income and grants to owners of "designated" heritage buildings should be increased to encourage more people to have their homes designed and maintained. Work with the City to ensure residents being displaced as a result of new development are given enough time and resources to relocate. Give these people priority in placement in equivalent accommodation and subsidised housing, especially in St.	Address the use of base street carriages on St. Inroads as it impedes traffic, often leading to others being blocked in passing lanes, and on-duty emergency vehicles.	Develop incentives to building development with parking bike to plant more trees and other vegetation to cool around the site. Most of those were developed in the last half of the last century when vehicles were much bigger and a household owned more than one car. The amount of parking spaces required for new developments, which would also stop the cost of new development as well as building prerequisites for these developments.	DEVELOP A REAL VILLAGE SQUARE at the intersection of Stinson and Marquette. Clear Stinson to vehicle traffic from Marquette to Stinson and create a real, pedestrian friendly space with street trees, art etc. The rest of other design from the 1960s to 80s seems to be concentrated in the St. Village.	Confine future commercial and other non-residential development to the area north of Superior and St. Village. Govt. office related to business management, ferry docks, and traditional fishing docks should be maintained. While cruise ships are an important part of the economy's tax base, they are also bad for environment carbon emissions etc. and should not be supported by public works.	Provide incentives to building development with parking bike to plant more trees and other vegetation to cool around the site. Most of those were developed in the last half of the last century when vehicles were much bigger and a household owned more than one car. The amount of parking spaces required for new developments, which would also stop the cost of new development as well as building prerequisites for these developments.	DEVELOP A REAL VILLAGE SQUARE at the intersection of Stinson and Marquette. Clear Stinson to vehicle traffic from Marquette to Stinson and create a real, pedestrian friendly space with street trees, art etc. The rest of other design from the 1960s to 80s seems to be concentrated in the St. Village.	Confine future commercial and other non-residential development to the area north of Superior and St. Village. Govt. office related to business management, ferry docks, and traditional fishing docks should be maintained. While cruise ships are an important part of the economy's tax base, they are also bad for environment carbon emissions etc. and should not be supported by public works.	WV105
151	8/1/2005 18:10:00	In my view James Bay should experience very limited new growth. Its current density, combined with severely protected, riparian and riparian systems and from the peninsula, limits that the neighbourhood be largely self-sufficient, only with some infill and the where new buildings are kept to the height and character of the surrounding area. Excess of infill construction, excess of houses must be demolished. As well, the 3 and 4 story apartment buildings in the area must, where necessary, be demolished, with as little as possible accommodations to existing residents, and not that. Building above 4 stories should never be considered.	The 3- and 4-story apartment buildings in business areas, where necessary, be demolished, with as little as possible accommodations to existing residents, and not that. Resulting net increase must be accounted for and must be as small as possible.	See # 3. The geography of this neighbourhood, together with its large population of seniors in supported living and/or with mobility problems, calls for the City to present an all-plan for this neighbourhood in case of emergency. This must include its current traffic plans which affect riparian and access to the waterfront. The City is removing parking or LRT. Consideration as to their (designated) need to re-locate to other parts of the town or outside the immediate area (Stinson, shopping, shops to other parts of the town or outside the immediate area, or the need to provide adequate room for delivery or other (plaster, electricity, less moving) vehicles.	See # 3. The geography of this neighbourhood, together with its large population of seniors in supported living and/or with mobility problems, calls for the City to present an all-plan for this neighbourhood in case of emergency. This must include its current traffic plans which affect riparian and access to the waterfront. The City is removing parking or LRT. Consideration as to their (designated) need to re-locate to other parts of the town or outside the immediate area (Stinson, shopping, shops to other parts of the town or outside the immediate area, or the need to provide adequate room for delivery or other (plaster, electricity, less moving) vehicles.	Underground infrastructure in this neighbourhood, as I understand it, very old. In addition, I have asked the City for studies to show that existing infrastructure can support continued growth in the area. Obviously, this needs to be urgently addressed, but, as usual, there has been no adequate reply from City staff.	All such issues in James Bay must be presented.	No more - or very limited - further development. No building should be demolished without full surrounding whether or not it can be redeveloped. Developers must be held to strict account for this. This is particularly crucial in regard to the 3- and 4-story apartment buildings in the neighbourhood.	There should be a hard limit of the number of stories and the form of the buildings in the James Bay Harbour "suburb" which is actually a provincial non-profit village with NO OVERSIGHT. The other part of the City, I believe that the City is apparently creating a high number of jobs, education, and "spillover" which the City should be proud of. It should be a challenge for other James Bay or the City.	This City Council majority is not doing James Bay, along with many other parts of the City. I believe that the City is apparently creating a high number of jobs, education, and "spillover" which the City should be proud of. It should be a challenge for other James Bay or the City.	
152	8/1/2005 18:11:00	Although James Bay has very many properties we shouldn't restrict new development just because they don't fit. We already have residential tower blocks and why they don't reflect the "village" concept changing the building would complement what already exists. What we do need is intermediate housing models that have services such as child care, health and senior support.	We need more co-op housing.	I may not exactly fit the question but more improvements could still be made to protect pedestrian safety e.g. crosswalks.	Transportation.	We need a small neighbourhood public transit stop.	Transit stop. Please see my answers Q3 and Q4. I have had a "light rail" proposal for one a decade and including the number of vehicles by providing alternative transit (LRT would benefit the village but).	No	WV108		
153	8/1/2005 19:05:00	Slow growth and design that the existing buildings that are allowed - nothing more than four stories. No expensive housing or condos. All affordable housing. Major Lake House built at end of Centre in Victoria but practically none new "affordable" - one created "non-residential".	We live in James Bay - we do not want tall buildings that cast shadows - nothing more than four stories. No expensive housing or condos. All affordable housing. Major Lake House built at end of Centre in Victoria but practically none new "affordable" - one created "non-residential".	Wade down on bike lanes and one way streets, use safer and low carbon travel. Free buses.	Adequate earthquake zoning	Way more solar installations and flood resilience	Way more solar installations and flood resilience	More Green Interactive recreational and cultural options.	Council should make sure Cruise ships do not pile up our air or water. More Free National Art work and history events.	I am very angry at City Hall - they do not listen to our Council Member Del. Daga 800-560-0000 or to me. I have the Senate because they supported revitalization. Let James Bay residents control what happens to our area - we do not need 14 story Apartments and other large expensive condos.	
154	8/1/2005 21:10:00	Very slow growth given our current density. Four stories should be maximum height.	Number one focus Affordable rental housing for financially vulnerable seniors and families.	Electric buses.	Given such potential hazards, structures for the housing needed in question # 2 needs to be solid, park and resident.	Given the increase in winds, air and snow more bullet proof and communication lines would be helpful.	Our tree canopy is essential. This canopy breathes for us, shades us and then holds chemicals from vehicles and cruise ships.	We are one community which supports diversity and love. "Pave Tails" that needs to be reduced!! Pave creates a place for play and happiness. The removal of the Back of Montreal at 2 corners is a perfect space for shade in an ambient setting to recognize and celebrate living in the present.	Such business buildings should not exceed 4 stories.	WV140	

66	<p>Protection of and appreciation for the residential character of James Bay and the nearby and interest to be brought to neighbourhoods, not only by long-term residents by visitors and new arrivals alike. In great importance. Please don't compromise any more six story buildings or higher buildings here. We already have more than our share of these here. Please don't destroy the peaceful, homely nature and sense of community we have now by jerrying in 4 or 8 story buildings with not enough off the street parking in.</p>	<p>We need affordable housing more than expensive condos or monster houses. Gardens should be retained to have but younger generations should be encouraged and awarded to remain or become established or accommodated while pursuing higher education too.</p>	<p>The safety of pedestrians must be considered first, even if inconvenient to otherwise benefiting parties. Gardens aren't all in the best of health or vigor and there are many people with various degrees of disability who will continue to need to be parked up and taken on sidewalks and allowed to enjoy the scenery and to be taken downtown and to other parts of the city or appointments or just to visit people and for these things there needs to be on street parking and drop off and pick up and not otherwise areas.</p>	<p>Address heat mitigation, and forest the preservation and cessation through the use of many more Canadian made water fountains in crucial Parking money and politics into place to mitigate climate change in crucial. The evidence is all around us.</p>	<p>I agree that our need for plenty of clean water and sensible use of the same to be. We all have priorities we must realize that we cannot have everything growth that may be beyond the finite capacity of natural resources and moderate infrastructure to provide.</p>	<p>No. I stop cutting down the beautiful, mature trees that green our neighbourhoods and give us shade that is more and more precious as unmitigated heat reaches us and becomes common. And I've just more trees as well.</p>	<p>I agree we need our parks and wild places. Stop cutting down all the bushes because we need them to keep our singing birds. Growing asceded that may or times be more needed than having so many playing fields. And adding suitable and community centres and art galleries and studio spaces are also necessary for our mental and spiritual health. And our architectural and human heritage is also important to our culture and balance.</p>	<p>Don't grant James Bay anymore. Our selected business and industries are critical to our economic health and interest in it.</p>	<p>Don't put up more buildings along Dallas Rd. It is needed as parking. You'll be doing us a great disservice if you do! Don't continue "development" James Bay except to add a hardware store and a hardware and a Chinese restaurant.</p>	UV 127
67	<p>Low rise where people have actual front stoops such as the Portland townhouse built by the Capital Regional Housing Authority</p>	<p>If the character of the neighbourhood is to be maintained, which is what all tourism jobs in the neighbourhood depend on, then just like building trades in the downtown core are maintained but with a renewed interior, so should be done with housing stock in James Bay.</p>	<p>James Bay at its current density is good if walking and cycling. Perhaps some increase in the frequency of the buses. Already too much of street space is given over to parking.</p>	<p>The Emergency Response container is being first needs to be replaced, perhaps another one can be situated behind each school and on the edge of Beach 10 Park grand parking lot off Douglas near Dallas. There should be more attention and support for student, especially to building James Bay.</p>	<p>It's related with the infrastructure as it is now.</p>	<p>I favor cars on the road through the increased use of bicycles buses and walking.</p>	<p>We do not have a flag center with a pool in James Bay despite our density. The development of Kingston is historical as is about the last place that would be big enough for this. The YMCA is now gone, the Athletic Club no longer accepts walk-ins. This should be a city flag center, not private like at Capital Park. This should be a priority for any approved construction on the Kingston site. More space for community gardens (space could be taken from a nearby 5th used grand parking lot on the southeast corner near Douglas and Dallas. This site has appropriate light and it would look better than the current lot while also providing much needed green space to garden given James Bay's high density. A community initiative to help seniors negotiate with landlords for possible use of basements, more charging stations in existing garages for electric vehicle charging.</p>	<p>End reliance on fuel driven buses, motor more advancement of the easy Foster Fly walking path this town on the other before they stock show most people back town on the slope. Construction of a new Maritime Museum in the parking lot of the under slope.</p>	<p>A urban tree canopy survey should be done and update should be on how to maintain the urban forest, mix of trees for both aesthetic, usefulness and wildlife considerations.</p>	UV 181
70	<p>One that is focused on affordable housing and preserving buildings and nature that are already here</p>	<p>Making sure that people aren't leaving housing due to new developments. Making sure housing is affordable (like \$900 or less a month)</p>	<p>I am happy with the current transportation situation.</p>	<p>I am concerned that more developments will mean larger population in James Bay, that it seems that we only have one main exit from James Bay, in front of the entrance. I think there could be a gate, harmful if there is a bottle neck situation</p>	<p>Renewable energy as well as leading as much nature and trees as possible. I appreciate the food gardens being added to parks. More secure!</p>	<p>planting more trees and focusing on bio diversity, protecting all old growth trees in the neighbourhood</p>	<p>Land back. I want indigenous people to have more rights and control over Beacon Hill Park. I want indigenous voices to be a part of the decision making as this is their land. I also think there should be more space for indigenous people to congregate in.</p>	<p>I am not aware of people who live here and not tourists</p>	<p>I do not agree with the zoning changes. I am concerned that will one day lead to more housing and making not even more unaffordable and outdated</p>	UV 214
71	<p>No more than 4-6 stories with green space around the building</p>	<p>Affordability. I don't believe the OCP has a realistic idea of what that means. I feel they are driving our seniors, students and families while catering to well off workers and retirees</p>	<p>I can't go anywhere I want to go by transit without feeling it's a bit of an amount of time to drive. Need more frequent buses, better routes. Transit planning in Victoria leaves a lot to be desired.</p>	<p>Climate change. They are parking the city which leads to higher temperatures.</p>	<p>They should slow center signs. I have to say I don't believe them when they say they want to do all these things.</p>	<p>All of the above. I think top level would be parks and community centers, however, make sure people can get to them by whatever means, not just walking and biking. I can't ride a bike!</p>	<p>Cross slope coming back at right descent appear to be a conundrum</p>	<p>Stop building. All the families want to visit James Bay but it can only handle so many people</p>	UV 216	
72	<p>James Bay density is growing at a rate that is unsustainable. We are a very small community with a very diverse population already. There is very little in the way of new infrastructure, services to support the people that are coming with the large development on Marjorie St, another one is coming shortly, expansion on Marjorie St, Dallas Rd, the new condos on Robert St. We need to slow down development. There are other neighbourhoods that could do more to absorb the need for density. We are full.</p>	<p>There are older buildings in James Bay where some tenants have lower net rents because they have paid them for years. These people are slowly being squeezed out. When new people move in they are charged an extra monthly rate on top of their own high rent for off street parking. So they are on the street or in a basement. How are we as a housing council of residential parking permits which would exclude people who live in multi unit buildings from having such an exclusion. Making residential parking a permitted option is not a solution to this issue. Again the lowest income people are being the most.</p>	<p>James Bay has always been walking friendly with many amenities close away and many people take advantage of this already. What is not being considered is those that do not have the option to walk, cycle or run anywhere they need to go. We have an aging community here that need reliable options which include expanded spaces for bike and handi-dap access, as well as parking whether it be a planned building or on the street. The trades are also finding it increasingly difficult to access our properties. Robert St lost a lot of parking with the installation of all the side gardens. Many of us would like to see angled parking on one side, as we had while the street work was happening a few years ago. That worked very well and we would love to see it come back to help alleviate some of our parking woes.</p>	<p>No comments to make on this topic</p>	<p>I heard the city was investigating getting a recycling/compost plant up for multi residential buildings. Would be very excited to hear more about that.</p>	<p>We definitely need more trees. We are losing so many trees to new developments. And a major loss of green space.</p>	<p>We have a lot of great events at Beacon Hill Park, Ship Point, the market in summer. I love the community dance a good job and can't think of any improvements to offer.</p>	<p>We have many big trees that are neglected around downtown and James Bay. In recent times the neglecting of these trees has our community completely isolated. Better planning is needed to ensure that residents have a way in and out of James Bay when these events are being held. A recent road saw residents of Robert St with no way out. Streets were blocked at Marjorie both ways, South Turner both ways from early starting to mid afternoon.</p>	<p>I love being in James Bay. I have been a resident of and on since the 50's, being here most recently for the last 30 years. I have a small house (the where you know your neighbours and you can walk to the grocery store, the pharmacy, etc. The best place of development really works me. We simply can't absorb the need population explosion that we are experiencing. Any further large developments don't belong here.</p>	UV 114
73	<p>Gradual growth on a site by site basis.</p>	<p>Tenant protection and heritage protection.</p>	<p>Current transportation services and used in James Bay. All new developments should require a transportation plan.</p>	<p>All of the above.</p>	<p>Flood resilience and the need for creature power for the under slope.</p>	<p>With ongoing input from residents</p>	<p>As much green space as possible. As density increases, the community needs parks of people. Parks provide this.</p>	<p>There must be recognition of the noise and air pollution in James Bay from the under slope. An earlier model, creature power is necessary NOW.</p>	<p>We moved from Vancouver to James Bay eight years ago to escape the underlying desecration in Vancouver. All of which was predicted on the theory that increasing density by building down would make Vancouver affordable. It has been a failure. To a significant degree, we ended up with investor-owned housing (often empty) and development simply left the neighbourhoods that were marginalized. As has often been said: The most affected housing is the existing housing. The city must keep that in mind in relation to James Bay.</p>	UV 118
74	<p>James Bay needs to continue to add multi-family dwellings - not the condos, townhomes, mid-rises - both rental and ownership. This is a desirable neighbourhood that already has a broad range of housing types, styles, etc. And it needs to continue to add more of that to ensure housing supply keeps up and to enable those who live here to stay and move around into housing types that fit family need and change, and to allow younger individuals and families to call this area of the city home. Older homes need preservation jobs of single family homes + small highrises (4-6 stories), providing additional housing for those with less income, much as now James Bay has done its part in housing many people.</p>	<p>Having different housing types - whether it's unit plans (1-4 bedrooms), or homeownership.</p>	<p>Improving transit services (include and frequency), and pedestrian infrastructure.</p>	<p>Flooding and extreme heat. With respect to heat, James Bay is fortunate to have a lot of trees and green space, and that needs to be reestablished.</p>	<p>None.</p>	<p>Health and improve green spaces and the coverage.</p>	<p>Better access to recreation activities/programs in each neighbourhood - including improving infrastructure.</p>	<p>All things considered, I think this is being managed fairly well. Capital Park has the potential to be a better recreational hub, the Fishermans Wharf, serving local residents and visitors alike.</p>	<p>I do hope that the present council (James Bay) after all, asked for input.</p>	UV 119
75	<p>Replacing old buildings with 4-6 story density to provide housing in great. This is growth for more rental in James Bay where people need to live. A link if building design providing the city ACP would make James Bay interesting going forward</p>	<p>The new OCP will allow for more diversified housing for all</p>	<p>The bike lanes are not much used. More public transport - do we need such high capacity transit? I would like to see buses go directly to their destinations without having to go into town.</p>	<p>None. I think that James Bay is a pretty safe neighbourhood and in the event of a major natural disaster etc. infrastructure will be destroyed and we will be on our own for several days.</p>	<p>Communication.</p>	<p>We need better options for disposal of waste - let old give into landfill. Some trees would provide much-needed shade.</p>	<p>Parks, pickled events, cultural things for tourists downtown. There is not much except the museum. What about relocating the art gallery?</p>	<p>See above + revitalization of Government Street.</p>	<p>I do hope that the present council (James Bay) after all, asked for input.</p>	UV 122
76	<p>Replacing old buildings with 4-6 story density to provide housing in great. This is growth for more rental in James Bay where people need to live. A link if building design providing the city ACP would make James Bay interesting going forward</p>	<p>The new OCP will allow for more diversified housing for all</p>	<p>The home drive cartages should have multiple evening routes accommodating the cruise ship passengers. That way there would be multiple cartages back to back going down 1 street to 1000 ft with road expansion but garages operating the entire way</p>	<p>With more population more extreme weather public spaces available</p>	<p>Flood Resilience</p>	<p>Reducing cars</p>	<p>Community Centres</p>	<p>James Bay is a neighbourhood benefiting Victoria. The Harbour Authority manages the waterfront</p>	<p>The OCP needs updating. It should however need to go through the City of Victoria ACP for clarity. Current developments in the planning stages with the city should not be stalled by the process of the new OCP.</p>	UV 203

<p>Urban Design</p> <p>It fits between single houses, townhouses and apartment blocks in the, its more than 8 stories, its footprint, its mix between heritage style and modern design is fine, it respects the context of the neighbourhood. (Although the number of West Coast modern buildings should be reduced to ensure that the mix remains of community and heritage character is not lost. Create a mix of old and new buildings, walk through valley to the area, it will be new buildings. They want to see the heritage character that James Bay is known for and do the people who live in James Bay.</p>	<p>renewing energy</p> <p>It seems that the OCP authors erroneously believe that developers will actually build affordable housing. Developers have long proven that their end-goal is to provide the housing people need but build. Giving developers an out by paying a fee to the Victoria Housing Trust instead of providing affordable units is a TRICKY and further compounds the mix of affordable housing - change that policy.</p> <p>Accessibility</p> <p>It is \$3000 for a two bedroom apartment affordable? Is a two bedroom condo in James Bay at \$1.2 million affordable? For whom? Certainly not for existing renters or younger adults hoping to get into the housing market.</p> <p>Housing Tenancy</p> <p>According to the 2021 Census, 70% of James Bay residents are renters and 20% of all renters are 55+ and other rental or supporting tenants. Furthermore, 60% of all renters in James Bay are single individuals living alone and 10% are single parents - that means that 70% of all renters in James Bay have a single income household. These are residents who cannot afford to move elsewhere in Victoria and therefore plan to stay put, make use</p>	<p>renewing</p> <p>Walking is easy in James Bay and most courts are located at intersections. There are defined cycling paths and streets that are relatively safe.</p> <p>Transit</p> <p>Transit is good with the hub on Government Street at the La. As residents age in place there will be a growing need for easily accessible transit with local connections. However, the OCP suggests eliminating transit hubs at La and using in very inconvenient for James Bay residents.</p> <p>According to the 2021 Census, about 20% of James Bay residents drive a vehicle, 22% take public transit, 30% prefer to walk and 18% cycle.</p> <p>Since the majority of residents in James Bay are 55+ it is safe to assume that a significant number of residents will be aged 65+. The OCP transit plan needs to consider our neighbourhood demographics. Few are expected to give up our cars that transit availability must be increased.</p> <p>If the Government Street transit hub moves downtown will our</p>	<p>Infrastructure Upgrades</p> <p>To ensure with all the planned density increases that there are sufficient systems for water, sewer and electricity. And that developers contribute an adequate amount to fund the operations needed for their profit making ventures. It should not be responsibility of the public purse to fund private ventures.</p> <p>Reducing Emissions</p> <p>Again, demographics play a key role in James Bay. Only 20% of our residents drive a car and not all of them drive every day. To reduce emissions, incentives to purchase EV or EV cars is important. The recent rise in car prices has pushed the cost beyond affordability for James Bay's 70% single income dwellers. Work with the province to establish matching programs.</p> <p>Increasing Trees</p> <p>Call tree plantings or establish a Plant and Grow a Tree or Adopt a Tree program.</p> <p>Green Space and Dog Park</p> <p>We need to maintain our green space. James Bay needs a fully fenced dog park that is divided into two parts, one a large dog and the other for small dogs. Maybe</p>	<p>renewing more and more</p> <p>James Bay is a very walkable neighbourhood and hundreds of residents walk on our paths and sidewalks every day, year round. That needs to stay, especially along the lower harbour where significant development is proposed. We, the people, own the waterfronts and deserve a continuous pathway around the perimeter of our neighbourhood.</p> <p>Walkways and bike paths have a pretty good balance now.</p> <p>Holland Point</p> <p>I love it because it is natural grassland and coastal vegetation. It should not be manicured or developed. It has good accessibility, ecological health and plenty of recreational use. No improvements are needed. If you insist on putting a cafe onto the beach for crabs tourists to the new building being erected on De la Haye at Holland Point, fine, but don't put any commercial developments or shops onto our waterfront natural park, thank.</p> <p>Green Space and Dog Park</p> <p>We need to maintain our green space. James Bay needs a fully fenced dog park that is divided into two parts, one a large dog and the other for small dogs. Maybe</p>	<p>renewing more and more</p> <p>James Bay is a very walkable neighbourhood and hundreds of residents walk on our paths and sidewalks every day, year round. That needs to stay, especially along the lower harbour where significant development is proposed. 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James Bay needs a fully fenced dog park that is divided into two parts, one a large dog and the other for small dogs. Maybe</p>
<p>Buildings no taller than four stories. The current growth is too much with high rises destroying the character of JB. Character homes must be protected from being torn down and replaced by towers. We need more density houses that fit the character, not expensive high rise condos. The new building design must fit into the Victorian character of the neighbourhood.</p>	<p>All of the above.</p>	<p>All the above are important. But services could perhaps be improved.</p>	<p>We have had advice on how to prepare for such emergencies in our condo building and some correlation with nearby neighbours. It would be good to have more of the community involved in the type of preparations.</p>	<p>I think more trees planted and to stop destroying the trees that exist to accommodate development wanting to do so for the sake of making some profit. Having less concrete in place saves more trees and shrubs planted.</p>	<p>I wish all the above, and would like to see more of each space and not have what green space we have taken away for development.</p>	<p>Fewer crane ships coming.</p> <p>The character of the neighbourhood must be preserved. Absolutely no more high rises.</p>
<p>Medium density growth for James Bay means progressively appropriate. The area needs residential housing for tourists to remain at that are also well proportioned for residents. What James Bay doesn't need is small, identifiable being houses that require developer profit and lowest money. James Bay has an old world charm that would not suit without the single brick houses that it has. A public park area is needed to enhance the traffic congestion that regularly happens in the area along with FREE public transit throughout the city. Taking parking spaces away means will not leave cars away. I will only add to congestion, anger and loss of economic opportunities for the area. This has been proven out by the construction of roadway space for biking through bike lanes that are used by less than 1% of the city population, clearly these bike lanes were short-sighted selfish thinking by a niche group of people who think what is good for them is good for everyone.</p>	<p>a depends on the shared advice for James Bay. What does James Bay look like 20 years from now? What is the demographic? Clearly more housing is needed. Clearly it needs to be affordable, but what does "affordable" mean here? Towards how have we needed protection from the land. But landlords are also in need of protection from bad tenants. So when you ask, what housing needs and protections are most important in James Bay, I can't be answered honestly and thoroughly here without additional reliable data points.</p>	<p>Less bike lanes, that's for sure. I don't want to like any more, or really anyone, I love using my car. I really don't care about "low-carbon travel" because it is such a vague statement that doesn't take into account the carbon footprint for the development and production of car-alternative choices. Bikes aren't for everyone. Also, I'm not the type to treat public transit as my other because I've been attacked on the SkyTrain before and have seen so many such incidents on public transit. Putting a bunch of strangers together in a closed vehicle container that is not under your control is not a viable choice for any sane human being.</p>	<p>The OCP Contemplates LOL. I am worried of the concerns listed above to be addressed.</p>	<p>Flooding is definitely a concern that I want to be taken on.</p>	<p>James Bay has a deep water cruise ship port that can hold up to 4 cruise ships at a time. Those cruise ships are the biggest contributors to carbon emissions in James Bay. Those cruise ships need to be electric LOL. Not kidding, just don't mess it up.</p>	<p>The good with this is.</p> <p>Efficiently.</p> <p>Also trying to get rid of cars and parking!</p>
<p>I rent and am a senior citizen on a fixed income due to working in non-profit all my career. Rental units at reasonable levels are key to housing the folks who cannot afford suburban lots and houses in this regional market. On housing, townhouses and duplexes that maximize the space also can help bring in future consumers for a multi age life to JB.</p>	<p>I have absorbed many rent increases and now pay \$60 a month for a parking spot behind my 100 unit apartment building that should be in the north. This is a tourist hub, I often cannot find a spot to park for guests. People who own homes need to realize they have a fine way to get parking allowance. Residential parking needs to last year for people businesses to have two spaces in front of their homes that also have driveway. Can we not use the permit system like Vancouver where "residential" also includes hotels along that same street? I drive for half an hour to a spot near my apartment building every night this week. Not great for 65+ and non-owners. Also why the bike lanes on both Douglas and Stanfield that are close being being the use adding, all who coming 65+? I cycle daily but not in the winter. Have ideas pointing to where the bike and transit routes are and require more people. Our charity shops are great to encourage Mode and low income. "Bicycle" "mode" "mode" what? Blue bikes? "Travel" "mode"? I ride a lot so we can't cycle every day!</p>	<p>I have absorbed many rent increases and now pay \$60 a month for a parking spot behind my 100 unit apartment building that should be in the north. This is a tourist hub, I often cannot find a spot to park for guests. People who own homes need to realize they have a fine way to get parking allowance. Residential parking needs to last year for people businesses to have two spaces in front of their homes that also have driveway. Can we not use the permit system like Vancouver where "residential" also includes hotels along that same street? I drive for half an hour to a spot near my apartment building every night this week. Not great for 65+ and non-owners. Also why the bike lanes on both Douglas and Stanfield that are close being being the use adding, all who coming 65+? I cycle daily but not in the winter. Have ideas pointing to where the bike and transit routes are and require more people. Our charity shops are great to encourage Mode and low income. "Bicycle" "mode" "mode" what? Blue bikes? "Travel" "mode"? I ride a lot so we can't cycle every day!</p>	<p>Transit will touch out bridges and water flow. We need to know where areas of refuge and services will be. And have shared water in every public and private building.</p>	<p>All of the above are vital. Compact design for parks in JB would encourage vitality. Glass and reflective recycling bins like in Vancouver for seniors would divert waste too. Providing window shading bins would help reduce the use of air conditioners and heat pumps meaning less. Monthly climate change talks like Wintwing and Montreal would help to deter garbage dump over-the-top parties.</p>	<p>Agree with the canopy for shade to reduce heat from climate change. Bikes for high income areas have been tried. How canopy cover will help on low climate change. Keeping the owners clean!</p>	<p>Love the music at Seaton in city after the downtown ships port apartment don't work. Low disturbance. Lots of networking in the ocean and lake due to being here and algae means had issues in low income Bikes and seniors. (Again, parks help, Community gardens, benches, Links to dogs on beaches.</p> <p>Seems to be well managed.</p>
<p>Keeping this area a low rise heritage preserved area is key to the vibrant that most visitors see. Many other neighbourhoods can absorb the density and modern features.</p>	<p>preservation of existing older homes for the character. James Bay is already very densely populated and is a high volume tourist and visitor area with the waterfront.</p>	<p>The main dog walking off leash on Cadde Road paths. Mainly for smaller children's convenience.</p>	<p>Get more underground wiring. The overhead wiring in our city is so ugly and very out of date for a city of this quality. Go to any Swedish city and you will see the difference. Not who to be seen?</p>	<p>More bike paths are always appreciated and less cycling.</p>	<p>I'm happy with them at the moment. Good quality of benches are appreciated.</p>	<p>Installation of electrical plug-ins for cruise ships would lower pollution.</p> <p>KEEP HIGHRISE OFF DALLAS ROAD! And keep any commercial activity as well.</p>

<p>100% Value on Heritage Protection and Affiliation with current building rules for James Bay houses and gardens, e.g. not a location, modern high-rises if a building with historic addresses and lights heritage houses.</p> <p>Any development should take into account and follow up on feedback from the James Bay community.</p> <p>The current OCP plan which allows residential developments to sit on story heights is a mistake. Heritage protection and lights heritage houses should be protected. Heritage protection and lights heritage houses should be protected. Heritage protection and lights heritage houses should be protected.</p>	<p>As a single, senior, mobility-challenged resident of James Bay for 14 years I am very worried about being stranded in the near future, due to lack of finances, to move to an entirely different neighbourhood, where I will have no friends, no community to support me, all of which I currently have in James Bay.</p> <p>I want to remain in my own residence, but there is no money to build a very real economic world to support that option. This is very unrealistic. James Bay is being bought and owned by out-of-town investors. There are no really enough appropriate buildings to meet the needs of a residential community.</p> <p>Heritage protection and lights heritage houses should be protected. Heritage protection and lights heritage houses should be protected. Heritage protection and lights heritage houses should be protected.</p>	<p>I feel trapped by ongoing changes to land structures.</p> <p>In the future, I.B. residents may NEED to relocate to a nearby suburb, or instead Government decisions being made by City Hall with respect to design and management of our roads and J.B. residents that will be very alarming.</p> <p>Problems I face: Population density in James Bay is the very limited number of viable emergency exit roads. Very narrow roads. "REDCONE" Street which is nearly unusable using it as possible exit from location. James Bay, including James Bay major exit roads such as Bankfield and Douglas, all are in a state of disrepair. In an emergency, it is not easy to quickly change lanes. Douglas Street is not fully available exit road for vehicles. Emergency exit to Street Street is not viable during regular rush hours, and also in an emergency.</p> <p>I have seen major, slow to move, gridlocks in James Bay on Dallas Road, Douglas Street & side streets such as Niagara Street with cars trying to get out of a congested and not succeeding. In an emergency where people have cars and stairs, these decisions about roads could save well-wishes a catastrophe.</p> <p>Risks caused to people, homes, dogs, cats, wildlife, by fire many people spending approximately through James Bay in vehicles, either, and normal lives.</p> <p>Problems and City should focus on maintaining what we have already for the needs of the people who currently live in James Bay. Stop spending money on increasing capacity of anything, build the capacity to take care of what we have, reduce it by 1000 people or so.</p>	<p>beautiful flower gardens, ponds for the J.B. green areas and its semi-wooded forest must be absolutely protected for the future.</p> <p>All heritage homes in James Bay, their beautiful gardens and mature trees must be protected from developers who have proven that they will not change their own plans in order to accommodate the nature of the neighbourhood. The new building @ Niagara and Macleod Streets is a prime example. It has been built to cover about 50% of the land available to it with no room for gardens, bushes or trees outside of its walls. That should not have been allowed. Complete fences and not filling for the entrance of our neighbourhood. Our trees must have better protection, e.g. the mature trees destroyed to be replaced down on the entire Douglas Street lot.</p> <p>We have NO trees in James Bay and no lawns or lawns or lawns or lawns.</p> <p>Whereas City Hall must have the different banks on their main street. Why? If commonly held trees of James Bay are old and cultivated, e.g. 100 years, James Bay Douglas Street lot.</p> <p>With the YMCA being closing down and the City Hall closing down for complete reconstruction, there will be no local public recreation, there will be no local public recreation, there will be no local public recreation.</p> <p>What every one wishes most - space, light, trees, green, wildlife, gardens, ponds for children to play in, and for people to green vegetables, eat trees, and flowers, and keep some chickens. We already have these things in James Bay. The elected officials at the Province and City governmentally working for developers, just need to stop holding it from us. Simply stop moving down our entire neighbourhood, every home, every tree and every blade of grass.</p>	<p>increasing the number of cruise ship arrivals, which happens this year, is creating more stress on major J.B. roads which are already being used for residents and as a result, the liability factor of J.B. residents.</p> <p>In spite of any group counting, counting and reporting to City Hall about vehicle counts on Douglas Street during tourist season?</p> <p>And/or how many cruise ships have been in the area, every week, every month? Is anyone monitoring the traffic noise on Douglas Street? The public opinion is not monitoring traffic/ speeding noise on Douglas Street and there is slow down and start reading a sign and complaining on the road. Is this acceptable, and if not, what way?</p> <p>Who is monitoring the garbage, greenwaste? Being collected from cruise ships and how it is transported? How much and how often?</p> <p>The City of Victoria in general may be profiting from cruise ship arrivals and their customers but do you know James Bay residents? If so, in what way?</p>
<p>100% Value on Heritage Protection and Affiliation with current building rules for James Bay houses and gardens, e.g. not a location, modern high-rises if a building with historic addresses and lights heritage houses.</p>	<p>The current housing of the people who currently live in James Bay, and the currently green spaces of the wildlife who currently live in James Bay must be protected. Heritage protection and lights heritage houses should be protected. Heritage protection and lights heritage houses should be protected.</p>	<p>Problems and City should focus on maintaining what we have already for the needs of the people who currently live in James Bay. Stop spending money on increasing capacity of anything, build the capacity to take care of what we have, reduce it by 1000 people or so.</p>	<p>Lower the speed limit to 20kmh through all of James Bay.</p> <p>Stop parking vehicles which pollute the air and destroy the scenery. We already have these things in James Bay. The elected officials at the Province and City governmentally working for developers, just need to stop holding it from us. Simply stop moving down our entire neighbourhood, every home, every tree and every blade of grass.</p>	<p>We need to change the local government act to allow residents to vote or petition to remove councilors from office, who fail to listen to their constituents. The OCP councilors have been a shocking waste of public money. If not, what way?</p>
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92	9/3/2025 6:40-49	No more than 4 stories in 80 ft any existing single family residential areas.	Housing MUST come with some accommodation for OFF STREET parking - ONE vehicle per unit/bedroom. Vehicles are NOT going away, only changing in type of placement. The City needs to recognize this reality.	See above comment 3.	Current access to and exit from James Day is significantly compromised due to traffic issues.	Severge, hydro, parking space and other infrastructure is limited and any future development towards further density MUST RECOGNIZE this reality.	Limit cruise ships to plug-in only and limit number of buses and cabs to well below the current level. Also see comments above.	Limit large cruise ships and their associated traffic on our local roads. Cruise ship tourism contributes very little to our local economy other than to one or two non-commercial businesses and the bus and cab companies.	There should be an emphasis on further densification of James Day. It is past the time that other areas within the CSD focused on in the plans regarding future development pressures.	VW 110	
93	9/3/2025 10:02-22	I look at the Capital Park project as a perfect example of higher density with lots of green space and good sidewalks to give the feeling of openness. They have all the amenities of housing from condos to townhouses to heritage houses. The number one drawback is affordability.	The number one problem with James Day is affordable housing. This plan does absolutely nothing to address affordable housing and to build green developers the green light to do whatever they want in the name of profit. We need to protect the heritage character of James Day. They are community and add charm and value to the value of life. We need to add more co-op housing. James Day has some very successful co-op housing units that have been here for years but there has been no new units for decades.	James Day is the hub of tourism with cruise ships and buses. We also have many commercial entities. These businesses require adequate transportation systems. We have three main arteries into or out of James Day: Government, Douglas and Blanchard. All of these are one single lane when exiting James Day. I tell you, Government to Winifred 102 a lane. This is totally inadequate. I know the ideal is for everyone to bike, walk or take public transit which I do like of but the reality is the infrastructure does not support that. If you have a car and a story structure to plug up on all the streets proposed and expect even half of those people not to own cars you are delusional.	Travelling there isn't much transportation can do to improve mobility into or out of James Day region. Given the geography of the region, there are significant transportation issues during major events in the area. This can be addressed by allowing parking on the streets during those events. I think right now the walkability of James Day is quite good as well as the connectivity. I would like to see those things maintained. My one gripe is the very narrow north-south on James which is rarely needed by crossing the street.	I don't have much to comment here. Apart from the fact that during major events the roads are highly congested and allowing parking on the streets during those events may improve that mobility.	I think the city should focus on maintaining more green space and addressing high-rises which contribute to a lot more energy use in consumption in the area. Contributing to provide lands for more community centers.	Green space is the most important and this proposal is going to make that problem worse. Vehicles idling in the streets because they cannot move due to traffic restrictions is a huge problem in this city.	Green space is the most important and this proposal is going to make that problem worse. Vehicles idling in the streets because they cannot move due to traffic restrictions is a huge problem in this city.	James Day has the highest density in Victoria. The plan would not be more destructive to the look and feel of the community if I don't get against change. I am if there is no transparency in the decisions being made. This proposal will not bring any form of affordable housing to the night. It will only add to the costs.	VW 234
94	9/3/2025 10:40-49	Connecting single family dwellings and some larger multi-unit buildings such as the one on Ontario Street which are quite dispersed. Connecting these two smaller streets such as the ones that currently exist on Milligan between Blenheim and Montreal Street. These are buildings that have a home from the street but in fact or subdivided into multiple units and built around a single frontage. This will increase density in a manageable way versus high-rises. This will also maintain the uniqueness of Victoria which is identified by many visitors to cruise ships. In some buildings focused around main corridors. Townhouses and mid-rises throughout the neighbourhood. I am not at all concerned about heritage or character as long as housing gets built. I would also like to see a greater variety of studios, residential-commercial spaces.	I think it's important to allow low income individuals in particular studios or without to continue to live in James Day.	Greater investment in transit is needed. Multifamily housing and co-op housing should be prioritized.	NA	Increasing density to increase walkability, reduce commute times and provide alternatives to regular car use.	Programming around First Nation heritage.	NA	NA	VW181	
95	9/3/2025 11:02-15	Use development limited to 4 story in height. An emphasis on heritage homes and development in relation. Heritage homes to be beyond restoration that is not a renovation but a restoration that is a renovation and character. That does not mean that new construction can not be modern in design but that it should reflect the character of the surrounding structures.	Yes it is important that housing provides to the needs of the residents of James Day when we don't need it to serve to the needs of developers who want to maximize profits by building high buildings as they can build million dollar condominiums.	James Day needs to develop a plan for transport in case of emergency. If it occurs there is a natural disaster, earthquake, James Day would be hard to evacuate. One of the really great things about James Day is the number of events that take place. Bikes and floating events, parties and so on. The problem is not enough thought is given to how we can best incorporate mobility during these events.	See above regarding emergency evacuation. Is there a plan?	The cruise ship traffic is the number 1 problem if you want to reduce emissions we need to limit the number of Cruise ships. It is also not just the cruise ships that are providing emissions but also the buses that are coming to house waiting for passengers to go on their bus.	To keep parks clean and usable by people of all ages.	We are clearly becoming over-touristed by the amount of cruise ship traffic and garbage coming off the ships. We clearly do not need to set up retail areas along Drake Road to not tourist trap to cruise ship passengers.	It is also very clear that the city needs to look at future regarding new construction. Currently land owners can start construction projects and as long as the do informal work on a site every month there seems to be no direction to when the need to build a building. It is not clear if the need to build a building is not clear. Foreign owners are taking advantage of the city and selling construction projects over years as they develop. The the amount of Cruise ships from the Park is sending 6 years of construction and an area.	VW 181	
96	9/3/2025 11:40-15	Tourism is a major contributor to the financial well being of Victoria. Fisherman's Wharf, the cruise ships and ferry terminals, Captain Cook's Docks and the numerous heritage houses of all types are preserved with great spaces, recreational facilities and other amenities that enhance the quality of life of the residents. Easy access to nearby amenities is important. The new Transit Hub is located on Douglas Street in a more industrial area. Single family homes are essential for the healthy development of children. Do not reduce the number available in James Day.	Once the new high-rise buildings are completed the mix of types of housing will be about right.	Victoria Councilors and the Planning Department still regard the ownership of a car as being detrimental to the wellbeing of citizens and the environment. However, regulations that require car ownership restrict a citizen's freedom of movement. An individual should be able to have when they want to go from and get when they want to go to their own home, to their own choice of method and schedule. Transport policy should enhance democratic values not hinder them. We're going to be the nation that cars are used for the environment is not the car itself but the technology used to move it that is at the root of the problem. However, as manufacturing companies are seeking solutions to the problem it should not be a ban to tighten parking. The concept of a "Walkable Village" already exists in James Day. Pedestrian access is easy and safe. It certainly does not need any modifications that will hinder legions by car. Reducing vehicle access to an absolute minimum makes a person's choice of retail stores, services, entertainment and recreation activities all be found in the village. This is not true. Public that which is an individual's freedom of transport choice both for the inhabitants of the village and for those visiting it.	No concerns. I had very little being and moving around James Day.	Planned to be that the underground infrastructure is being upgraded.	Because it is bounded by the waterfront and Dougan 18 Park James Day is well served in this regard. All are within a 5 minute walk from any James Day residence - no need for anyone. Just maintain the present high level of maintenance.	The ferry and cruise ship terminals are an essential factor in the financial well being of Victoria. They should be managed in a way that reduces any negative impact on residents.	The benefits of Great Am Towers, 300 and 300 Douglas Street have a major problem with the current Apartment R2000007. Despite investments in the existing parking lot. During the construction period of about three years they will be using a building site. Not only does this have major implications for their living conditions during construction but they will also lose 80% of their parking spots. They will provide a temporary parking site adjacent to a studio lot. No other studio units. Last week I had a conversation with the Victoria Planning Department about this. They told me that regulations prevent the approval of the Application. I'm not sure how they will be found. It is evident that they are well aware of the problem. It is not clear if the residents will have to find parking for their cars plus those of others in the neighbourhood. In addition street parking for 14 cars on Douglas is being eliminated and changes made to parking on Avon, Toronto and Vancouver. The only access to the parking lot will be on Avon. It would be interesting to see the data that supports these changes to parking and traffic flow.	VW 276	
97	9/3/2025 12:27-33	Lower buildings with designs that fit the neighbourhood. James Day doesn't need any more residents. We'll be a new school built. Buildings should be built in already densely populated neighbourhood into West End Vancouver.	Affordability. There are enough high income earners and interests on the harbour. They may be limited so that James Day is not just for old folks (many of which are old). Can't live in the already densely populated neighbourhood into West End Vancouver.	See above. Also the Fine Corner area with the crosswalks and a four way stop with a bus holding a northward will be an emergency.	See above. Also the Fine Corner area with the crosswalks and a four way stop with a bus holding a northward will be an emergency.	Don't overcomplicate. Keep buildings low. Why do I not see the Recreation in Parkland or Fernwood?	Heritage conservation.	Heritage restoration, bring Maritime Museum back. How about the old W.W. Museum space?	See above. Thankfully, at the age of 74 I might be dead before all of your destruction happens.	James Day is a lovely heritage neighbourhood. The residents do not want to be overwhelmed with more building, more people, and more cars. We are already disproportionately negatively impacted by development.	VW117
98	9/3/2025 12:40-15	Protect the heritage buildings (designate new ones as appropriate) and all green space, especially tree cover.	Housing for middle income workers, such as teachers, nurses, doctors.	There are already too many cars and too much confusion around driving and parking in James Day. There are several things that cannot be addressed with more density.	getting out of James Day is not easy now. would be impossible if there was an emergency.	water, water is not an infinite resource, we cannot keep pouring water into neighbourhoods without a through plan to conservation.	more trees, more green space, less concrete.	James Day has lowly community centres, some heritage conservation, we could use more.	the cruise ships should not dump in our harbour; they should use alternative energy source while they are parked.	James Day is a lovely heritage neighbourhood. The residents do not want to be overwhelmed with more building, more people, and more cars. We are already disproportionately negatively impacted by development.	VW 177
99	9/3/2025 12:40-15	First because of Council decisions, James Day is becoming overdeveloped. The "One City, One Plan" reality targets it, which is already denser than any other neighbourhood by 40%. We need to preserve older buildings where possible, and provide good future development - 4 story row buildings for example the proposed EX city development on Milligan, across from the Bell Cages in the NGL. We should have development whose design captures the spirit and character of Victoria's oldest neighbourhood. Affordability should be a priority and preserving trees and green space.	Affordable housing, and adequate compensation for displaced workers.	Because of its geography it has limited all walk in case of natural disaster. Our development will only make this more dangerous.	More green space and less development.	Victoria has been used the number 1 small city in the world. World and beautiful. It is a major reason why it's value continues to grow exponentially as well as aesthetically.	It's a no brainer that developers want to build and build big in beautiful, historic, walkable. But it seems no brains at all to destroy the neighbourhood that overdevelopment. The relationship between some Victoria Council members and developers is very worrisome. As is the campaign contribution from developers to these Council members. Don't destroy JB. Citizens are watching, and we will vote.	Like the residential nature of the neighbourhood, concerned that too many tall buildings and too many people will impact the character.	VW 177		
100	9/3/2025 15:10-25	Mixed 79% 1-2 story houses, 15-20% 1-3 story apartment buildings or townhouses, 5-10% commercial.	Family, seniors, supportive.	More underground parking or parking facilities.	Traffic movement out of James Day in the event of an emergency.	Sever & west.	Plant more trees along streets.	Want more community centres.	Encourage more small businesses; more James Day residents could be employed in tourism.	VW 203	

9/23/2025 15:25:41	James Bay is built on a body of water. It is isolated from the rest of the city and province. Therefore the residents must have proper escape routes for evacuations. It is equally important to maintain the historical buildings and especially our urban form, so lifts must be designed with those profiles in mind. High-rises are important to the life in James Bay, as tall projects must include real spaces that will be returned in the long-run. So thoughtful, small buildings with consideration to the ambience of the neighbourhood and the integrity of urban form.	Many of our residents are Seniors, young families, and young professionals who are on fixed incomes or low wages. James Bay is wonderfully diverse. The OCP should respect this diversity by considering the housing supply, affordability, and tenant protections.	Many of the residents of James Bay are Seniors and young people, with differing needs for transportation and mobility. Some of us are still driving and need access from James Bay into and through the City. Others are and bicyclists who need those bicycle lanes. Others rely upon public transportation, which could be greatly improved with smaller buses in the neighbourhood and less treatment of the large buses that go South in the city.	Enable more efficient evacuation plans. KEEP THE EXISTING COOLING URBAN FORM! and require more parking when developing urban. James Bay increased availability of health services within the neighbourhood. Coordination of police and health workers	Reduced emissions should be taken into consideration in planning the new provincial bus depot and approach route. With the current climate challenges, importance should be placed on maintaining and increasing our urban forest and neighbourhood gardens. Energy-efficient heating and cooling for new builds and renovations. Energy efficiency should be addressed for the cruise ships and subsequent traffic.	Heritage conservation. Care and increase of our parks and thought towards incorporating small parks into developments and HR building. Maintaining and encouraging cultural and recreation spaces.	James Bay certainly has the view of natural beauty. And more is being constructed. Care must be taken to preserve the neighbourhoods of our area. So balance between all these operations is important. This history and fabric are the heart of James Bay. So care must be taken in managing that balance, so that the economy and tourism growth does not erode the history of James Bay for its residents and local business.	VW 001		
9/23/2025 15:27:17	James Bay needs to follow up some - there's that one building next to Trinity's that I think is perfect - 3-4 stories, but building parking to make sure that the building space is maximized. We have lots of historical sites to protect, but the building space, parking lots, and 70s-80s construction that can be replaced with denser housing.	There's a huge need for housing in Victoria, and James Bay is a key area for growth. There needs to be more housing for families, and more rental - probably co-op, or non-profit housing. There's something about this neighbourhood's perspective on building housing to protect home values, especially for folks who are already retired, that is incredibly short-sighted.	We need more transit access to James Bay, and we need more bike infrastructure (what we have along Dallas is workable, but the new lanes along the beach are terrible). I'd like to see Fort Vancouver-style bike lanes along the park, and getting to Fisherman's Wharf from downtown.	Earthquake is the biggest one for us in James Bay. I don't see houses with solar - which is why we need to strengthen some of the brick historical housing, but then replace a lot of these 70s-80s construction that are not climate ready. Even the heat is a huge issue, these houses were not built for today's weather.	If we're wanting to earthquake-proof things like sewers, we should invest more to ensure that water run-off isn't leading right into the ocean.	When we plant trees today - the canopy we'd have on our streets for our grand-grandchildren will be beautiful. The steps are not great - so we need to make sure the other trades mitigate the environmental impacts, which this season they have not.	I would love to see access to a bigger, modern library/community centre - this doesn't have to be James Bay, but nearby would be nice - and one that combines things, like a community fitness space, make-it-yourself workshops (I know how to do pottery and wood crafts that you can use for your own designs, and you can then sell for profit), studio (Whitby's library has a music recording studio with equipment and instruments for people to record music or podcasts), and that can offer community groups like the JBA more permanent space to use. I'd like to always hearing about your things to let's - but if there was a goal there, these things were happening, I'd be there!	I have some thoughts on the ships. I love engaging with tourists when they come through and showing off our neighbourhood - but we need to push the city to make sure that the economic impact is maximized. This means not allowing ships to come from New Westminster, or that point there just using Victoria to ignore the Jones Act. With the Canada-DE relationship where it is... I think we can strategically threaten the Alaska Cruise industry by challenging ships to come here, unless they're here for a full day. On that, James Bay needs to push the city to create better signage for tourists visiting downtown. They get to Dallas and stand there lost. There is no sign telling them how to get downtown. Then, once they get to Fisherman's Wharf, they don't realize that the waterfront path exists, which breaks my heart. Their one chance to see Victoria, and they're walking along the beach and not along the water. I spent more time walking near the water than I just walking and you'll get downtown. If the city can't make those signs, the JBA should - and take it on themselves to help our guests navigate our neighbourhood.	VW 201	
9/23/2025 17:29:38	Any development away from Single Family Homes is welcome.	Housing for working class families.	Less focus on cars and accommodating car-focused thinking.	Earthquake and tsunami dangers.	Flood resilience and renewable energy are good, top priorities.	All sounds good.	Harbour activity should not be restricted as it is an important historical part of the area. Community, would prefer more local businesses over chains like Starbucks.	We need to make housing affordable for working class people and not strictly dependently needed things to make that happen.	VW 17	
9/23/2025 18:32:01	Low rise family dwellings	Affordable family housing	No comment	Earthquake readiness			I envision the parks and natural environment of James Bay and want to prefer less, rather than more, development along the waterfront. I consider the James Bay Botany Branch a major improvement to the neighbourhood.	The keyword is balance. Along with consideration and respect for existing neighbourhood.	VW 148	
9/23/2025 18:32:06	Gradual growth and building design consistent with complementary to existing building stock. Respectful of neighbours and preserving a sense of community. No high-rises.	Single housing, subdivided housing, co-op housing	Get rid of the 60s/70s and unnecessary 50s levels on Government St.	None. I find our community safe on a day-to-day basis and consider that a lot of money is wasted on disaster planning.	No opinion	No opinion	Maintain public density approach and encourage more community gardens on vacant lots and underused. Replacement planning for new builds will not match the capacity of removed lots to mitigate climate change. Requirements for environmental planning need to be based on 'an half' for the OCP.	Cruise ships must be required to use shore power, noise and transportation from ships need to be better managed to ensure quality of life for residents in the portside of James Bay.	The OCP has been prepared in a backward and flagrant way. At over 700 pages that and Appendix 1 is totally incomprehensible. The OCP should provide only a guiding framework and filled in through Local Area Plans by neighbourhood. The One City/One Plan concept is neither feasible nor accurate. It'll disadvantage lower income families and undermine community cohesion.	VW 116
9/23/2025 18:42:02	Greater density and still to maintain heritage and character that is an important part of our urban history, maintain a sense of community. No high-rises.	There is a serious need for subdivided affordable housing. We do not need more market rate housing as it is doing nothing to address housing shortages for low to medium income families.	Parking is needed on-site for any multi-unit buildings. Minimum one parking space per unit.	Unlabeled agrees from James Bay in the event of a disaster. Density planning needs to consider this as a priority.	There is a need to ensure that planning for density doesn't overlook capacity of existing water and sewerage infrastructure.	Maintain public density approach and encourage more community gardens on vacant lots and underused. Replacement planning for new builds will not match the capacity of removed lots to mitigate climate change. Requirements for environmental planning need to be based on 'an half' for the OCP.	Walls, heritage conservation and cultural spaces are priorities in James Bay and a realistic budget.	Walkable, low density that fits with James Bay and downtown. It's why tourists visit.	We respect the unique nature of James Bay. This is a cultural Gem in Canada and a tourist attraction worth preserving. This is the kind of neighbourhood they protect to attract every other part of the world, and Canada too! Look at Old Quebec City and Old Montreal. No more high rise buildings and make it accessible for visitors (parking availability is especially important for visitors accessibility).	VW 215
9/23/2025 18:45:19	That which retains current heritage and character that is an important part of our urban history, maintain a sense of community. No high-rises.	Correct multi-unit heritage homes, homes with multiple stories and older apartments provide for more affordable housing for young people, seniors and families that are on any low budget. Condos are ill and new apartments are not affordable housing, either will go for too high market.	All forms of traffic move well in James Bay except when closures for major events. Further traffic guidance will result in increased confusion and frustration for residents and visitors.	There will be no way to evacuate James Bay in the event of a major event. Currently already too many people and vehicles to evacuate through the limited exits.	The greatest building is that which is already built, consistently demolishing houses and all that goes to replace with new builds is huge impact on greenhouse gases and waste of a resource!	Stop cutting old energy lines and using recycling bins. I wish other cities that will change to green or changing colour. This building without significant car traffic that allow for cooling green infrastructure.	Walls, heritage conservation and cultural spaces are priorities in James Bay and a realistic budget.	Walkable, low density that fits with James Bay and downtown. It's why tourists visit.	We respect the unique nature of James Bay. This is a cultural Gem in Canada and a tourist attraction worth preserving. This is the kind of neighbourhood they protect to attract every other part of the world, and Canada too! Look at Old Quebec City and Old Montreal. No more high rise buildings and make it accessible for visitors (parking availability is especially important for visitors accessibility).	VW 215
9/23/2025 18:52:37	Single or multi-family dwellings no more than 3 stories to fit with the historic nature of the neighbourhood	Family and seniors	We need better transit and more parking. It is unreasonable to continue to build multi-story units with no parking. The distribution of public transit routes and lower income families who need a car for work, daycare, etc. and favour those who are privileged enough to live near where they work, or are physically able to bicycle.	None	Not sure	By respecting the environment consistently instead of when it suits them. Already our council has approved multiple projects that have increased nature here in James Bay in favor of developers or city council while city hall supports.	Parks that are family friendly and no dogmatic camping.	Encouraged	VW 214	
9/23/2025 19:12:28	Resilient to the current transportation and services with James Bay. The proposed plan is too much, too fast and too late. Making practical legislation that would scale multi-family housing of 3 to 4 units or more.	Affordable housing should be a priority, and could be achieved through conservation, or renovation of existing buildings which will preserve the heritage and feel of the neighbourhood.	With the preferable and beautiful cycling paths already installed to further discourage should or could be considered at this time. Traffic has already been too greatly increased by existing in existing infrastructure. James Bay has many within the population which require car transportation. Please do not continue to make things worse.	Harder for emergency vehicles to navigate to over compressed neighbourhood. Open the neighbourhood to travel efficiently if all directions.	Favour green initiatives like solar panels, over gas and more hydro electric on new builds or renovations.	Reduce traffic, filling and appropriate competition by ensuring low way standards and removal of unnecessary like lanes in a residential neighbourhood.	Maintain public density approach and encourage more community gardens on vacant lots and underused. Replacement planning for new builds will not match the capacity of removed lots to mitigate climate change. Requirements for environmental planning need to be based on 'an half' for the OCP.	The idea of altering the waste of cruise ships is unrealistic. The all for building and managing and supporting business on the waterfront otherwise.	Adequate consultation would be appreciated. The original OCP is not performed with proper consultation and seems to not consider the unique nature of James Bay either using a one size fits all approach.	VW 125
9/23/2025 20:05:02	Programs designed to protect heritage and community instead of concrete and steel towers or modern boxes replacing architectural character homes.	Sensory over density. Duplex/triplex and garden suites over Singapore style towers.	Roads squeezed by unnecessarily wide sidewalks and low way spaces. Traffic calming on streets one block long all creates congestion and idling for restricted vehicles. Open up the streets to the public again.	Harder for emergency vehicles to navigate to over compressed neighbourhood. Open the neighbourhood to travel efficiently if all directions.	Favour green initiatives like solar panels, over gas and more hydro electric on new builds or renovations.	Reduce traffic, filling and appropriate competition by ensuring low way standards and removal of unnecessary like lanes in a residential neighbourhood.	Maintain public density approach and encourage more community gardens on vacant lots and underused. Replacement planning for new builds will not match the capacity of removed lots to mitigate climate change. Requirements for environmental planning need to be based on 'an half' for the OCP.	Reverse the Ogden Point cruise ship arrival area to be more welcoming. Leave the neighbourhood as a tourist hotspot for historical boats and a vibrant life in Victoria. A neighbourhood of houses and modern homes can be built anywhere.	The continued path to destroy a Canadian iconic and historically significant neighbourhood must stop and be viewed through a lens of attachment and direct cultural significance. The natural waterfront is for all to get away and enjoy and should not be treated as replaceable with profits over community, history, heritage and tourism. So much opportunity is being lost by further widening and adding building for developers and city council.	VW 200
9/23/2025 20:28:28	A focus on protecting heritage and character buildings. Using current housing stock to make the multiple units rather than building down and putting up condo buildings. Not destroying neighbourhood.	Protecting historical homes and adapting housing to suit multiple family units.	Less car traffic.	Flooding, tsunami and earthquake	Leaving existing neighbourhoods with trees and plants. Keeping the historical homes and adapting them into multiple units where gardens are retained.	All three are important.	I think it is already balanced.	Phase stop our historical homes and buildings from being torn down. Please adapt the existing historic buildings for modern use.	VW 249	
9/23/2025 21:29:27	slow growth, single family or town-style low-rise buildings with affordable units	older affordable rental buildings need to be adapted from renovations and the like, need inclusive programs to support seniors, families, more co-op	Encourage a European-style transition to low-carbon alternatives - primarily walking, cycling, transit so good that it leaves more sense than use ownership, or share			Heritage preservation, more filling of all houses through smart growth, walking, town, more parks, art centre with studio spaces, beachfront space for art, a small-scale public pool/fitness centre that's affordable.	Cruise ships are not environmentally sustainable - phase them out		VW 414	

<p>1 I don't believe James Day is already done enough and no further building should be considered. We are 4th denser than other areas of Victoria. I oppose building !!</p>	<p>What is proposed for Affordability is reasonable. There are city high and being a senior, its a pending barrier. There are no protections about heritage buildings and these proposals take away the true character of our community. We need to have protection of ability to move quickly in the event of a disaster and more density makes it impossible.</p>	<p>We desperately need light rail! Having crosswalks due to vehicles, motorcycles and bicycles badly bullying you to move faster on the Cliff road is a pain. I have almost been hit several times. We need increased medical assessment and able to get through streets when they become "bottling sites" when an event is going on here. We need a current traffic study in James Day, preferably on a Friday evening.</p>	<p>All the above. As mentioned, our community is far denser enough. The fact that we have 15 years more and it is halfway busy to get anywhere is a pain. I had to take a cab on occasion and now you don't even get to the Bay Centre for \$25 some days. Ridiculous! Changing roads built into one way, adding traffic lights, etc. are very limited on roads to occupy James Day in a timely manner if disaster strikes.</p>	<p>I was amazed to learn upon moving to Victoria in 2006, that we didn't have a water treatment facility and everything dumped into the ocean. The city has really grown over the years I've been here so I'm happy that we now have a sewage system. However, these systems can be overloaded with aging aging for example. Our community is a perfect one with green, berries, containing chemicals. Also should a hazard arise etc. that will cause greater concern. We need to prioritize areas to be able to access for escape in these events.</p>	<p>Keeping our trees!</p>	<p>It's disappointing to see the city use funds for bike lanes and concrete barriers instead of bringing back the better of Fraser Park, especially since we were asked for suggestions. It used to be beautiful and can be again. It's an eye sore both on land and by sea, especially for visitors. It shows where council priorities are. I miss the tranquility.</p>	<p>I don't have any comment</p>	<p>This sitting sound is appalling. Every building proposal without thought of displacing people. I see areas where "making middle" had adequate housing and then it's torn down to just an tower. My son and family along with myself may need to move, as many have before us. I see Grand all over the city with each developer and in the ground. The built Vancouver! I don't want to live in a concrete slab with non-heating units. City council takes with non-heating units. We can speak of our most cold drafty and I don't need it, it's a little worse as they've made up their minds. Unfortunately making James Day and the city it will no longer become a destination point, just another mass of modern buildings making more the character we all moved to James Day for.</p>	
<p>21 Building with an older exterior look as no higher than 6 stories</p>	<p>A housing diversity not taking away from the substance and family feeling of James Day</p>	<p>James Day is a very difficult place to drive out of. Lane Mill street buildings</p>	<p>Continue as planned</p>	<p>Not sure</p>	<p>Just what the plan addresses. We need building to be back from streets to make this happen.</p>	<p>I think ship point should have a dedicated strip along for all the wonderful buildings we have in this city. And supporting all the buildings that happen in the city core. Wouldn't be good to have an solid class zones as right point for the amenities.</p>	<p>Maybe a more modern welcoming area for all our cruise ship guests</p>	<p>Please keep the high three out of James Day. This is such a many European style and how they kept the old Victorian vibe. It is why we get to many people coming to visit and stay in the wonderful place.</p>	
<p>22 James Day already has a number of 4 and 5 story buildings, and higher, and has accommodated more growth than other neighborhoods. We need to preserve our existing envelope of mixed heights. I think a slow growth approach for James Day, ensuring that new buildings are integrated with the existing character. Existing buildings could be renovated and/or re-designed (interior) to accommodate more people. It's important for Council to listen to residents, not just developers.</p>	<p>James Day has a predominantly older population. In fact, many apartments and condos already serve as senior residences as our community is close to essential services. We need more housing for the James Day core that provides affordable housing. There is also a large percentage of seniors in James Day, and a number of renovations have taken place over the past 10 years. We need good transit protection. It would also be good to provide affordable housing for young families, not just the small studio places that are currently being built.</p>	<p>James Day has more than enough bike lanes. Access hinges from James in a bottle here. I am very concerned how the proposed BC Transit location will affect white traffic. The cruise ship season creates traffic issues and congestion with up to 1,000,000 visitors. Staggered arrivals would help and create a better experience. I have had made and delivery people tell me that they will not come through town to James Day.</p>	<p>Maintaining our aging sewer and stormwater systems. Waste water collection is a great service and I see the green agenda bill. There you for BSAH collection. I object to making foreign garbage from cruise ships and do not support a waste-to-energy facility at Ogden Point. The city has had the shipping issues in our area - thank you! Given its aging population, the City needs to engage through more than social media in James Day.</p>	<p>Plant more trees (and don't allow cutting down existing trees - new trees take a long time to grow, mature and give shade). There is, set back, keep backyards and encourage gardening there you to BSAH Katherine and the City working and match, have building codes reasonable so people can actually afford to renovate and build.</p>	<p>I love the James Day waterfront, and there are many high green spaces from Irving Park, to MacDonald Park to Fisherman's Wharf, and of course, Beacon Hill Park. The actual, new Victoria and Port of Victoria provide sites of opportunities for cultural and community get together. The James Day United Church just evenings are a beautiful place in our area - thank you! Given its aging population, the City needs to engage through more than social media in James Day.</p>	<p>Cruise ship tourism at Ogden Point is overwhelming our neighbourhood. It's not allow high volume tourism that benefits design opportunities with cruise and environmental costs to James Day residents. There are solutions from cruise ports around the world on how to manage the type of tourism. I enjoy Fisherman's Park and Wharf. I do not support waterfront villages with retail and increased activity. There's already more than enough activity, and James Day residents also like to enjoy their neighbourhood.</p>	<p>I oppose the One City One Plan as it is not a vision of a 4 and 5 stories we prefer. The Plan is a James Day's future plan of the COO. James Day needs more consultation, even after the COO is passed. It's important for a working better.</p>	<p>UV 070</p>	
<p>23 5 to 6 stories high unless they can safely be built higher while not shading over other homes, yes, heritage protection, and build around homes with lift</p>	<p>affordability, yes, transit protection, yes and housing diversity, yes that's</p>	<p>more modes of transportation for people to get to and from parts of James Day. Small warehouses, trucks could deliver pick up during the quieter times.</p>	<p>We need a community centre where people can get information and gather before during an after emergency</p>	<p>Further education and encouragement for solar power</p>	<p>no, more trees, shade trees for each street so people can take a walk comfortably</p>	<p>please when people can gather in comfort when there is shade and seating to encourage communication and participatory activities</p>	<p>how to no cruise ships. Cruise ships along the water so people can gather and communicate. Great water to be the West shore.</p>	<p>ensure consideration of people needs within the context of protecting the environment, and improving it</p>	<p>UV 070</p>
<p>24 5 to 6 stories high unless they can safely be built higher while not shading over other homes, yes, heritage protection, and build around homes with lift</p>	<p>affordability, yes, transit protection, yes and housing diversity, yes that's</p>	<p>more modes of transportation for people to get to and from parts of James Day. Small warehouses, trucks could deliver pick up during the quieter times.</p>	<p>We need a community centre where people can get information and gather before during an after emergency</p>	<p>Further education and encouragement for solar power</p>	<p>no, more trees, shade trees for each street so people can take a walk comfortably</p>	<p>please when people can gather in comfort when there is shade and seating to encourage communication and participatory activities</p>	<p>how to no cruise ships. Cruise ships along the water so people can gather and communicate. Great water to be the West shore.</p>	<p>ensure consideration of people needs within the context of protecting the environment, and improving it</p>	<p>UV 070</p>
<p>25 5 to 6 stories high unless they can safely be built higher while not shading over other homes, yes, heritage protection, and build around homes with lift</p>	<p>affordability, yes, transit protection, yes and housing diversity, yes that's</p>	<p>more modes of transportation for people to get to and from parts of James Day. Small warehouses, trucks could deliver pick up during the quieter times.</p>	<p>We need a community centre where people can get information and gather before during an after emergency</p>	<p>Further education and encouragement for solar power</p>	<p>no, more trees, shade trees for each street so people can take a walk comfortably</p>	<p>please when people can gather in comfort when there is shade and seating to encourage communication and participatory activities</p>	<p>how to no cruise ships. Cruise ships along the water so people can gather and communicate. Great water to be the West shore.</p>	<p>ensure consideration of people needs within the context of protecting the environment, and improving it</p>	<p>UV 070</p>
<p>26 5 to 6 stories high unless they can safely be built higher while not shading over other homes, yes, heritage protection, and build around homes with lift</p>	<p>affordability, yes, transit protection, yes and housing diversity, yes that's</p>	<p>more modes of transportation for people to get to and from parts of James Day. Small warehouses, trucks could deliver pick up during the quieter times.</p>	<p>We need a community centre where people can get information and gather before during an after emergency</p>	<p>Further education and encouragement for solar power</p>	<p>no, more trees, shade trees for each street so people can take a walk comfortably</p>	<p>please when people can gather in comfort when there is shade and seating to encourage communication and participatory activities</p>	<p>how to no cruise ships. Cruise ships along the water so people can gather and communicate. Great water to be the West shore.</p>	<p>ensure consideration of people needs within the context of protecting the environment, and improving it</p>	<p>UV 070</p>
<p>27 Holding higher than 6 stories, taking in consideration architectural style of James Day, balconies and green spaces.</p>	<p>Cooperative housing such as Switzerland, and France. Skincare rentals as in Paris, medium multi-family units in other cities, low height housing</p>	<p>Electric buses, minibuses, trams, water taxis to the West Shore</p>	<p>Trees and more trees for shade and heat reduction, heat pumps, solar panels and windtills</p>	<p>Recycling for renewable energy such as Victoria</p>	<p>More trees, more green spaces, rooftop gardens, bring walls, spaces for vegetable gardens</p>	<p>Parks with community centres, and recreation facilities get rid of the cruise ships and the park lots converted to a year round market like Okanagan Street</p>	<p>Within a year round market, include restaurants, theatre, stores, arts and crafts, creative play area for children</p>	<p>Do not lose the historic character of James Day</p>	<p>UV 294</p>
<p>28 Single Family homes, duplexes, townhouses, and a few low rise apartments</p>	<p>Affordable for mixing middle</p>	<p>Their the segment of Belleville occupies Admirals into own space</p>	<p>Reduce traffic, especially in Cruise season</p>	<p>Renewable energy</p>	<p>Power for cruise ships at Ogden Point so they don't have to be onshore tourists</p>	<p>More green space would be a good idea</p>	<p>Carefully</p>	<p>Definitely want to see both on density in the COO and 2000+ more no more as an neighbourhood. Even Toronto has rejected its diverse neighbourhoods. Simply increasing density will not make housing more affordable. If it did, Toronto, New York, Vancouver would all enjoy reasonably priced housing. While both economy theory show that increased supply results in lower prices, housing is a much more complex situation than widgets available at the local store. Just increasing density in the detriment of other aspects of a neighbourhood is applying a simple answer to a complex question and the end result will be negative not positive.</p>	<p>UV 070</p>
<p>29 I'd like to see, we have many duplexes that were once single house lots, small residential developments, larger developments in core areas. The plan that most of it will be converted into 5 story buildings over time however will be neighbourhood-destroying</p>	<p>Tenants need protection from demolition and renovation situations. We need to promote a diverse population that includes families, singles, seniors, owners, renters.</p>	<p>While there is a huge push for fewer cars and less parking it needs to be remembered that deliveries to both residential and commercial addresses remain necessary.</p>	<p>Ensuring there is access from the neighbourhood in an emergency</p>	<p>We need to protect the trees and green spaces we have and promote more of them. While the new building of Shogren and Marcella will provide more housing, I care at the loss of significant trees and greenery. When completed, it will be building with sidewalk immediately adjacent. Let's not repeat this all over the neighbourhood</p>	<p>Increased developer will require greater infrastructure and this attention needs to be paid to the town.</p>	<p>Green space. Parks. Boardwalks.</p>	<p>History should be respected. The peace, character, and quality of life here is 20 matters to many of us who live here and is important to the future history upon which many individuals and local businesses depend. Length, as an example, may have many positive things going for it but appears to not care of what it is the heritage protection in the COO? Think of the protection for nearby Europe seems to have better ideas for maintaining heritage than we have here.</p>	<p>Finally, we need to do for nearly 20 years, making here from a dense suburb of Toronto. What a magical, mid-century</p>	<p>UV 106</p>
<p>30</p>									

09/2025 11-14-29	James Bay is already quite an eclectic neighborhood, mixing heritage homes and new builds. The only thing I really don't want to see is "bubbles".	A mix might be needed, but again the height needs to be kept in order for streets. This is a heritage neighborhood for the most part, and any new builds should keep to a height restriction to maintain coherence at least terms of scale.	Legulate the use of windows, flying boards and such.	Earthquake. We see this.	More info, especially on how to dispose of waste, etc. People move here from various jurisdictions and are not as familiar with the policies, but I do not want to see their own building's requirements as set by the city.	We definitely need more trees. So, why did the city give the go ahead to remove all the trees in Marston. Surely the developer could have built around them.	Why reduce parking downtown when businesses are already suffering from shortfalls in traffic. I hear from people who live downtown in the city who say they work downtown because of parking, and because of what is deemed a dangerous environment. What is a shame. Curt this reducing parking, thinking that everyone is going to jump on a bike, is the answer.	James Bay should not bear the brunt of the increase in the provincial or federal government requirements to increase density. For should the city have to "control the season" and more vertically to increase density with towers. The city council is not moving in the right direction by increasing parking, increasing height as a means to increase density.
09/2025 12-17-27	A mix of old and new architecture is what the neighborhood doesn't have the resources to support multiple levels of heritage buildings. We don't have a gas station.	Protections for services so that they don't get phased out of their homes, and protections for pet owners so they don't get kicked out of operations.	James Bay is incredibly walkable and the streets aren't typically very busy so it's safe to bike. What we don't need is more one-way streets to accommodate bike lanes.	Crime has significantly reduced since curfew was banned in Irving Park. I think the city does a pretty good job of communicating environmental risks.	Reducing waste from curbside pickup would be ideal.	I really love the record green space additions to residential areas in James Bay. I'd love to see more of the beautification added to construction projects.	Decision Hill is incredible for hosting events. We should use this space more. Please keep homeless people out of our parks so they remain a safe space for families and tourists.	We need to ensure on existing density that the community can meet the needs of what the population growth would bring to the neighborhood, such as a completed gas station, more health services, more bus options, better grocery parking, etc.
09/2025 13-20-23	Maintaining existing heritage buildings. Ensuring that new development in our neighborhood respects the heritage of the area and its climate. Architectural design guidelines rooted in heritage. No signs. Backs from roadways. Fences for parking lots. Planting additional trees. Maximum of 3 stories. No more than 10m. No more trees of trees.	All of the above.	Many James Bay residents neither like or dislike new development. It is a mix of people who like it and those who don't.	Designing housing that provides of street parking to ensure efficient movement of police and fire personnel.	Floor resilience is key. Misleading ratings for solar or emergency response.	More park space. Any new building must be set back to accommodate the planting of trees. No building of any kind that goes to the sidewalk.	Less square foot building. More building with heritage design elements.	Electric buses to move people from slopes to the downtown.
09/2025 13-27-23	Midrise growth and renewal based on existing homes of all types. In my opinion the definition needs to be more sensitive to neighbouring structures with protected trees and heights as appropriate. 4, and certainly 6, stories are too high in many contexts. Minimal parking permitting 4-8 story structures is desirable. 4 or more well-landscaped community. Higher density does not necessarily need to be located in transit nodes. I suspect many people are happy to walk or bike or use a car in a high density transit corridor. Add density where it makes sense to adding residences or retail areas, for example, encourage development on vacant parking lots.	I think long-term transit protections are best met through housing options such as co-ops and subsidized projects in which tenants have significant input.	Like many, I walk and cycle when feasible, however, the ability to enter & leave James Bay by vehicle needs to be protected. Residents who have responsibility for taking children and grandchildren to school or activities and appointments need efficient routes. For Central Park it's a long way from James Bay. In my experience the frustration faced by drivers is reaching to enter driving behavior exacerbated by additional traffic.	Ability to leave and enter James Bay, if necessary, in an expedient, efficient way. Take a long range approach to protect our environment, including less mass tourism in the form of cruise ships, heliport and TV's expansion.	No comments here, thanks.	The proposal for commercial structures along parts of Deles Road is counter-productive. It will encourage more non-local motor vehicle traffic, and is not needed. More trees is always good and protection for trees we have.	I prefer not to have more large scale community events with amplified music, such as festivals, as they are without additional infrastructure other than to accommodate those who are physically challenged. These need to be practiced through education.	In my opinion, many aspects of mass tourism, particularly that generated by cruise ships, are detrimental to our economy and well-being. Could I recommend that many of our tourism related businesses and goods that serve of little or no use to normal humans. I suggest controlling the number of cruise ships. Be mindful of.
09/2025 10-11-20	Low the residential community, preserve the style and feeling we have	Mixed development that respects how we function and look now	No comment	Earthquake follow up for fuel, water, waste and safety	Flood loss of an house	Protecting and maintaining our green spaces	Patio	No more commercial developments. We have enough in many walking distance focus on balancing housing and green space
09/2025 10-28-48	I would like to see good and sensibly designed buildings that bring back the look of the village and along City Centre Ave. that create a good street presence.	We have enough market housing at the moment. I would like to see more good quality affordable housing for families, seniors, and lower income groups.	The City and I actually mean the CFCO needs a real, comprehensive and effective transportation plan. I believe we need a modern public transit system - street, light rail, etc. If you want people to not use cars (Although autonomous electric vehicles might be and answer) in any event, I believe this can only happen when transit grows up and becomes the City in, rather than 13 Bile failures.	It is always good to have an emergency plan. I would like the City to focus on these with the highest need potential of supporting communities. I worry more about the City diverting funds for road and sewage maintenance. Also I would like to see the City work on underground hydro services. We can be more fully of greater risk of power line due to a quake or severe storm than a sea-level change.	Nice words, and old thinking. The Carter This is gone, and now the CFCO remains in place. Development will mean less trees, work on businesses and green spaces.	This is all fine. The City talks a good line like I've said, but no focus on a modern effective public transit system. Let's have urban villages, but no focus on commercial space in low construction. Public green, but most of our parks are sorry efforts compared to European parks. I value trees. I don't believe the majority of the current council down.	Again good words in the CFCO. And that authors are destroying the business core of the City. James Bay is the most affected by the CFCO. James Bay is the most affected by the CFCO. James Bay is the most affected by the CFCO. James Bay is the most affected by the CFCO.	I personally would like the City to go back to the drawing board on the CFCO. I would like the City to go back to the drawing board on the CFCO. I would like the City to go back to the drawing board on the CFCO. I would like the City to go back to the drawing board on the CFCO.
09/2025 17-01-34	I would like to see more good quality affordable non-profit housing. Less market development housing. More to add and enhance the neighborhood and provide good quality homes for families and lower income folk.	Next control and consideration for seniors on limited income that live in James Bay - limited protection for long term tenants. Need more discussion, work with city for collaborative planning for addressing the real needs of the community	I'm not sure on a longer term, including the situation of the Sun Through Park from the Lighthouse Exchange, are a significant concern. There's lots to be considered existing problems with traffic and on-street parking. Current modifications to the rail have already been reported to hinder traffic flow. The bus hub would likely create even more traffic, particularly on Blanchard Street, a problem that would only worsen as the already dense population of James Bay further increases. It is to add new multi-unit buildings. Furthermore, there's a strong belief that transportation policies should address seniors, not merely a general reduction of movement, anyone should be able to travel with, others, and how they choose. Limiting vehicle access is impractical, as it assumes of a residents or visitors' needs can be met either walking distance in the immediate neighborhood. To address the seniors parking shortage, new developments should include 1 parking stall per unit (not 0.5). Check. There needs to be a transparent, data-driven approach is needed to justify these changes, ensuring that all transportation policies support both public and private options. Transportation reports should include public information.	James Bay is a peninsula - surrounded by water on three sides	capacity study needed	see below - much needed in planning	NEEDCO and should be made a priority	yes
09/2025 17-12-20	More density, improve walkability and amenities to area.	We need more not-for-profit housing especially for families.	Better bus service using the smaller buses.	Extreme heat is the biggest issue.	Completion of the David Foster Way.	Every single opportunity to increase the urban fabric and improve shade should be made.	Replacing the horrible gravel fields on the corner of Deacon Hill park with asphalted grass would provide a wealth of recreational opportunities.	The same as it has for the last decade. The City is doing OK.
09/2025 17-10-10	Our community is unique in its historical and cultural diversity. We are blessed with a variety of wonderful types of housing, from single family to multi-family, in higher density and even very high density living. I would like to see this preserved and not deliberately turned into a community of nothing but multi-story luxury buildings, the majority of which are at a height that is very different than we are today.	The climate of James Bay deserves to continue with the types of housing that they have and also making into this community. They should not have where housing types based on them. The historical richness deserves to be protected.	Actually the transportation that we currently have in James Bay works quite well. I'm not sure we need to have where housing types based on them. The historical richness deserves to be protected.	I'm actually quite satisfied with what safety measures we have here. When you live in this area you see it working every day. Don't try to fix something that isn't broken.	Not those too. We need to see some safety issues improved. Like meeting walking and traffic safety stronger. People often offer you too but we need to protect pedestrians and cyclists.	We're doing pretty well at keeping our trees and managing the environment right now.	This community is blessed with so many parks and facilities already. What more do we need? That said, when new housing is being approved it must have recreation included and the available spaces for cultural events.	This is a challenge. The entire City benefits from the existing economic activity. As mentioned the entire City needs to be a vibrant community by products. It creates more traffic in James Bay. So, keep this on the table as well as we have already. Don't take the traffic too completely too that point.

<p>Family group. Design that is energy efficient and incorporates underground parking lots - handles require vehicles to work in a tight parking, housing, apartments & emergency.</p>	<p>J.B. needs a heavier supply of on-top housing to handle, reduce a section. Transportation improvements have to be focused on the remaining streets restricting the movement of goods, emergency vehicles and construction trucks. Carbon levels increase with lifting vehicles, and the slowing & accelerating of vehicles necessitating longer trips.</p>	<p>Safety risks related to backing up streets (i.e. daily vehicle backing up) is out of James Bay - fire emergency, Douglas & Hamilton, Gloucester & Hamilton, Wharf Street to the bridge, St. Charles Street has removed the confusion around right hand turn lanes on the bridge. It was part of the plan to have a right hand turn lane on the bridge. Emergency vehicles are due to be removed and replaced with a right hand turning lane on J.B.</p>	<p>Address environmental challenges by not building down current energy about 1% (take 50-60 years) to grow a mature tree of value to help mitigate increasing weather temperature. Reclaiming existing existing, building & planting of current trees, which have been falling due to neglect, and maintain & protect the existing green spaces.</p>	<p>In J.B. we are blessed with Deacon Hill Park on our doorstep & being there is a new park. Recreation is all around us at the park, for walking & cultural spaces are accommodated at the POCM.</p>
<p>Small buildings that are more than 3.4 stories in height with the character of the neighborhood. To more modern high rise glass & concrete cores - we have lots of new ones built but not provide affordable housing.</p>	<p>Protection of existing heritage buildings and the character of the existing streets and historic Vancouver. Ensure existing heritage buildings are maintained and repaired and don't allow developers to build new buildings that are taller than the existing buildings or that they don't have a lot of windows and balconies. James Bay is a historic area and we need to ensure that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>	<p>Get rid of the existing building that are taller than 3.4 stories in height with the character of the neighborhood. To more modern high rise glass & concrete cores - we have lots of new ones built but not provide affordable housing.</p>	<p>Get rid of the existing building that are taller than 3.4 stories in height with the character of the neighborhood. To more modern high rise glass & concrete cores - we have lots of new ones built but not provide affordable housing.</p>	<p>I don't want to see a core built in James Bay. I want the heritage preserved as it is a part of our identity and we should be proud of it. I don't want to see a core built in James Bay. I want the heritage preserved as it is a part of our identity and we should be proud of it.</p>
<p>Heritage building protection rather than profit driven development west to James Bay, an exceptionally unique and threatened community.</p>	<p>Continued rent control rather than profit driven development. Co-operative, senior, and low income family supportive rental housing are most important to James Bay.</p>	<p>Heritage building protection rather than profit driven development west to James Bay, an exceptionally unique and threatened community.</p>	<p>Heritage building protection rather than profit driven development west to James Bay, an exceptionally unique and threatened community.</p>	<p>I think the City of Victoria needs to respect the will of the majority of James Bay residents and protect the Parks, cultural spaces, community centres and conserve the important heritage values of our neighbourhood.</p>
<p>As an urban urban government providing affordable housing supply. One of housing being the City of Victoria. A new building would be approximately the same height and design as the existing buildings on the block. Multi-family housing should be no higher than 4-5 stories, with a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>	<p>As an urban urban government providing affordable housing supply. One of housing being the City of Victoria. A new building would be approximately the same height and design as the existing buildings on the block. Multi-family housing should be no higher than 4-5 stories, with a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>	<p>As an urban urban government providing affordable housing supply. One of housing being the City of Victoria. A new building would be approximately the same height and design as the existing buildings on the block. Multi-family housing should be no higher than 4-5 stories, with a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>	<p>As an urban urban government providing affordable housing supply. One of housing being the City of Victoria. A new building would be approximately the same height and design as the existing buildings on the block. Multi-family housing should be no higher than 4-5 stories, with a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>	<p>As an urban urban government providing affordable housing supply. One of housing being the City of Victoria. A new building would be approximately the same height and design as the existing buildings on the block. Multi-family housing should be no higher than 4-5 stories, with a mix of housing types and that we have a mix of housing types and that we have a mix of housing types and that we have a mix of housing types.</p>
<p>Medium density housing such as duplexes, triplexes, townhouses, small apartment buildings would be needed for James Bay. Medium density is currently not allowed in an area of James Bay. In the more core areas of the neighbourhood it would be appropriate to have some higher density buildings given that there is already existing high density and other taller blocks. This would allow development without having to have other forms of development such as high rises.</p>	<p>Medium density housing such as duplexes, triplexes, townhouses, small apartment buildings would be needed for James Bay. Medium density is currently not allowed in an area of James Bay. In the more core areas of the neighbourhood it would be appropriate to have some higher density buildings given that there is already existing high density and other taller blocks. This would allow development without having to have other forms of development such as high rises.</p>	<p>Medium density housing such as duplexes, triplexes, townhouses, small apartment buildings would be needed for James Bay. Medium density is currently not allowed in an area of James Bay. In the more core areas of the neighbourhood it would be appropriate to have some higher density buildings given that there is already existing high density and other taller blocks. This would allow development without having to have other forms of development such as high rises.</p>	<p>Medium density housing such as duplexes, triplexes, townhouses, small apartment buildings would be needed for James Bay. Medium density is currently not allowed in an area of James Bay. In the more core areas of the neighbourhood it would be appropriate to have some higher density buildings given that there is already existing high density and other taller blocks. This would allow development without having to have other forms of development such as high rises.</p>	<p>Medium density housing such as duplexes, triplexes, townhouses, small apartment buildings would be needed for James Bay. Medium density is currently not allowed in an area of James Bay. In the more core areas of the neighbourhood it would be appropriate to have some higher density buildings given that there is already existing high density and other taller blocks. This would allow development without having to have other forms of development such as high rises.</p>
<p>Designate some key heritage family heritage for their history and architectural merit, otherwise density in the name of the group - mid-density dwelling - good. More is a strong apartment complex - good, accessory dwelling - good. I love the area behind the neighbors by the good earth, close to a beach, scenic development. More the that please</p>	<p>Designate some key heritage family heritage for their history and architectural merit, otherwise density in the name of the group - mid-density dwelling - good. More is a strong apartment complex - good, accessory dwelling - good. I love the area behind the neighbors by the good earth, close to a beach, scenic development. More the that please</p>	<p>Designate some key heritage family heritage for their history and architectural merit, otherwise density in the name of the group - mid-density dwelling - good. More is a strong apartment complex - good, accessory dwelling - good. I love the area behind the neighbors by the good earth, close to a beach, scenic development. More the that please</p>	<p>Designate some key heritage family heritage for their history and architectural merit, otherwise density in the name of the group - mid-density dwelling - good. More is a strong apartment complex - good, accessory dwelling - good. I love the area behind the neighbors by the good earth, close to a beach, scenic development. More the that please</p>	<p>Designate some key heritage family heritage for their history and architectural merit, otherwise density in the name of the group - mid-density dwelling - good. More is a strong apartment complex - good, accessory dwelling - good. I love the area behind the neighbors by the good earth, close to a beach, scenic development. More the that please</p>

202	<p>Single family homes, townhouses and small cottages. Challenge and look with respect for heritage character of James Bay. Preserving, renovating and distilling existing homes to weaker fabric should be the way to go.</p>	<p>Heritage homes need a much protection as possible. James Bay should be torn to be protected areas as the oldest neighbourhood in this part of Canada.</p>	<p>Over population and density. In case of any disaster the whole James Bay has very little chance to escape. Flooded road changes decreased that even more.</p>	<p>Food resilience and renewable energy</p>	<p>Stop overdevelopment and have James Bay as an example of a heritage green neighbourhood.</p>	<p>Quiet spaces for relaxation and possibility to escape over population, busy streets.</p>	<p>James Bay is a gem and should be protected from destruction and development. OCP plan is missing about the whole area and letting developers to build high rise condos will end up with looking what is Victoria one of the biggest assets. The plan is simply terrible. Everyone in the world heritage places like this one are protected by law and development is carefully placed. Including the plan will be a disaster for heritage homes, beauty and charm of James Bay. It will also take the huge part of the history of this city and big local streets.</p>
203	<p>No drastic change in growth is needed. Town houses, six-packs, etc. are ideal for James Bay.</p>	<p>Sanctity housing is most urgently needed.</p>	<p>Bus service to shopping centres.</p>	<p>Street crime</p>	<p>These challenges must be addressed by the larger regional governments.</p>	<p>Park space is of great value when it allows for relaxation and appreciation of nature.</p>	<p>James Bay is dense enough as it is now. In 20 years James Bay has changed so much and not for the better. I think new people need to appreciate James Bay because we are looking to change.</p>
204	<p>Leave it as it is for 10 years. We will see where the demand is at that time.</p>	<p>The older houses must be protected.</p>	<p>Buildings that do not offer a integrated parking to no issue.</p>	<p>It would be good to see more signs outreach to James Bay residents explaining the basics of emergency preparedness. My recommendation would be to suggest a modular approach if you are able nothing else, we could 2 days' worth of water. Then add flashlights and some non-perishable food. What you're really an end goal... is I find that many people are really overwhelmed by the task of assembling comprehensive emergency prep supplies.</p>	<p>Planning laws is important for the shock.</p>	<p>I would prefer to see no business activity along the Dallas Road waterfront. I have no objection to the sensitive development of the Ogden Point wastewater area, to make it both more appealing (additional green spaces and functional) for visitors from the outside city. However, I suggest that that businesses should be confined to the Metcalfe Street corridor, perhaps with a limited amount of development nearby on one or two side streets (Stinson, Cooper). This is still first and foremost an historic residential neighbourhood, and one that attracts tourists because of this. It would be a shame if we lost that special character in the name of making money. There are other areas of Victoria with lower population density than ours, and abundant real estate that is not being used - the downtown springs to mind. Let more intensive development happen there, where it is already fully utilized.</p>	<p>WV 176</p>
205	<p>Small-scale buildings that maintain the neighbourhood's historic character and charm. The current use of existing buildings at all stories' height is a good one. Any special housing should be confined to the Metcalfe Street "Village" area to encourage the building to remain the Dallas Road area into a future housing use.</p>	<p>We need more "mixing middle" housing, and more housing aimed at low to middle-income individuals and families. James Bay is home to a large population of people already living in rental housing. It does seem that there is less and less parking available in our neighbourhood, with most of the available spots needed to an on-street parking. I wonder if there is any possibility of public underground parking to fill the need (and perhaps to raise funds for the neighbourhood too). And as a regular user of public transit, I've always planned with the 3 buses that traverse James Bay and the many routes that are available near the Legislature.</p>	<p>Also, as many people in our neighbourhood especially request less any form of air conditioning, I would like to see more information on heat preservation, and in particular, provision for overnight cool accommodation in the event of various heat waves and heat domes. We live on the top floor of a 4-storey apartment building with a sunny south-facing exposure, and we went through the 2021 heat dome with no air conditioning. We got through it by staying water bottles that with by water at all, but we had few other options for staying cool, and we were genuinely worried that we might suffer heat stroke or worse. People can't find some relief by going to cool public places like the local public library, but overnight accommodation is needed for emergency situations such as a heat dome lasting more than a day or two.</p>	<p>In view of how quality our environment is already suffering due to global warming, I feel renewable energy solutions should be given priority.</p>	<p>I haven't read this part of the report as I can't comment on the OCP's proposals. However, I do want to see more trees planted, our green spaces protected, and possible even more green spaces added. It would be good if the city could either fund, or create incentives for, the addition of shade trees on front lawns - especially on streets that tend to "bake" in the sun. In order to help keep people cooler and protected from UV in our increasingly hot summers, we need to make more forests in our parks.</p>	<p>I would prefer to see no business activity along the Dallas Road waterfront. I have no objection to the sensitive development of the Ogden Point wastewater area, to make it both more appealing (additional green spaces and functional) for visitors from the outside city. However, I suggest that that businesses should be confined to the Metcalfe Street corridor, perhaps with a limited amount of development nearby on one or two side streets (Stinson, Cooper). This is still first and foremost an historic residential neighbourhood, and one that attracts tourists because of this. It would be a shame if we lost that special character in the name of making money. There are other areas of Victoria with lower population density than ours, and abundant real estate that is not being used - the downtown springs to mind. Let more intensive development happen there, where it is already fully utilized.</p>	<p>I am really fearful of the proposed overdevelopment of key areas of James Bay, and fearing that would give landlords incentives to lease down adding rental accommodation and use our residents' homes. While I agree that some development needs to take place, I cannot help but believe that all the new buildings I see going up are contributing, and the rental apartments we so desperately need.</p>
206	<p>Losses of Livability, James Bay is the oldest neighbourhood in Victoria, and already has a healthy mix of apartments, townhouses and family homes. James Bay is already a crowded neighbourhood, has parking issues, and can be difficult to get in/out as there are limited access roads in/out and between numerous narrow and crowded circa 1900 streets. Most of the residential lots are smaller than typically found within Victoria. As such many of the residential lots are incapable of supporting a mixing middle housing housing configuration. Let alone a 4 or 6 story building - as with the up zoning contemplated within the OCP throughout James Bay to increased multi-unit housing with blocks of multiple properties. For example look at 170-180 Metcalfe - due to small narrow collection of 3 lots, this plan required 17 residences and requires a building that is not supported within the old of the new proposed OCP - and the building site and lots of setbacks will result in some overbearing OCP developments. Why can't the City partner and establish Co-Op developments where owners buy shares, and mortgage payments, instead of rent, can't they be occupied when shares are later sold (linked with information, but not with property</p>	<p>An access across three city corner - Heritage Conservation Area applications that have all been submitted to the city in 2022 or earlier. There is no reason that each of these applications cannot be fast tracked and approved. The history of James Bay is being quickly eroded because by home - solutions are needed that respect the unique heritage and character of this neighbourhood. Many of these older homes feature affordable secondary units and support multi-generational families in an affordable manner - all that will be lost with "market neutral" developments that will be supported within the 4.6 story height zoning in the new OCP. I would rather better serve to put infill in place to strictly develop secondary units and carriage homes (where space allows). I've long been a proponent for urban Co-Op housing schemes that would allow young families to get into the Victoria Housing market and would either see my children support a City Managed Infill scheme developing and managing a series of home owner townhouse OCP developments. Why can't the City partner and establish Co-Op developments where owners buy shares, and mortgage payments, instead of rent, can't they be occupied when shares are later sold (linked with information, but not with property</p>	<p>James Bay has no access in and out of the city. And within James Bay many of the streets are narrow. Parking is also an issue. The concept of studying either Toronto or Stinson at the 5 Corners is a poor idea. Toronto and Metcalfe bring traffic into the shopping district of the 5 Corners, and Stinson and Metcalfe take the traffic away from the 5 Corners. Doubling either Toronto or Stinson at the 5 Corners will only add to congested street on increases in emissions and create traffic congestion on many of the neighbourhood's quiet and narrow side streets. A cluster of other Toronto or Stinson at the 5 Corners also creates safety issues by complicating lines of Emergency vehicles. James Bay is already difficult to get around - closing roads will only make matters worse. The contemplated widening of the Stinson on Stinson between the 5 Corners and Government Street is also not a practical idea. As already mentioned, parking is already a premium with all neighbourhoods, and this will not get works near the 5 corners with the new 4.6 story building nearby approach for Metcalfe, just south of the 5 Corners. In addition to the there is daily delivery traffic to the Bert Mack, Florist, and the Backly Farm Care home that require parking for</p>	<p>Costs simply abandon the idea of road closures at the 5 Corners or north on Douglas, and open a south entrance on Barclay - keep the traffic flow within James Bay functional and create and not built in and out backed traffic.</p>	<p>Renewable energy also will present challenges as the zoning for 4.6 stories throughout James Bay will cause many homes in shadows and adversely affect any solar panel sun capture - same is true for shadows adversely affecting gardens. As an old neighbourhood, I expect that water and waste systems will be challenged to keep up with the density envisioned within the new OCP.</p>	<p>Metcalfe Park is the best location for a community Plaza and meeting space. Removal of the fence, and for safety sake, parking the playground back from the street will create a more inviting atmosphere.</p>	<p>Using empty the new LAR - it is a completed plan and presents a real danger from our current LAP based OCP. Victoria is composed of many neighbourhoods, each with unique characteristics. With the prospect of Amalgamation in the near future we need to retain, protect, and update our Local Area Plans. A Council does not have a mandate from the public to approve such a radical departure from our current OCP. It is only fair that this plan be shared, undergo more genuine community consultation and public input beyond just the 4 or 6 stories question. Inevitably a referendum and leaves the for the next Council to handle. The has been a rushed and poorly managed process. The City will only have a government less than 1,500 members, and if citizens see the coming on board and I don't expect that many people, the impact could not have been the best page asking the Council 4 or 6 stories everywhere and simply didn't matter. If you use Councilor David's statistical analysis, if only 1,500 members represented the plan, the City's Survey, the other 85,000+ residents could engage members on the plan. Stop passage of this plan, make an honest effort to engage residents, and put questions to our residents in the next municipal election. There is no return. James Bay is the most densely populated neighbourhood in all of Victoria, and there should not be any City plan for James Bay to increase its density. In particular, the rights, needs and desires of residents in James Bay need to be self-advocated, and the narrow timeframe used to be consulted is anything that will affect them. I'm personally opposed to any further real development along Dallas Road and also feel that the increase in story development of residential buildings is something to be avoided.</p>
207	<p>I want to see the neighbourhood's character maintained as a low-rise, heritage and walkable.</p>	<p>Affordable housing, tenant protection, availability of cooperative and supportive housing.</p>	<p>Lower speed limits on the main, and an opening gas station (we don't have one in the whole of James Bay).</p>	<p>Extreme heat preparedness, and a clear and comprehensive emergency plan for the community. We should also have a police station in James Bay East, as the most densely populated neighbourhood in Victoria.</p>	<p>Maintaining green spaces, more tree-planting, and planning for extreme-heat weather.</p>	<p>Larger and more comprehensive facility to function as a community centre, a public performance space, and a continuing hub on camping in public parks.</p>	<p>There should be less breaks to encourage retail activity in James Bay, and more proactive oversight and enforcement in James Bay Mall (and to Tuffley). Zero tolerance of graffiti on benches and buildings.</p>
208	<p>James Bay is a unique and treasured neighbourhood in past decades. It has heritage buildings and the recent investments in what remains "turnover-scale", with the new buildings in general 10 stories high which are designed to fit in with the current neighbourhood. There is nothing wrong with them? People are attracted to blocks with charm and character, and such places are in short supply.</p>	<p>Housing diversity, in keeping with the character of the neighbourhood, should be a priority.</p>	<p>Too much density and not enough parking/ increased density will not help!</p>	<p>This case of Beacon Hill Park? Stop cutting down healthy mature trees! We need more shade trees and green spaces for heat abatement.</p>	<p>Beacon Hill Park is a beautiful I love trees and beauty. The flowers are important.</p>	<p>Strong electricity for outside shops ADAP.</p>	<p>WV 274</p>

<p>James Day is already too dense and has major transportation issues on very narrow streets.</p> <p>6/9/2025 22:52:22</p>	<p>We need to protect our existing affordable stock, family, and middle class housing.</p>	<p>The streets are narrow so you can't avoid big delivery trucks. Stop development. We can't handle any more people - you're just making it worse. I was almost hit by a car and shouting on the way to the corner shop going around home and buggy. One of the biggest reasons hospital is expensive is that many people come back-and-forth to their medical needs. When the weather gets rough somewhere else. Decrease the amount of urban sites.</p>	<p>I don't believe it contemplates that it has the highest density of the most vulnerable sections. Section that it's not safe to stay in place.</p>	<p>Wider roads, outdoor well and entrance, create ship corridor of the neighborhood streets.</p>	<p>There is no almost athletic, create shops there it always a layer of soil on the vehicle in create ship season.</p>	<p>I like the older buildings that have generous front and side yards. The old apartment complex that have at least 10 to 15 feet of green space while you're walking down the sidewalk.</p>	<p>Decrease the urban fabric - They are only beneficial for the few. And expensive on explicit work from.</p>	<p>Something this big in the amount of stuff that could be covered in 10 years. Without democratic oversight will last 50 to 100 years something that big that important should be put to a vote.</p> <p>Urban</p>
<p>Homeless, such as suggested by Gene Miller in his recent TC column. No more high rises.</p> <p>6/7/2025 7:59:29</p>	<p>Rent controls</p>	<p>Smaller, more frequent buses. Connections from James Day are horrible at present.</p>	<p>Keep the homeless out of Irving Park and other public places. Make better use of the Urgent Care Center on Michigan. It can handle a higher volume.</p>	<p>Wider, less obstructed sidewalks. Make Five Corners safer by closing off one of the streets to create a pedestrian plaza.</p>	<p>Too much car traffic on narrow streets.</p>	<p>Our community buildings (JB School and Community Centre, New Horizons Community Project) are old and badly designed. We need a proper centre of some kind.</p>	<p>The Five Corners area needs redevelopment. It's not attractive or welcoming or even safe for pedestrians. For a "team center" of a community of over 12,000 people, it's needs a major rethink and redesign.</p>	<p>James Day is full. It cannot handle increased population given current services, roads and amenities. By best, it's bigger than most towns and cities in IL.</p> <p>WV DPS</p>



2025 August 22 - JBNA Survey Invitation and Questions

The JBNA wants to hear your thoughts on the OCP!

The City of Victoria will be hosting a public hearing to consider the new OCP (Official Community Plan) on Thursday September 11 at City Hall.

The JBNA (James Bay Neighbourhood Association) is conducting a brief survey designed specifically for James Bay residents who wish to provide constructive feedback to City Council prior to ratification of the OCP.

About the Official Community Plan:

The new OCP will become the over-arching, long-term planning framework that sets city-wide policies and guidelines on matters such as land use, zoning, sub-divisions, housing, transportation, infrastructure, parks, recreation, and many community services. It opens with a section on Truth and Reconciliation, covering partnerships and engagement that will guide how the City relates to and works with local First Nations and rights holders into the future.

The OCP will guide future Council decisions for managing the trajectory of community growth, addressing housing needs, transportation options, protecting the environment, and enhancing neighbourhood livability over the next 25 years, to 2050. Once adopted, all bylaws enacted and projects undertaken by the City must abide by the terms of the OCP, including all those listed above.

in recognition of the importance of the OCP and the public input which should be incorporated into it, The LGA (Local Government Act) states that opportunities for consultation will be offered to affected parties prior to OCP adoption. **The public hearing scheduled for September 11 is your final opportunity to have your voice heard on the proposed OCP** update and related zoning modernization.

To prepare for the public hearing, you can review a [summary of the proposed changes](#) and [zoning maps](#) and links to additional information, bylaws and reports at <https://engage.victoria.ca/ocp>.

The full Proposed OCP can be found here:

<https://engage.victoria.ca/38461/widgets/175596/documents/156406>

About the JBNA Survey:

The JBNA (James Bay Neighbourhood Association) is a non-partisan body dedicated to facilitating communications and understanding between James Bay residents and City Council and Staff on matters which affect our neighbourhood.

To that end, the JBNA invites all residents of James Bay to complete and submit the following brief survey. The JBNA will collate and analyze the results to assess what matters most to James Bay residents regarding community planning into the future.

We intend to share the results of this survey with City staff and Council to provide guidance on the OCP issues that matter most to James Bay residents. No personal information will be collected in this survey.

The JBNA encourages all our community residents to voice their opinions to City Council by making a presentation at the public hearing, writing to Mayor and Council, providing online feedback, and by completing this survey.

Important to note:

- We realize you might not have read the OCP in its entirety, but your opinions still matter, so expressing your priorities in this survey will be very helpful.
- This survey is designed with James Bay residents in mind.
- Responses are expected to be constructive. Those containing discriminatory, offensive, or disrespectful language will be deleted in their entirety.
- Questions were made open-ended so you can share your concerns, priorities, or ideas in your own words.
- **Please submit your responses before Friday, September 5** to allow us time to analyze the results.

2025 JBNA OCP Survey Questions

1. Urban Form & Land Use

The OCP guides how and where Victoria grows — the size and style of buildings, heritage protection, and where development is focused.

What kind of growth and building design do you think works best for James Bay?

2. Housing

The OCP covers housing supply, affordability, tenant protections, and housing diversity (family, seniors, rental, co-op, supportive, etc.)

What housing needs and protections are most important in James Bay?

3. Transportation & Mobility

The plan sets direction for walking, cycling, transit, roads, parking, and goods movement, aiming for safer and lower-carbon travel.

What transportation changes or improvements are needed here?

4. Public Safety & Emergency Management

The OCP contemplates earthquakes, flooding, sea-level rise, and extreme heat preparedness, plus coordination of fire, police, and health services.

What local risks or safety concerns do you want addressed?

5. Infrastructure & Utilities

Water, sewer, drainage, energy, waste, and communications are vital to our community, and the proposed OCP emphasizes flood resilience and renewable energy.

What infrastructure priorities matter most for James Bay?

6. Environment & Climate

The OCP sets direction for reducing emissions, planting more trees, protecting green space, and preparing for climate impacts.

How do you think environmental and climate challenges should be addressed in James Bay?

7. Parks, Recreation & Culture

Parks, community centres, cultural spaces, and heritage conservation are all contemplated in the proposed OCP.

What do you value most — or want more of — in parks, recreation, and cultural spaces?

8. Economy & Waterfront

Business, employment, tourism, harbour activity and government operations are vital to our economy and well-being and must be balanced with neighbourhood livability.

How should economic and harbour activity be managed in and around James Bay?

Final Question

Is there anything else you'd like to add about the OCP or James Bay's future?

Residence Confirmation

To confirm you live in James Bay, please provide your postal code (in A1A 1A1 format).

From:
To: [Public Hearings](#)
Cc: [Victoria Mayor and Council](#)
Subject: Fwd: Fw: OCP Background Files from JBNA
Date: September 11, 2025 9:59:21 AM

James Bay Neighbourhood Association www.jbna.org

2025 September 11

Mayor and Council
City of Victoria

Re: James Bay OCP Presentation and Supporting Materials

Dear Mayor Alto and Members of City Council:

I am submitting this letter and several other documents to you on behalf of the JBNA in hopes you will review their contents and take to heart the points raised before casting your OCP vote.

I was unable to complete and submit these documents in time for the hearing, as our survey closed less than a week before the public hearing, and there was much analysis and discussion required.

Along with this letter, you will find the following documents attached:

1. JBNA Survey Form and Questions

This is what our survey respondents saw and completed on-line

2. JBNA OCP Survey Data Unfiltered

This is a PDF'd version of our survey results. The data are formatted so everything is consistent and readable, but unfiltered – we did not touch user data, not even spelling errors. Each column lists the responses to each of the 8 questions, and there are 265 unique responses.

3. Presentation on JBNA OCP Survey

This is a presentation file I put together to present to council, but I did not meet the submission deadline. Please note the comments on the opening slide – notably that the text was generated using an AI engine directed only to the survey results file for input. The questions were entered exactly as shown in the survey, and none of the outputs were edited, re-sequenced, or altered.

We trust you will find these documents helpful in your decision-making, and we urge you to consider feedback submitted voluntarily to council, not only the results gleaned from the City's attempts to incorporate input through surveys and engagement sessions.

We would be happy to respond to your questions or provide clarification on the enclosed.

On behalf of the JBNA Board of Directors -

Trevor Moat

JBNA President and Development Review Committee Chair

James Bay Neighbourhood Association

website: www.jbna.org

Twitter: [@JBNAVICTORIA](https://twitter.com/JBNAVICTORIA)

From:
To: [Public Hearings](#)
Subject: James Bay development plan
Date: September 11, 2025 10:09:45 AM

Good morning,

I am adding my voice regarding wide spread concern about the proposed new Official Community Plan and changes to zoning in James Bay. I recently moved to Victoria and chose James Bay because of its unique heritage and the care the neighbourhood takes in preserving this history. While I can appreciate that there are high demands for more housing (affordable and market value), I feel that allowing up to 6 story buildings in almost the entire James Bay neighborhood will greatly damage the very quality that this neighbourhood brings to the City. James Bay was already almost irreparably damaged by allowing building of high rises along Douglas and Clarence. Many residents have divided their homes into suites which retains the charm of the neighbourhood.

I implore City Council to consider higher density housing in other, non heritage neighbourhoods, given that James Bay is already 40% denser than any other neighbourhood. Please leave us to densify in the way that works well for our area.

Thanks for your consideration,
Karen Link

From: Mike Fenger

Sent: September 11, 2025 10:09 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: Input to OCP by Gonzales Resident

Official Community Plan input by Gonzales resident.

The proposed plan allows 4 and 6 story buildings on all lots and also forbids input from those affected. This should not be endorsed by council as it will not create the desired outcome of more affordable housing. There are better more common-sense ways to increase housing to make it less expensive by renovating existing buildings, adding lane-way type houses and boosting investment in non-profit housing. This will keep the west coast charm, look and feel of the neighborhoods we now enjoy, while adding more density and affordability as Victoria continues to grow.

The proposed approach is heavy handed with no future public input required by for profit developers. The proposed zoning changes will certainly expedite demolishing character houses and sending many 100's to the landfill as the best approach to creating more affordable housing. New 4 and 6 story buildings will be permitted with less set backs from property lines. Developers will maximize the square footage and create the maximum number small boxy units as that is the best way to increase their return on investment. The proposed plan also waives developer funded parking which helps their

return on investment and creates problems for the neighbours.

Taller buildings with less setbacks from property lines means less green space per yard and increased shading of adjacent properties, not a healthy environment to live in.

There should be no demolition permits without an independent assessment of options for “houseplexes” and input from those directly affected. Sadly, the quality of the wood in the older buildings it is simply not available any more, clear wood knot free old growth destined for the landfill. This approach is environmentally hostile.

Additional concessions provided to the investor/developer should be unacceptable, such as waiving the need for secondary stair wells (this is against the advice of the Fire Chief) also waiving the need to provide sufficient parking under the assumption that there will be no increase in vehicles from future residents (unsupported by evidence) and also waiving future public input. This no consultation is an arrogant approach as good ideas will be stifled and poorly planned left unchallenged.

In a revised OCP there needs to be a hard commitment to increase the urban forest from the current 26% forest cover towards a goal 40% as noted in earlier urban forest reports. Also, a hard commitment to acquiring land for public not-for-profit housing as this is really the best road to housing affordability. The private sector for profit developer will not produce affordable housing as believed by those who are inclined to support the zoning, they are in business to make as much money as possible. Please press pause put affordability first and commit to retaining and renovating existing homes to create more units. Thanks.

Mike Fenger

511 Foul Bay Road.

From:
To: [Public Hearings; Official Community Plan Update](#)
Cc: [Victoria Mayor and Council](#)
Subject: OCP Public Hearing
Date: September 11, 2025 11:55:54 AM

Unfortunately, I cannot attend the meeting tonight. I live in James Bay and points may relate more to this area. My comments:

- The plan is very comprehensive and addresses many issues, especially toward making Victoria a better place for all
-
- The plan is dictated by the Province, thus keeping planners in a straight-jacket (creating units to meet percentage targets, a one size fits all)
-
- From what I have read, the OCP is using questionable population statistics, especially with the changes federal immigration numbers
-
- The baby boom numbers will also be decreasing, is this accounted for (Vacating units with one or two residents for families)
-
- Create more equitable densities within both the City of Victoria, and to other municipalities
-
- Have the Provincial Missing Middle policy as the zoning outside of designated major transport areas, which is more in line with population growth, not the 4-6 level buildings in all of Victoria
-
- Getting in and out of James Bay is a real concern with the increased density, and especially with the planned changes on Douglas Street and transit bus routes
-
- Concern about demovictions, with expensive condos replacing existing affordable housing
-
- More coops should be encouraged
-
- The plan seems to disregard the heritage values, for instance in James Bay a village is proposed where two heritage homes currently exist on Dallas, and there is no recognition of other heritage houses, even if they have multiple units. The character of Victoria could be changed for the worse with this plan.
-
- Focus on units being two plus bedrooms etc for families, and not units barely big enough for one person
-
- Will the General Urban Design Guidelines be implemented or will it just be intent and ignored for expediency

Thank you

From: Noah Bastedo

Sent: September 11, 2025 10:15 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: OCP Hearing 9/11/2025

Mayor and Council,

I write this email today to express my complete support of the new OCP. As an electrician and elevator mechanic I have seen first hand the frustration that developers and home owners have with our incredibly complex zoning bylaws. As a resident it does not make sense to me why we have literally hundreds of different zones but the entire country of Japan can make do with just ten. As a resident in Vic West I have seen directly the contributions and rejuvenation that has come to my neighbourhood, but it has taken decades partly because of the ridiculous hoops that need to be jumped through for more housing and community upgrades to be built. I have been living in Victoria and paying rent for some time now, and with every passing year rents get more and more expensive, among the plethora of reasons for this is long wait periods developers face when trying to build this new housing. I became aware of this meeting through an advocacy group called Homes for Living, and they have found policies in other jurisdictions that work very well for the renters and landlords alike. We do not need to reinvent the wheel in our beautiful city we just need to take steps in the right direction.

Noah Bastedo

Vic West

From:
To: [Public Hearings](#)
Subject: Housing/Affordable Housing and the Destruction of Good Four Story Apartments in James Bay to build larger units
Date: September 11, 2025 10:35:24 AM

Dear city hall and council members:

There is a serious issue in regards to the integrity of the changes going on in relationship to housing, affordable housing and development in the city of Victoria.

When I hear from fellow tenants that they are considering tearing down good four story apartment buildings in James Bay for developers to build larger high rises, it makes me wonder, who is responsible at city hall for these decisions and also where do they live?

Not only are there many high rise apartment buildings that are not filled with tenants because the rental prices are too high. People who live in James Bay have lived in their homes and apartments for many years and decades. Not only are you considering destroying buildings that are good and sound in the name of development, politics and profits, you are destroying families, individual lives and communities.

Even individuals and families trying to apply for CRD affordable below market value housing are in jeopardy because a single parent with two children does not meet the 80,000 salary range to qualify for a 3 bedroom apartment and the wait list for low income housing is over five years. Families are forced into this overpriced market value housing, which is already out of reach even for a middle income earner.

City hall, council members and planners are losing sight of integrity and humanity and what it means to live on the ground floor of a community. Many may not even live in these neighbourhoods, that are being affected by high rises and corporate development, where humans and housing are a “commodity.” Business models that are no longer caring about people, nature, and our actual social environments for healthy living and community.

Please stop and think twice before you have more individuals and families camping on our streets and even greater homelessness, because corporations, politics and greed are overtaking neighbourhoods and our basic human rights, to live in healthy, safe and affordable communities.

Yours sincerely,

Olive Jean Russell.

Sent from my iPhone

From:
 To: [Public Hearings](#)
 Cc: [Susan Kim \(Councillor\)](#)
 Subject: Tenant Assistance Plan Inequities
 Date: September 11, 2025 9:46:40 AM

Please find enclosed my questions and concerns regarding the flaws and inequities in the TAP for tonight's hearing

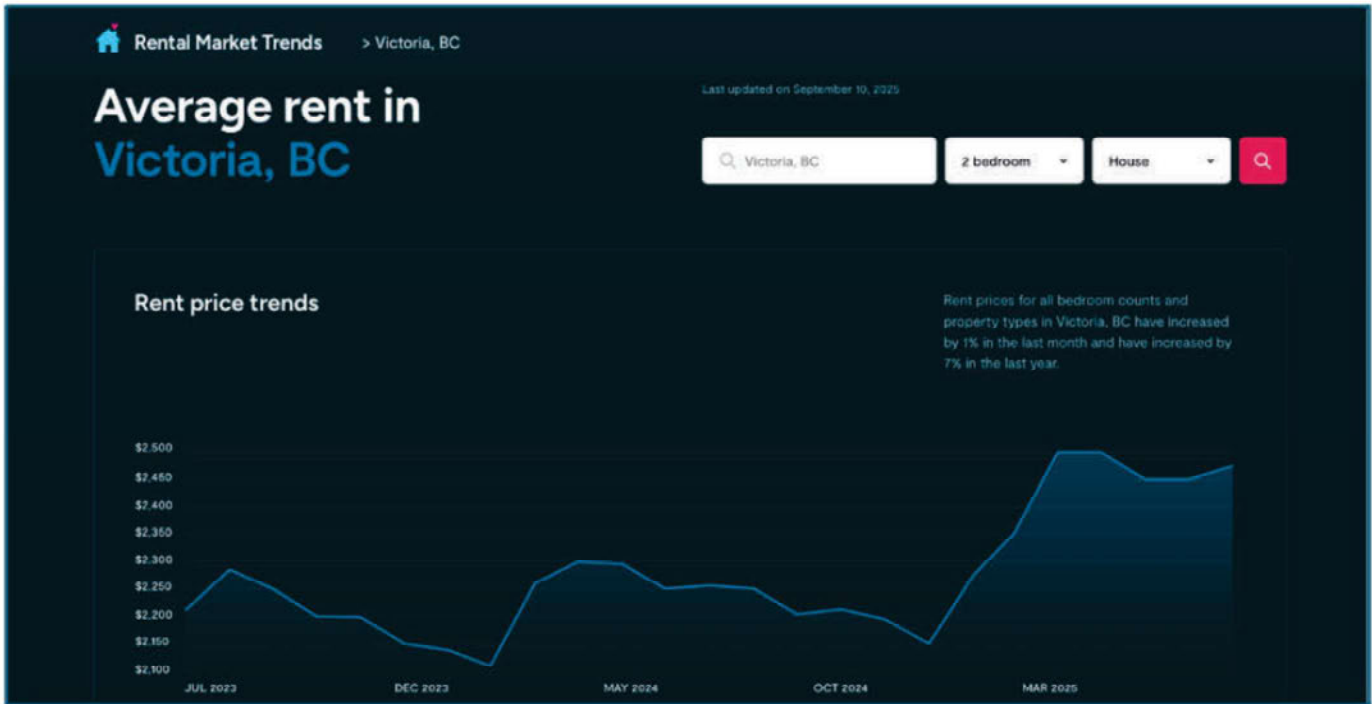
My Questions:

- Why is this policy so inequitable for longer term renters? The stated goal of the policy is to support long term tenants but it doesn't. The truth is long term renters do not get equity through this policy, the renters who benefit the most are shorter term renters.
- The highlighted section of the table below are the actual TAP figures the City staff negotiated without my input. I have lived in my home for 14 years. By this policy design my neighbours on both sides who moved in 3 years ago are entitled to compensation very similar to mine. Despite the fact they are already paying close to market value for rent and will only see a slight increase in their rental rates when they move. My rent on the other hand will almost double. Also in terms of equity - I have paid over 220,000 in rent to the home owner in the past 14years.

Length of tenancy	CMHC Annual Rent for Victoria – 2022	
• Up to 5 years: 3 months' rent	Bachelor	\$1127
• 5 to 9 years: 4 months' rent	1 Bdrm	\$1336
• 10-19 years: 5 months' rent	2 Bdrm	\$1714
• 20+ years: 6 months' ren	3 Bdrm	\$2397

Address	Bedrooms	Tenant Name	Start Date of Tenancy	Current Monthly Rent	Length of tenancy plus additional months promised	Total Compensation
1905 Fort Street	3 bed house	[REDACTED]	July 1, 2022	\$3,000.00	• Up to 5 years: 3 months' rent @ \$2397.00/mo + 1 month (or 8 if appropriate unit is not found within 2 months of end of tenancy)	\$9,588.00 OR \$19,176.00
1907 Fort Street	2 bed house	Renay Maurice and Daughter	July 1, 2011	\$1456.50	• 10-19 years: 5 months' rent @ \$1714.00/mo + 1 mo	\$10,284.00
1929 Davie Street	4 bed house	[REDACTED]	July 1, 2022	\$3400.00	Up to 5 years: 3 months' rent @ \$2400.00 + per month + 1 mo (not sure of the actual amounts as figures for 4bdrm were not provided – but keep in mind tenants did NOT apply for extra help/compensation)	\$9588.00 (OR more)
1923 Davie	n/a	Owner Occupied	n/a	n/a	n/a	

- **Why is the city using CMHC data** I also take issue with the policy relying on the CMHC rates, which are median averages and include subsidized housing (which has years long waitlists and very restrictive conditions for many of them). At no point since 2022 or now is a 2bdm detached home OR apartment in the greater Victoria area \$1714. The city should consider using a different source to determine these values Zumper is much more accurate in terms of average rental figures in Victoria.



- **Why does the TAP policy calculate the tenant compensation rates at the beginning of the application?** TAP compensation should be calculated when it is signed off on, not when the application to develop is first put forth as there could be years in between and looking at the trends below you can see how unfair that is to renters. In my own case it was calculated on figures that will be four years old by the time I am evicted.

From:
To: [Public Hearings](#)
Subject: OCP - James Bay
Date: September 11, 2025 9:55:17 AM

I read this opinion piece in the Times Colonist this morning & it fully reflects my observations & views on the subject of the new OCP, particularly the highlighted sections. I have lived in James bay since 1988, and my extended family have lived here since 1981.

Comment: Official plan could stifle life in James Bay

Will the mayor and council have the courage to admit that the “one size fits all” approach of the OCP is flawed?

Alan Humphries

A commentary by a James Bay resident.

Victoria’s mayor and council seemingly fail to recognize that James Bay is not just another residential neighbourhood but, along with downtown, is a critical economic driver of the city.

It is home to an active port with two international ferries, a heliport, a major cruise ship terminal, the Canadian Coast Guard, border security services, high-tech enterprises, a fishing fleet and fish processing, as well as numerous marine industries.

There are about 100 visitor accommodations ranging from large international hotels to family owned BnB’s, plus multiple long-term care homes and supportive living. Numerous restaurants, cafes, pubs, stores and personal services call James Bay home.

Not to mention the tourist attractions and providers ranging from the Royal B.C.

Museum and the legislature to whale watching, foodie tours and everything in between.

Thousands of Victorians are employed by the private and public sector in James Bay providing good, long term jobs. It also has a residential density that is 36% higher than the Victoria average.

This means that James Bay has a complex and diverse demographic, and has to accommodate an equally complex traffic mix that includes 48-foot semi trailers, tractor trailers, delivery trucks, trades vans and medium-heavy duty vehicles, tourist buses, transit buses, commercial vehicles, recreational vehicles of all shapes and sizes, mini buses, taxis and Uber, private vehicles, emergency vehicles, pedicabs, rickshaws, golf carts, horse carriages, mobility scooters, cargo bikes, pedal bikes, all forms of e-machines and, last but not least, pedestrians.

The city has already closed a stretch of Government Street and reduced part of Blanshard Street to a single lane in each direction.

The proposed Official Community Plan intends to close Douglas Street northbound at

Belleville so B.C. Transit can park up to 13 buses outside the Crystal Gardens and the new signature Telus Ocean building, opposite the Convention Centre, another major economic driver.

In addition, 500 buses a day will loop south along the single-lane Blanshard to Superior and back down Douglas.

This area encompasses high-rise apartments that include senior accommodations as well as the culturally important Thunderbird Park.

It has a population density at least double many of the residential neighbourhoods such as Gonzales and Fernwood.

Any casual observer standing at the intersection of Belleville and Blanshard can see that the new single lane "road improvement" on Blanshard between Belleville and Courtney cannot handle the existing traffic let alone traffic diverted from Douglas.

The closure of Douglas and the new bus loop will cause gridlock similar to Wharf Street, create unsafe air and noise pollution to the residents in this part of James Bay, and endanger all residents and workers in the case of an emergency.

Add in the new parking directives and the OCP's six to storey sterile monolithic apartment buildings, filled with shoe box sized "residences," that developers in Vancouver admit no one wants and are not buying, and James Bay along with downtown will be stifled.

Where then will the people of Victoria work and where will the city get the revenue to keep the lights on?

Douglas Street is the Trans-Canada Highway that goes from coast to coast.

It is marked by Terry Fox memorials at the Atlantic and Pacific Oceans.

Except that if this mayor, council and city planners prevail it won't. All Canadians should be ashamed.

Only weeks after stating that downtown Victoria is in crisis, will the mayor and council have the courage to admit that the "one size fits all" approach of the OCP is flawed?

Will they follow the lead of Saanich and instruct staff to go back and actually listen to residents and business owners rather than pursue their predetermined "solutions"?

Or will they rubber stamp the OCP with platitudes about what a great job staff have done?

Fundamentally, do they want to seek re-election in a year's time as independent thinkers representing the best interests of the citizens of Victoria or as sycophants of the developers and special interest groups that fund them?

Thank you for your careful and thoughtful consideration of these issues,

Sandra Beauregard

From: [Victoria Mayor and Council](#)
To: [Legislative Services email](#)
Subject: FW: OCP
Date: September 11, 2025 10:22:34 AM
Attachments: [image001.png](#)

Heather McIntyre, She/her

Protocol and Correspondence Coordinator
Communications and Engagement, City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

*The City of Victoria is located on the homelands
of the Songhees Nation and the Xwsepsum Nation.*



Sent: September 11, 2025 9:02 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: OCP

I have lived in the Fairfield area for 26 years and would like to offer my comments on the future development of my area and the city as a whole. I thought I would give some feedback to the OCP by participating in the public online survey. Unfortunately, I did not complete it since my choices seemed to be, in general, “big” or “biggest”, “tall” or “taller”, and “dense” or “denser”. None of the choices covered my preferences. On reading over the OCP, I note that this is not a community plan, but a plan for a city where communities, such as Fairfield, are considered part of the homogeneous whole that disregards community differences. Planning for changes in population and density is critical, but I see nothing in the OCP that offers substantial description of what those changes would be. The goals outlined in the OCP are overly vague. How many trees will be removed? How many parks of what size will be added? How will shorelines be protected from development? How will the city reach climate goals (subsidies for solar panels and heat pumps, parking for electric cars, et cetera)?

I would like the OCP to identify, and then take into account, uniqueness of communities that make up the city. I would want the Plan to include the options of small, less dense and ‘greener’ neighbourhoods, such that the city would retain some of its character.

I look forward to your reply.

Sheila Douglas
112 Olive St.
Victoria BC V8S3H3

Steph Hartwig
640 Michigan St
Victoria, BC
September 10, 2025

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC

Re: Request to Reconsider OCP Updates for James Bay

Dear Mayor and Council,

I am writing as a resident of James Bay for over ten years and as a professional working in the development industry. I want to state clearly that I support thoughtful development and the baseline objectives of the Official Community Plan (OCP). However, I am deeply concerned about the proposed changes to James Bay and respectfully request that Council reconsider these updates.

At a recent meeting, the Director of Planning commented that changes to James Bay were equitable with other neighborhoods in Victoria. With respect, I must wholeheartedly disagree. James Bay is not comparable to any other neighborhood in the city, and to suggest otherwise overlooks the unique pressures and responsibilities already borne by our community.

James Bay is already one of the most densely populated neighborhoods in Victoria. It is also home to:

- The heliport and the cruise ship terminal, which welcomes 20,000+ passengers on peak days.
- The majority of Victoria's hotels, making it a cornerstone of the tourism economy.
- Major city events and festivals, which frequently converge here.
- Horse-drawn carriages, pedicabs, and significant tourist foot traffic.
- Beacon Hill Park—the largest park in the city.
- The only designated transit hub located on its outskirts.

Additionally, James Bay's unique coastal features—including the Dallas Road walkway and the Ogden Point breakwater—draw visitors from across the city and beyond, further compounding pressures on traffic, infrastructure, and livability. On event days, our neighborhood regularly experiences bottlenecks, with cars full of families circulating in search of parking.

These realities demonstrate that James Bay cannot be equitably compared to other neighborhoods. It requires a different lens and a more nuanced approach. Common sense and fairness suggest that additional density and development must be balanced against the unique roles and responsibilities James Bay already carries for the city as a whole.

Equally concerning is the lack of meaningful community engagement throughout this process. The updates to the OCP, particularly as they impact James Bay, have felt rushed and inadequate in terms of

consultation with residents. A neighborhood as complex and unique as ours deserves more thoughtful dialogue and collaboration before decisions of this magnitude are made.

I want to be clear: I love living in James Bay. It is a beautiful, vibrant, and welcoming community. But the proposed changes are making me reconsider my place here. What has long been a wonderful neighborhood risks becoming a daily nightmare under the weight of unbalanced planning decisions. No resident should feel pushed out of their community by policy choices that fail to recognize its uniqueness.

I urge Council to reconsider the proposed OCP changes for James Bay and to undertake a more thoughtful review that truly reflects the distinct circumstances of our neighborhood.

Thank you for your time and consideration.

Sincerely,

Steph Hartwig
Resident of James Bay

From:
To: [Public Hearings](#)
Subject: OCP Support Letter
Date: September 11, 2025 11:41:26 AM

Dear Victoria City Council,
I am writing in support of the OCP.

- I am happy that the OCP will enable 4 floor or more housing developments in most of the city. This is a big step forward however in diversifying and expanding our housing supply. I hope that this does not stifle higher density developments as those are sorely desired and needed with how outdated and backlogged the housing supply is in Victoria.
- As someone who dislikes being forced to drive to places, I am very happy that the OCP strives to expand the bike network.
- I like the allowance of commercial units on every corner lot in the city. This is going to be a huge driver for community and small businesses. I hope in the future that this will be expanded to every lot but this is moving in the right direction.
- I hope that the plan gets thoroughly reevaluated every 5 years to look at the effects of it and make improvements accordingly.

I thoroughly support this plan and I believe it should be passed. It will greatly improve Victoria's community for current and future residents.

Thank you,
Tim Al Saudi

From:**Sent:** September 11, 2025 10:45 AM**To:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Official Community Plan Update <ocp@victoria.ca>**Cc:** Jeremy Caradonna (Councillor) <jcaradonna@victoria.ca>; Chris Coleman (Councillor) <ccoleman@victoria.ca>; Matt Dell (Councillor) <mdell@victoria.ca>; Marg Gardiner (Councillor) <mgardiner@victoria.ca>; Stephen Hammond (Councillor) <shammond@victoria.ca>; Susan Kim (Councillor) <skim@victoria.ca>; Krista Loughton (Councillor) <kloughton@victoria.ca>; Dave Thompson (Councillor) <dave.thompson@victoria.ca>; litman@vtpi.org**Subject:** Official Community Plan Update

Dear Mayor and Council,

I am writing as a 32-year Victoria resident, a member of the 2009-12 Official Community Plan Citizen Advisory Committee, and as a professional urban planning consultant, to express my support for Victoria's Official Community Plan update.

Our city is growing in population and business activity. My research indicates that cities become more affordable, inclusive, resource-efficient, economically successful and livable if they grow through compact infill development in multimodal neighborhoods where residents own fewer private vehicles, drive less, rely more on non-auto modes, and require less pavement for roads and parking. The draft OCP update helps achieve these objectives.

Consumer surveys and real estate markets show growing demand for homes in walkable neighborhoods. Upzoning to allow more compact and lower-cost housing types with significantly reduced off-street parking mandates, helps serve those demands, allowing more families to live

affordable, healthy and sustainable lifestyles.

I would like to respond to the some criticisms of these policies.

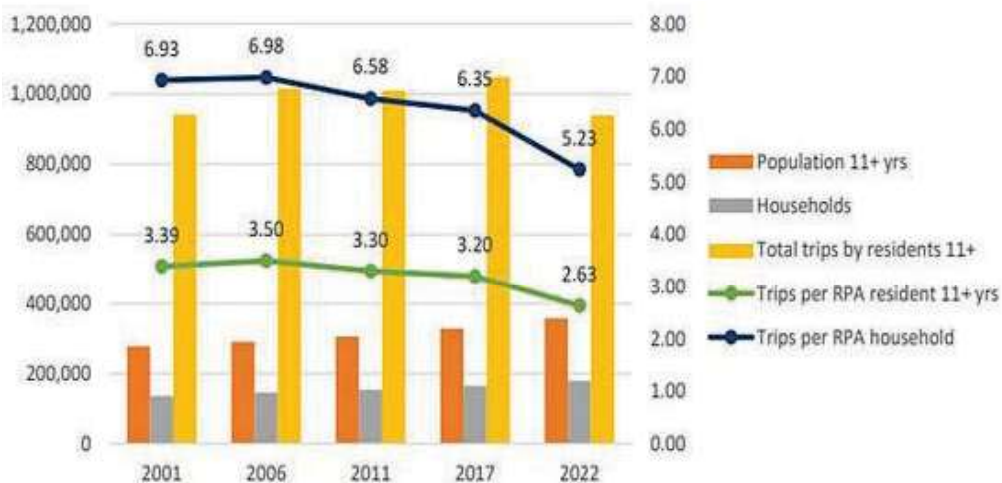
1. *Infill does nothing to increase affordability. New homes are expensive.*

Abundant peer-reviewed research (see [Phillips, Manville and Lens 2021](#) and [Been, Ellen and O'Regan 2023](#)) shows that upzoning and eliminating parking minimums does increase affordability, in the short run through filtering as some families move from lower-rent apartments into the new units, and over the long run as they depreciate, increasing supply of lower-priced homes. My favorite example is [Montreal](#), where the city allows multifamily housing on two-thirds of residential land, resulting in housing prices 20-40% lower than in peer cities, including Victoria. Similarly, [good research](#) shows that Auckland, New Zealand upzoning increased affordable housing supply.

2. *Everybody wants to drive. The city needs more parking and fewer bikeways.*

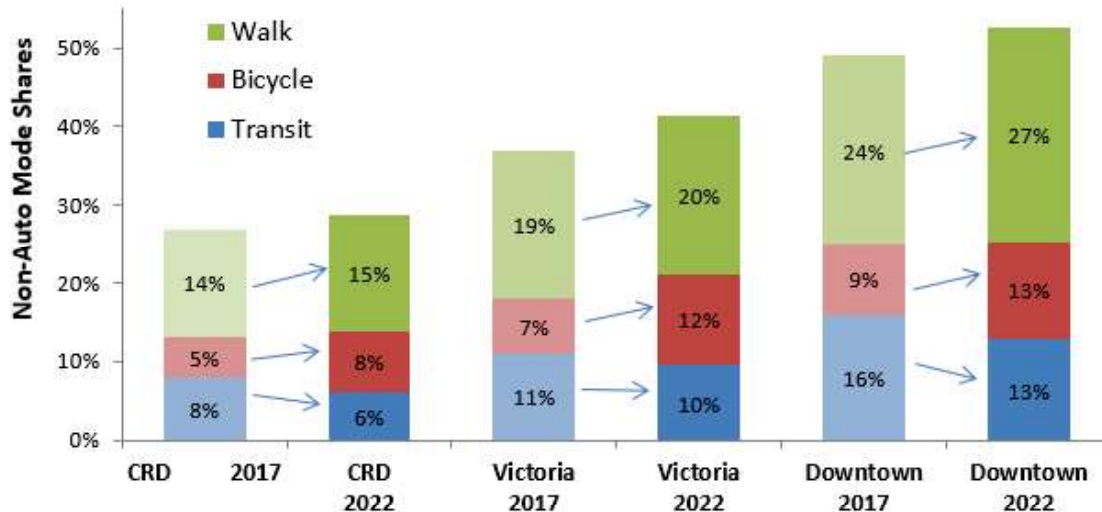
Although few motorists want to forego driving altogether there is good research indicating that many people want to drive less, rely more on active modes and public transit, spend less money on transportation, provided they are convenient and safe to use. Per capita vehicle ownership and use are declining in our region, particularly in communities that improve sidewalk, bikeway and public transit networks (see [Good News from the 2022 CRD Travel Survey](#)). The following graphs illustrate these trends.

Daily Trip Per Capita and Household (CRD 2022 Travel Survey)



Per capita vehicle travel peaked about 2006 in the CRD and subsequently declined.

Non-Auto Mode Shares



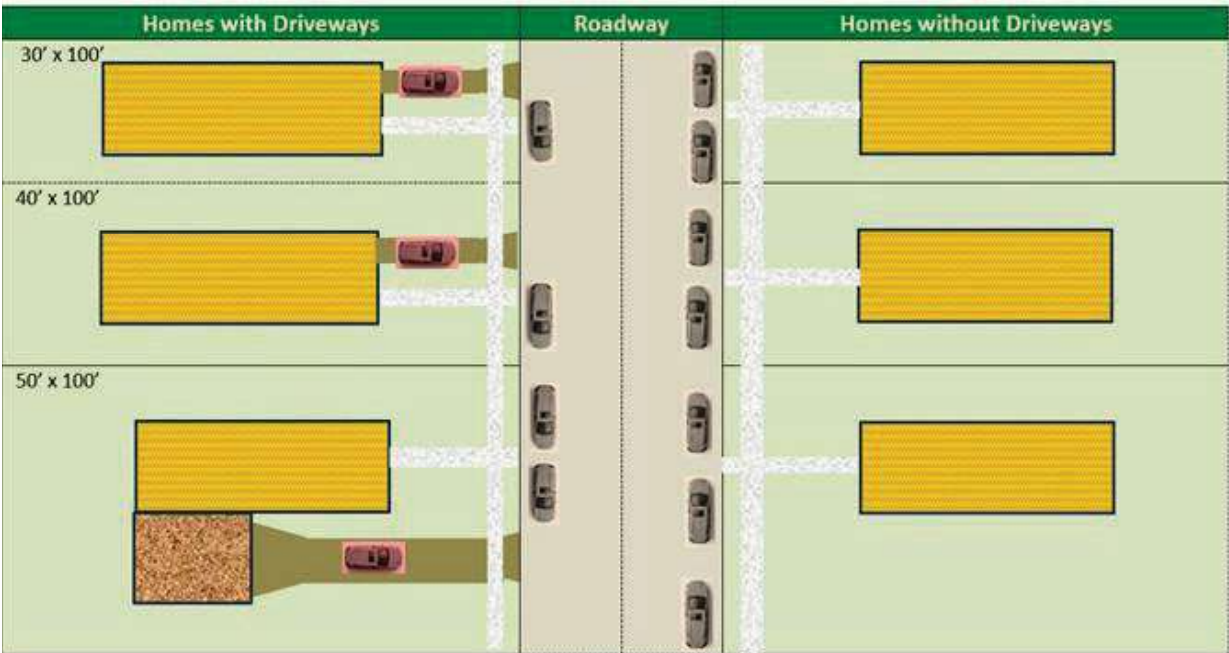
Walking and bicycling are increasing, particularly in downtown and central neighborhoods. This justifies more multimodal planning, with more investments in sidewalks, bikeways and public transit, and reduced parking supply.

Multimodal transportation is not just for residents. Victoria's walkability and bikeability attracts tourists from around the world, and attracts customers and businesses. Multimodal transportation planning supports our economic development.

3. We cannot reduce off-street parking mandates.

In denser residential neighborhoods, off-street parking is often wasteful. Since most driveways displace one on-street public space, streets with off-street parking have fewer public spaces, as illustrated below. Off-street parking typically costs \$30,000 to \$80,000 per space, and increases pavement increases stormwater management costs, heat island effects and greenspace displacement. The best way to preserve urban greenspace and enhance tree coverage is to minimize off-street parking and manage public spaces more efficiently.

[Neighborhood Parking Supply With and Without Driveways](#)



Most driveways displace one on-street parking space so streets with driveways have fewer public spaces than those without. As a result, off-street parking requirements often reduce parking availability and add pavement that increases stormwater management costs, heat island effects and greenspace displacement.

The OCP updates helps respond to changing housing and transportation needs by allowing more moderate-priced housing in walkable urban neighborhoods, more multimodal travel options for people who want to drive less and spend less money on transportation, and more efficient parking management to reduce pavement area and help preserve greenspaces. Well done, Victoria!

Best wishes,
 Todd Litman
 Victoria Transport Policy Institute (www.vtpi.org)

1250 Rudlin Street
 Victoria, BC, V8V 3R7, CANADA
 Efficiency – Equity – Clarity

From:
To: [Public Hearings](#)
Subject: OCP
Date: September 11, 2025 10:59:22 AM

Good morning,

I am writing to express support for the OCP. I just had a block party where I live in northern Fernwood - we live on a block where almost all of the homes are houseplexes, but there is also a low-rise apartment block (along with two more around the corner), a townhouse complex, and there are even a few single family homes thrown in for good measure. I'm fairly sure the house at the corner of Denman and Spring once housed a corner store as well, given its odd built form.

Parking is not an issue on our block despite a higher-than-average density: we have four spots off-street on our duplex, and no more than two have ever been used since the second suite was put in. Only half of the sports the apartment building's off-street parking lot are ever in use. It's never hard to find street parking: my parents RV around the country, and when they come into town, they're always able to find a place to park right in front of our home on the street, alongside the plumber that always parks here, as well as another RV that a neighbour down the block bought even though he couldn't fit it in his oddly-shaped driveway.

This is a great neighbourhood. People can afford to raise families here. Older residents can age in place by splitting the property with a younger family. Recent college graduates can get a start here as renters. Plus we're all in walking distance of a cafe, a pizza place, two corner stores, several daycares, a theatre, a music venue, two restaurants, and a pub. I'd love it if we could add a library, a pharmacy, a bank, and maybe a walk-in clinic too.

The OCP would change some things around here - it sounds like it would allow apartment buildings that are two stories higher than currently exist. That sound reasonable to me.

Thank you for your time and consideration, I'm excited to see what happens next.

Warm regards,
Will Owen,
Fernwood.

Barry Horn

322 Niagara Street
Victoria B C
V8V 1G6

City of Victoria**Attention Mayor & Council Re: Official Community Plan**

As residents of James Bay we are deeply concerned about the direction proposed in the new Official Community Plan (OCP). If approved, it risks eroding the very nature and character of James Bay – a neighbourhood that has long stood as one of Victoria’s most vibrant and liveable communities.

The new OCP appears to blindly prioritize new housing at all costs. The price, however, is the identity of James Bay itself. Fifty years ago, redevelopment took the form of high-rises and walk-ups, often at the expense of heritage and neighbourhood character. At that time, at least, planning respected basic principles of setbacks that prevented the building from overwhelming the streets and surroundings.

Today, the bulldozer comes not in the form of a giant machine, but in policy. Consolidating our small home properties into larger lots will open the door to four and six storey buildings being built without any input from neighbours or the community. In certain locations, well-crafted and respectful mid-rise developments may indeed serve the community. However, without mechanisms for accountability, we fear the opposite: poorly conceived, oversized projects that disregard their context.

We already see the consequences. The apartment building at the corner of Menzies and Niagara removed mature trees, internalized greenspace into a shaded courtyard, and now looms over the street. Words like ‘sensitive infill’ and “visual harmony” were used to describe it, yet the result bears little resemblance to those ideals. This serves as a cautionary example of what happens when neighbourhood voices and thoughtful design standards are absent or ignored.

We urge Council to reconsider the proposed OCP in its current form. Instead, we ask you to guide a process that balances the real need for housing with equally real needs for livable neighbourhoods, community participation and respect for the character that makes James Bay – and Victoria as a whole – a desirable place to live.

Victoria deserves growth that enhances, not erases, the qualities that define it. Please help us build toward a better future, one that reflects the needs of today and the lessons of the past.

Barry and Beverley Horn.

September 10, 2025



GONZALES NEIGHBOURHOOD ASSOCIATION

www.gonzalesna.ca

August 15, 2025

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC V8V 2G7

Dear Mayor and Council,

Re: Gonzales Neighbourhood Association submission - Official Community Plan Amendments

On behalf of the Gonzales Neighbourhood Association (GNA) we wish to provide input on the proposed amendments to the Official Community Plan. We set out our views under the headings: Heritage Conservation, Affordable and Inclusive Housing, Context-Sensitive Density, Infrastructure, and the Urban Forest and Green Space.

Heritage Conservation

The neighbourhood of Gonzales is home to many architecturally significant residential buildings as well as heritage sites (Gonzales Observatory) and landmarks of other kinds (Abkhazi Garden). Crescent Road and Hollywood Crescent (from Foul Bay Road to St. Charles street) is an essential link of our scenic marine drive and is **a frequent corridor for Victoria's tourism events such as marathons, bike rides and parades**. Some individual properties are protected through the heritage registry, but the overall streetscape and context remain vulnerable due to the absence of any designated Heritage Conservation Areas in the proposed OCP.

Furthermore, **the proposed Heritage Conservation Area found in Queen Anne Heights that was approved in the 2002 Neighbourhood Plan was never enacted** and this has allowed for the continual destruction of stately mansions and mature trees, not to mention likely threatened and endangered species found on these large lots.

Lastly, recognition of the beautiful houses found elsewhere in Gonzales and deserve protection are those found in the Gonzales Walking Tour. People come from around the world to walk this tour: https://victoriaheritagefoundation.ca/wp-content/uploads/2024/04/GonzWTB.web_Oct20.pdf

To protect cohesive areas of heritage residential architecture and historic commercial areas -such as Montague Court and Gonzales Pharmacy - **it is necessary to increase the heritage protections that are stated in the current OCP**, and recognize the unique character of Gonzales, aligning with existing heritage conservation areas in Victoria such as Old Town and nearby Rockland. Several unique areas/buildings have been removed from previous heritage protection in the proposed OCP.

As of this date there is no protection for heritage in all of Victoria except downtown and in Vic West, which is of grave concern as it **reflects council's lack of priority for what makes Victoria unique. As a provincial capital and tourist destination, it is doubly important to retain heritage buildings and streetscapes, which is what many tourists come here to see.**

Affordable & Inclusive Housing

Gonzales has a strong community of renters, in existing apartment buildings, and suites in houses. Protection for tenants should be put in place, especially when removal of existing affordable suites will be the result of a new development. **New suites, unless subsidized, will not replace the existing affordable ones.**

The housing that is projected in the new version of the OCP is denser, but realistically, more expensive. It's not clear whether any rental or co-op housing is mandated. Inclusive housing would mean all levels of ability, income and family types/sizes would be accommodated. Accessibility should be prioritized in new developments, strengthening it from the new OCP's accessibility guidelines which require structural conversion for full accessibility; after the unit is built.

Context-Sensitive Density

The desirable quality of our Gonzales neighbourhood is a combination of favourable geography within our native Garry Oak ecosystem and years of strong community activity. Larger scale buildings introduced to the streetscape in the middle of blocks should have visual cohesiveness and integration with their context, which is the buildings, rooflines, materials and green spaces nearby. They should not place their neighbours into shade. **A design program should be developed with quantifiable codes, rather than vague guidelines that can be interpreted in a subjective way.** The buildings should also be reviewed for attention to factors such as quality of materials, design and scale and retention of protected trees. Designs referencing historic styles should be relevant (ie. from our regional past- like Indigenous, West Coast Modern or Arts & Crafts, not Mediterranean or Cape Cod) and well-executed, rather than pastiche elements grafted onto a generic box.

Infrastructure

An immediate and crucial concern is the necessity of upgrading infrastructure to accommodate more households and vehicles. There will be a huge need for all systems (sewer, water mains, power) to be upgraded. ... the costs of which are borne by taxpayers. The maintenance of parks, capacities of schools and transit services will need to be increased. We currently need upgrades to existing traffic control especially near Gonzales Beach. If a commercial hub is planned for that area,

stoplights, parking regulations and enforcement will be a necessity. **This cost should be anticipated by the City of Victoria and addressed in the OCP**, so that it will be a cost borne by the developers who profit from building new developments, rather than taxpayers who are expected to be heavily taxed for many years going forward. Developer Cost Charges (DCCs) are not currently guaranteed to fully cover these costs.

Urban Forest and Green Space

There is not adequate environmental protection in the proposed OCP. Gonzales' green spaces and Garry Oak forests will be lost because of infill development. **The removal of Garry Oak trees should be a last resort.** We need a stronger tree preservation plan—and the City should demonstrate their willingness to steward this important species. Our proposed migration corridor located on the Gonzales Community map released in July 2025 will be compromised when large areas of trees are removed. Established large trees are not replaceable, and linear parks proposed in the OCP are only capable of addressing human needs—they do not replace vital ecosystems.

The parks of Gonzales will be vulnerable to over-use, as has happened in other cities like Toronto. In response to a growing population and climate change, existing parks, green spaces and street trees should be highly valued, retained and increased in number.

Thank you for your consideration of our concerns.
Gonzales Neighbourhood Association Board
www.gonzalesna.ca

From: Development Services email inquiries
Subject: RE: Opposition to the OCP

I would like to record my opposition to the proposed changes within the New OCP. This process has been rushed, and from the onset this process has lacked any true effort to consult in an unbiased manner with the public. And even where the public has come forward to voice their opinion, the City has remained focused on their original ideas and largely ignored community input. Case in point is the Places and Spaces events that were held in James Bay. The idea of 4-6 storey rezoning throughout James Bay was widely rejected at the Places and Spaces workshops, whereas the concept of heritage neighbourhood protections and a gentle densification through smaller missing middle, heritage conversion, and townhouse developments that could enhance and blend into the neighbourhood were widely supported, yet here we are with larger swaths of James Bay highlighted as primary growth areas of up to 6 stories and any concerns on protecting what little remains of the heritage within our neighbourhood ignored. Clearly the constructive comments our neighbourhood provided have largely been ignored.

Victoria is making questionable population projections within a closed bubble that fails to accept and acknowledge that Victoria proper is just one small piece of a larger Greater Victoria community. Before a new OCP is enacted, the City of Victoria and our Council should be focused on the elephant in the room, Amalgamation, and work constructively with our neighbouring municipalities to work out and present a cohesive Greater Victoria vision for all to work and aspire towards -- anything else misses the bigger picture. Only then can it be considered a One City, One Plan idea. Victoria does not exist in a bubble.

Throwing all neighbourhoods open to a minimum of 4 storey rezoning with 6 storeys in select areas will only make issues of home affordability worse as developers will now be competing against residents in housing and land purchases. A specific case in point involves the 131-135-139 Menzies properties that were sold a few years ago for \$1.2M over what these same parcel of 3 properties had sold for only 1 year earlier, and at cost far in excess (>\$1M) over the assessed value of these 3 properties. How can prospective home buyers compete with aggressive offers from profit driven developers? These new policies will have a chilling, harmful effect on home affordability for the average family. Yet this is exactly the direction that the City is putting forward in the new OCP. Again a common theme, let's focus on the wishes of developers over the needs of our residents.

Developers are banking on a continued appreciation in "Market" rental. New "Market Rent" builds will displace current tenants and add to existing affordable housing rental issues for many long term tenants. Increasing Market Rent supply, does nothing to help with affordability — the "trickle down effect" is a mirage at best. Perhaps even worse, the OCP contains minimal support for displaced tenants. We do not have a housing crisis in Victoria, the reality is that we have a housing affordability crisis and there is little in the OCP to encourage or support affordable housing initiatives. The City needs to develop creative City driven initiatives, investments, and partnerships in Co-op rental and Co-op structured, not strata, owner/occupied townhouse developments where rentals and home ownership can be kept affordable and not be driven by market forces.

Approval this spring/summer of the 131-139 Menzie Market Rental apartment has also cost the City and Council any credibility in their argument that the new OCP is about laying out common rules and guidelines that all developers must follow throughout all neighbourhoods. 131-139 Menzies is a development that required 11 variances and represents a building that is not supported within either the current or the proposed OCP. Instead it ignores and breaks all rules and guidelines set out in these documents. All 19 studios are smaller than the minimum size council specified by the city earlier this year. The front, side, and rear setbacks are significantly smaller than the stated requirements for a building of this size. Contrary to the City's claim, only 2 of the 3 properties involved in this development are located within the current James Bay Village Zone. The retail area is a mere fraction of the stated Village Zone retail area requirement, and nowhere in Victoria has a building adjacent to a residential neighbourhood, 43 suites, been approved without any

parking. This building is effectively the poster child for the new OCP. And even worse, due to the excessive size and setbacks granted to this building, this building will effectively limit the size of future developments on adjacent properties. Guess it's all about first come first serve, and ultimately has nothing to do with respecting the rules and guidance the City has specified in the current or the new OCP.

Quite simply this is a misdirected plan that has been driven by the development industry and has largely ignored community direction. Furthermore, on the Eve of a new Civic Election cycle, Council lacks any true Public Mandate to justify pushing through such a radical change to the direction of housing within our community. The Province simply requires the adoption of a missing middle housing plan that we have already embraced. The direction taken in the new OCP presents a far more aggressive plan than what is required by the Province. And the data used on projective population growth to support this plan is sketchy at best.

Please reject this plan and instead re-imagine a new OCP that incorporates and takes direction from the residents of our community, and at the very least attempts to develop a cohesive plan that works for the entire Greater Victoria Community.

Respectfully,
Kevin Youck
135 Medana Street
Victoria, BC

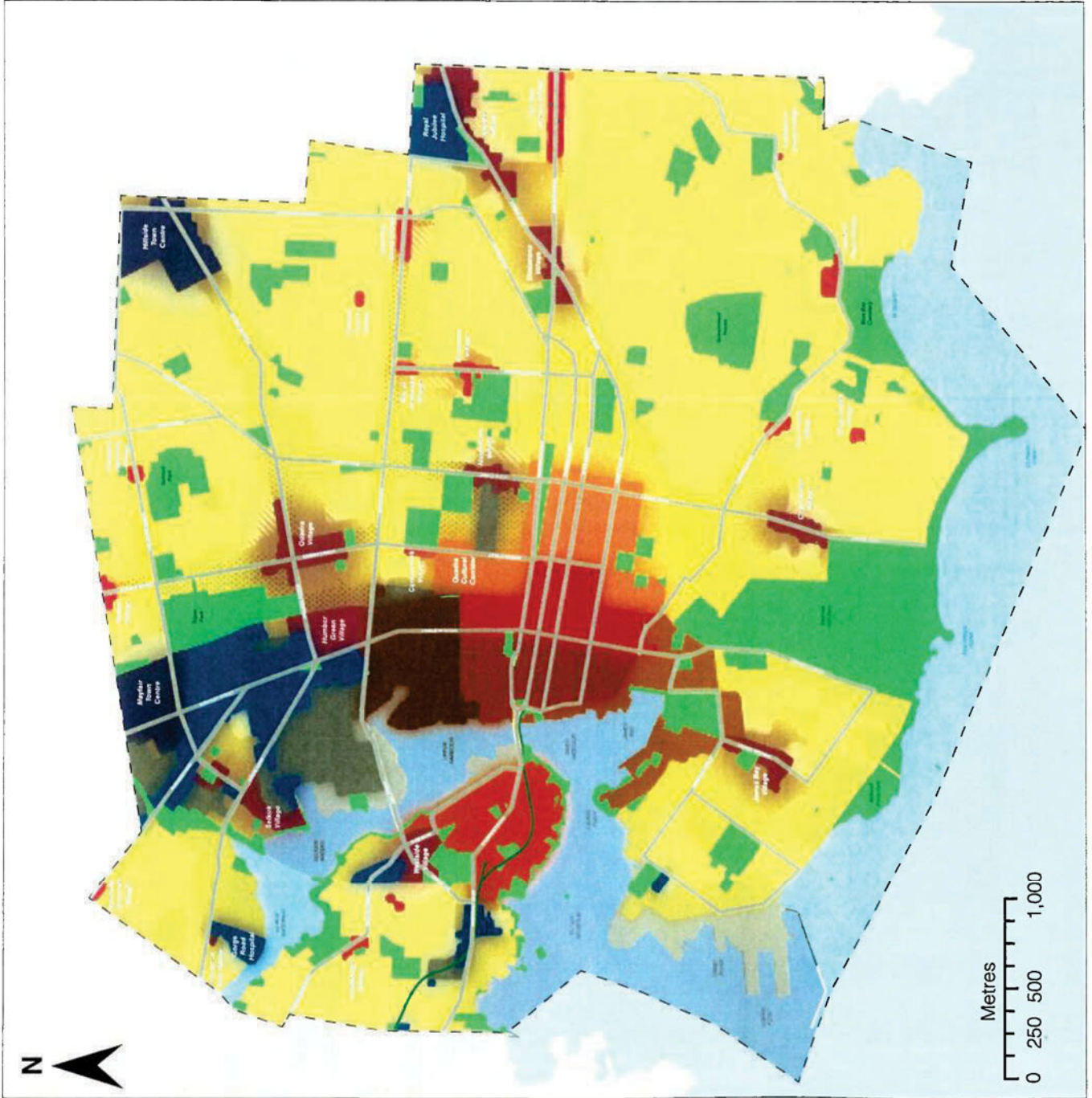
(KEEN 2/4)

MAP 2 Urban Place Designations

KEEP

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour / Legislative
- Core Songhees
- Core Residential
- General Employment
- Urban Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Housing Opportunity
- Urban Residential
- Mixed Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Areas adjacent to a different designation should consider transitional scales, which may depart from the guidance in this plan.



DRUTHERS

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Issue #44 | July 2024

druthers / n. ...Informal...

one's own way, preference, or choice:

eg. *"If I had my druthers, we all would know the truth."*

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Top Study: Carbon Emissions DO NOT Cause "Global Warming"

(3A) →

By Frank Bergman, slaynews.com

A bombshell new peer-reviewed study has provided conclusive scientific evidence proving that carbon dioxide (CO₂) emissions in Earth's atmosphere cannot cause "global warming."

Dr. Jan Kubicki led a group of world-renowned Polish scientists to study the impact of increases in CO₂ emissions on the Earth's global temperatures.

However, not only did they find that higher levels of CO₂ made no difference, they also proved that it simply isn't possible for increases in carbon dioxide to cause temperatures to rise.

Kubicki and his team recently published three papers¹ which all conclude that Earth's atmosphere is already "saturated" with carbon dioxide. This saturation means that, even at greatly increased levels of CO₂, the "greenhouse gas" will not cause temperatures to rise. Kubicki et al. summarize their evidence by noting that as a result of saturation, "emitted CO₂ does not directly cause an increase in global temperature." Current levels of CO₂ in the atmosphere are around 418 parts per million (ppm) but the scientists state that beyond 400 ppm, "the CO₂ concentration can no longer cause any increase in temperature."

The saturation of CO₂ in the atmosphere is the hypothesis that dares not speak its name in mainstream media, politics, and across much of climate science. The World Economic Forum's (WEF) "Net Zero" collectivism agenda is doomed without the constant fearmongering of a so-called "climate crisis." One of the key propaganda messages behind this "green agenda" is that humans are responsible for the ever-warming climate by burning hydrocarbons ("fossil fuels") and releasing CO₂ into the atmosphere.

The saturation hypothesis is complex, but in simple terms, it can be described by the example of loft insulation in a house. After a certain point, doubling the lagging will have little effect since most of the heat trying to escape through the roof has already been trapped. Carbon dioxide traps heat only within narrow bands of the infrared spectrum.

Levels of the gas have been up to 20 times higher in the past without any sign of runaway "global warming." At current levels, the Polish scientists suggest that there is "currently multiple exceedances of the saturation mass for carbon dioxide in the Earth's atmosphere." The latest study is published² in the prestigious Elsevier's *Science Direct* peer-reviewed journal. Many other scientists are attracted to the saturation hypothesis because it provides more plausible explanations to fit past changes

in the climate.

Last year, three scientists led by Atmospheric Professor Yi Huang of McGill University stated that: "Transmission in the CO₂ band center is unchanged by increased CO₂ as the absorption is already saturated."



Despite over 50 years of trying, climate modelers and scientists in the anthropogenic camp are no nearer putting a temperature rise on a doubling of CO₂ in the atmosphere.

Estimates from 0.5°C up to around 6°C, with some outliers as high as 10°C, are little more than guesses, yet they form the "scientific" bedrock for promoting global fear of human-caused climate change. The figures are too wild and imprecise to make any reasonable scientific predictions, yet the claim is constantly repeated that the science is "settled," the "consensus" proof is in and it is all beyond debate.

The Polish scientists quote the author of *Idso 1998* that "currently used models do not yet provide a suitable basis for the development of rational policies related to potential climate changes." Science outlet *No Tricks Zone* notes that the Polish authors are concerned about the recent push to rely on modeling and assumptions about CO₂'s capacity to drive changes in global temperatures rather than observational evidence. "This unequivocally

suggests that the officially presented impact of anthropogenic CO₂ increase on Earth's climate is merely a hypothesis rather than a substantiated fact." The online science site also reports on other recent scientific work that backs up the saturation hypothesis.

In Chen et al. 2023 it was reported that CO₂ had severely reduced warming effect past pre-industrial concentrations. It was also noted that water vapor and cloud influences overlap, thus dominating absorption in the CO₂ infrared band.

In 2022, German Physics Professor Dieter Schildknecht set the saturation level of CO₂ at just 300 ppm and concluded that beyond this, further increases cannot affect the Earth's climate. At this low level, absorption is said to reach levels close to 100%, so further human-caused CO₂ emissions cannot lead to appreciable stronger absorption of radiation.

Emeritus Professor William Happer of Princeton is another leading proponent of the saturation hypothesis. Happer was recently featured in Martin Durkin's *Climate: The Movie*. In the film, he responds to the current "science" enforcing the WEF's "Net Zero" agenda. He said he could live with the descriptive suggestion "hoax," although he preferred the word "scam."

Several other world-renowned scientists have also blasted the globalist "climate crisis" narrative as a "scam" and a "hoax."

Nobel physics laureate (2022), Dr. John Clauser, blasted the climate narrative in no uncertain terms: "I assert there is no connection whatsoever

between climate change and CO₂ —it's all a crock of crap, in my opinion."

Clauser, a modern science giant, has also signed a declaration asserting as much. He joined over 1,600 scientists from around the world, including another Nobel Prize winner, by signing a declaration stating that claims of a "climate emergency" threatening the Earth are a hoax. The massive group of scientists signed the World Climate Declaration (WCD).

The WCD dismisses the existence of a "climate crisis" and insists that carbon dioxide is beneficial to Earth. The WCD was created by the Global Climate Intelligence Group (CLINTEL) and was first published in early August. Since it was published, hundreds of scientists have signed the WCD.

"There is no climate emergency," the WCD declares. "Climate science should be less political, while climate

See 'Unrealistic Net Zero' p.11 →

Advertisement

Unrealistic Net Zero

(KEEN 3B/4)

Continued from p.1

policies should be more scientific. Scientists should openly address uncertainties and exaggerations in their predictions of global warming, while politicians should dispassionately count the real costs as well as the imagined benefits of their policy measures." The coalition points out that Earth's climate has varied as long as the Earth has existed. They stress that there is "no statistical evidence" to support these claims. Therefore, there is no cause for panic and alarm.

"We strongly oppose the harmful and unrealistic Net Zero CO₂ policy proposed for 2050."

During a separate speech, Clauser warned the public that the "climate crisis" narrative being pushed by the global elite and their allies in the corporate media is a hoax. Clauser, who was also awarded the 2010 Wolf Prize in Physics, the second most prestigious physics award after the Nobel, warns that fearmongering climate science is nothing more than "massive shock-journalistic pseudoscience."

"The popular narrative about climate change reflects a dangerous corruption of science that threatens the world's economy and the well-being of billions of people," Clauser said in a May 5, 2023, statement. "Misguided climate science has metastasized into massive shock-journalistic pseudoscience. In turn, the pseudoscience has become a scapegoat for a wide variety of other unrelated ills. It has been promoted and extended by similarly misguided business marketing agents, politicians, journalists, government agencies, and environmentalists. In my opinion, there is no real climate crisis."

1. notrickszone.com/2024/04/23/3-physicists-use-experimental-evidence-to-show-co2s-capacity-to-absorb-radiation-has-saturated
2. sciencedirect.com/science/article/pii/S2666496823000456

Originally published at slaynews.com

What the Government, Media, and Health Services Failed to Tell Nova Scotians

[85% injected]

By Shelley Hipson

Premiers Stephen McNeil, Iain Rankin, Tim J. Houston, Nova Scotia Chief Medical Officer of Health, Robert Strang, and the media, failed to tell you the following...

To those who lost their jobs and income... Who stood up and spoke the truth as hard as that was... Who were denied entrance to public places, including hospitals, long term care, and funerals... Who died alone and were denied from seeing loved ones in those final moments... Who took the COVID-19 shots and have been injured or have died because they trusted the doctors, the government, politicians, and the media...

...all of this was for a "virus" that, according to their data, had a 99.5% recovery rate in Nova Scotia.

This project—to collect Nova Scotia government data and information via Freedom of Information requests—is to honour those who intuitively knew that something was wrong but wanted the proof. We got the proof.

I want to be clear: Based on their own government data that I have collected over the past three years, there was no indication of a serious "novel Corona virus" or a life-threatening COVID-19 illness in Nova Scotia. After doing 80+ Freedom of Information requests, and reviewing hundreds and hundreds of pages of records, I have found no evidence that a pandemic ever happened in this province.

If you don't have a lot of time, this seven-minute video¹ of what Houston and Strang aren't telling you about COVID-19 in Nova Scotia captures a basic overview of some of the information that I uncovered.

However, with the rollout of the vaccine, the vaccine mandates and the vaccine passport, something very disturbing has started to happen in January 2022: a significant uptick in deaths in this province.

This is evident prior to the mandates being lifted on March 21, 2022 and after 85% of Nova Scotians had been vaccinated, and it seems to be tied specifically to the rollout of the third shot, also referred to as "the booster."

What is even more disturbing, is that no one in government, the mainstream media, or the medical community is publicly talking about it. But I want to reassure you that thousands of us have done our own research and we know the truth.

We collected and compiled information by applying to the Nova Scotia government for Freedom of Information (FOI) records. You can request records, pay \$5, and receive responses directly from the government. It is their data, their numbers.

These two newsletters contain COVID-19 Nova Scotia government data for distribution, or for quick reference.^{2,3}

What is a Freedom of Information request?

Information Access and Privacy (IAP) Services does not answer questions or provide analyzed data. They provide government records. Therefore, we are required to piece the records together to uncover the truth. Why did I do this? Because I felt that the government, politicians, and media were lying, and I was concerned that these records would disappear one day.

Sections of the Act are often used to not provide a record or response. Also, the record can be redacted (blacked out) and therefore, it does not provide information that we are seeking. They can use a tactic and charge significant and unaffordable fees, which can deter access.

Records were received from the Department of Health and Wellness (DHW), where Dr. Robert Strang, the N.S. Chief Medical Officer of Health, is a public servant, the Nova Scotia Health Authority, a registered charity that is in charge of operating our Nova Scotia hospitals and is funded by the DHW, the Premier's Office, the Department of Education, Nova Scotia Vital Statistics, Statistics Canada, and the Nova Scotia COVID-19 Dashboard website.

Damning Freedom of Information Responses

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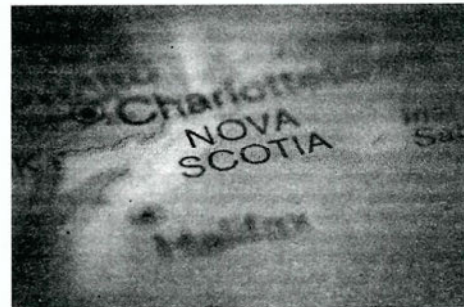
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See 'Myocarditis and Stroke' p.11



60 Years of Failing Flu Vaccines

By Roman Bystrzyanik

Vaccination has long been deeply ingrained in the public consciousness as the most effective means to prevent a wide range of diseases. Public health campaigns and medical professionals have long advocated for the benefits of vaccination, emphasizing its critical role in safeguarding individual and community health.

The influenza vaccine stands out as a prominent example among the many vaccines promoted over the years. This vaccine has been continuously championed for decades, with efforts to encourage its uptake particularly vigorously during flu season. Nearly every drug-store and pharmacy offers the influenza vaccine, making it easily accessible to the public. This widespread availability reflects the importance placed on preventing influenza, a respiratory illness that can lead to severe health complications, especially in vulnerable populations. Through persistent promotion and education, the influenza vaccine has become a cornerstone of preventive healthcare, demonstrating the enduring value of vaccination in modern medicine.

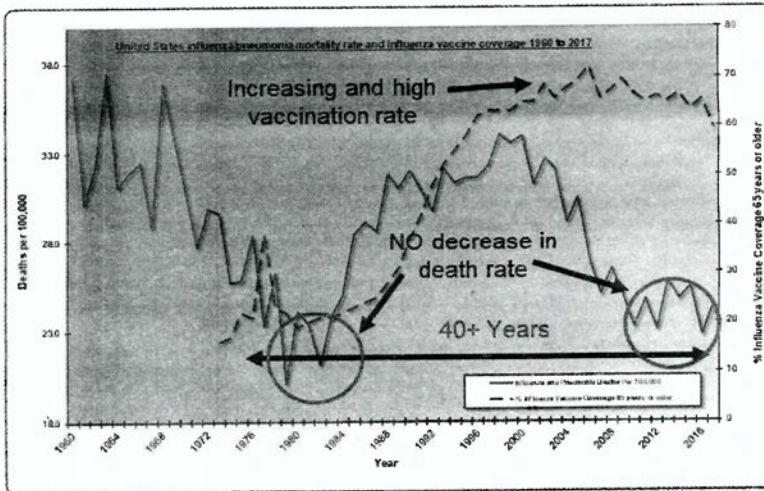
But just how effective has the influenza vaccine been in practice? Have deaths from influenza declined due to this highly promoted annual vaccination? What do the statistics tell us about the vaccine's impact on public health?

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"As of 2022, after more than 60 years of experience with influenza vaccines, very little improvement in vaccine prevention of infection has been noted. As pointed out decades ago, and still true today, the rates of effectiveness of our best approved influenza vaccines would be inadequate for licensure for most other vaccine-preventable diseases... Taking all of these factors into account, it is not surprising that none of the predominantly mucosal respiratory viruses have ever been effectively controlled by vaccines... Durably protective vaccines against non-systemic mucosal respiratory viruses with high mortality rates have thus far eluded vaccine development efforts."²

Why don't the CDC and other health agencies tell us this information? Why haven't doctors and drug stores stopped promoting and giving this vaccine? Why is there apparently one message from the governments and medical system for the public, while behind the scenes, there is an entirely different story? Should we trust the same people to continue experimenting on us after 60 years of influenza vaccine failures that have actually caused more misery than influenza would have?

1. Chapter B, Vital Statistics and Health and Medical Care, Vital Statistics, B 149-166, p. 58, 2.census.gov/prod2/statcomp/documents/CT1970p1-03.pdf; Leading Causes of Death, 1900-1998.



Vaccination for influenza began in the 1970s. The chart¹ shows that mortality rates increased from the late 1970s to the early 2000s. Vaccination rates for the 65+-year-olds reached 60-70%, and over the next 20 or so years, the mortality rate slowly declined and reached essentially the same level as it had been when vaccination programs began. So, during these over 40 years, the death rate has not improved. Despite widespread yearly influenza vaccination programs with high public acceptance, there has been an abject failure in preventing deaths.

In a little-known 2023 paper published in the journal *Cell Host Microbe*, to which Anthony Fauci is a contributor, prominent vaccine advocates acknowledge a significant shortcoming: vaccines have failed to effectively control influenza. This admission is astonishing, given the longstanding promotion of the influenza vaccine as a

stacks.cdc.gov/view/cdc/53236 Vital Statistics of the United States 1992 Volume II—Mortality Part A, U.S. Department of Health and Human Services, 1996, p. 12, various National Vital Statistics Reports 2001-2019; Impact of Influenza Vaccination on Seasonal Mortality in the US Elderly Population, Archives of Internal Medicine, vol. 165, February 14, 2005; Flu Vaccination Coverage, United States, 2019-20 Influenza Season, cdc.gov/flu/fluavxview/coverage-1920estimates.htm various CDC MMWR and other reports.

2. David M. Morens, Jeffrey K. Taubenberger, and Anthony S. Fauci, "Rethinking next-generation vaccines for coronaviruses, influenza viruses, and other respiratory viruses," *Cell Host Microbe*, January 11, 2023, cell.com/cell-host-microbe/fulltext/S1931-3128(22)00572-8

Originally published with video links at romanbystrzyanik.substack.com

Myocarditis and Stroke

Continued from p.4 (p.11, JULY 2024)

(KEEN 4/4)

Ischemic Stroke, Hemorrhagic Stroke, HTN, Tachycardia, Seizure/ischemic stroke (vasculitis), STEMI heart attack blocked coronary artery, bilat, Colitis, PEG Allergy, Polyarthritis, Allergic - possible anaphylaxis, Other Possible Allergic, Seizure, erythema multiforme rash, Petechial rash/hives, Hyperthyroidism, Thrombus, soft tissue swelling, Costochondritis, chest pain, chest pain/cardiac, Flare Inflammatory oligoarthritis, Myocarditis, Bell's Palsy, Bell's Palsy vs TG Neuralgia, Bilateral leg pain/paresthesia, Optic neuritis, paresthesia face, Leg cramps, Chest pain/fever, Vertigo, Palpitations, Abdominal Pain, Cerebrovascular accident (CVA), SIC, Guillain-Barré syndrome (GBS), Paresthesia arm/face, persistent headache, Thrombocytopenia, Fatigue/myalgias, Premature ventricular contractions (PVCs).

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More information at shellyhipson.ca

1. odyssey.com/shellyhipson.0/What-Houston-and-Strang-AREN'T-Telling-you-About-COVID-19-in-Nova-Scotia.e
2. shellyhipson.ca/documents/NSCovNewsletter2.pdf
3. [shellyhipson.ca/documents/NEWSLETTER_2_NShealthnews\(3\).pdf](http://shellyhipson.ca/documents/NEWSLETTER_2_NShealthnews(3).pdf)
4. shellyhipson.ca/documents/2023-00345-HEA Decision Letter.pdf
5. shellyhipson.ca/documents/2023-00345-HEA Applicant Copy.pdf
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Correction Notice

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Where:
 Council Chambers
 Victoria City Hall
 1 Centennial Square
 Victoria, BC

Get Involved:
 Outlined below are the ways in which you can participate.
 The meeting may be viewed and heard via the City's live stream webcast at www.victoria.ca

- SCRAP IT ALL! "ENGAGE" DYSTOPIA & OVERDRIVE DOMICIDE

What is being proposed?

A. The City of Victoria is seeking your input on the proposed new Official Community Plan, changes to Zoning Bylaw 2018 and the Zoning Regulation Bylaw, as well as the proposed Amenity Cost Charges Bylaw. These changes affect the entire City of Victoria.

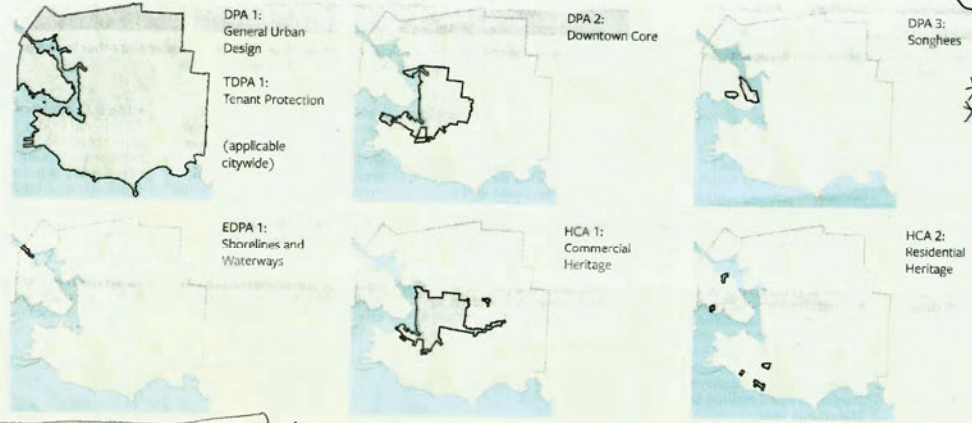
Official Community Plan Bylaw, 2025, No. 25-045:

The purpose of this bylaw is to replace the 2012 Official Community Plan with a new Official Community Plan, 2025. This plan guides how Victoria will meet the needs of our growing population and address the housing and climate crises, in addition to updated policies, objectives and targets, the new Official Community Plan provides a simplified framework for the City's Development Permit Areas (DPA) and Heritage Conservation Areas (HCA), applying the following DPAs and HCAs to the City:

- DPA 1: General Urban Design
- DPA 2: Downtown Core
- DPA 3: Songhees
- Environmental DPA 1: Shorelines and Waterways
- HCA 1: Commercial Heritage
- HCA 2: Residential Heritage
- TDPA: Tenant Protection

*** NEW CLIMATE RESEARCH: GLOBAL CLIMATE INTELLIGENCE GROUP & "THE WORLD CLIMATE DECLARATION"**
- NO TO ECONOMIC PLAN 3.0 "OVERDRIVE DOMICIDE"
- POPULATION EXCESS DEATHS EFFECTS?

The maps below show the DPAs and HCAs in the proposed Official Community Plan. For full detail, please review the proposed Official Community Plan document online at: engage.victoria.ca/ocp



NONE OF THESE USE * OCP 2012 WITH ANY REVISIONS ADDED: FAIRFIELD 2019 EXAMPLE

Zoning Bylaw 2018, Amendment Bylaw (No. 17), No. 25-038:

NO: SEE ZONING BYLAW 2018, NO. 72-18, AMEND IT

The purpose of this bylaw is to align zoning with the Official Community Plan and thereby proactively enable the housing capacity needed to meet Victoria's long term (20 to 30 year) housing needs. In addition, new zones developed as part of the Industry, Arts & Innovation District Action Plan would be applied through this amendment. Overall, the bylaw simplifies zoning regulations across the city while generally retaining entitlements for existing uses. This bylaw introduces the following zones which would apply to parcels throughout the city as depicted on the following map, replacing hundreds of zones currently regulated by the Zoning Regulation Bylaw:

- General Residential District - 1 Zone (GRD-1)
- Local Village District - 1 Zone (LVD-1)
- Community Village District - 1 Zone (CVD-1)
- Town Centre District - 1 Zone (TCD-1)
- Industry, Arts & Innovation - 1 Zone (IAI-1)
- Marine Industrial - 1 Zone (MI-1)

CREATED BY VARIANCES A LOT!
SEE: DOUGLAS, JUN/JUL 2017, PAGES 44-45.
"WHAT'S GOING UP VICTORIA" 42 DOWNTOWN PROPERTIES
- URL: issuu.com/page-one/docs/dj17

This map shows the proposed application of new zones in accordance with Zoning Bylaw 2018, Amendment Bylaw (No. 17), No. 25-038, in alignment with the proposed Official Community Plan, 2025. A larger version of this map is available via the project webpage: engage.victoria.ca/ocp

NONE OF THESE. KEEP URBAN PLACE DESIGNATIONS

MODIFY ZONING 2018 BYLAW NO. 72-18:

TOWER HEIGHTS HA-1 TO HA-4 IN CBD-1 & CBD-2: 45-72m NEED TO BE STOPPED & NOT GIVEN ANY MORE IN THE CITY. DENSITY IS TOO HIGH NOW.



Areas Affected by Amendment to Zoning Bylaw 2018:

- General Residential District - 1 Zone (Priority Growth Areas)
- General Residential District - 1 Zone (Residential Infill Area)
- Local Village District - 1 Zone
- Community Village District - 1 Zone
- Town Centre District - 1 Zone
- Town Centre District - 1 Zone (See Site Specific Regulations)
- Industry Arts and Innovation - 1 Zone - Sub Area 1 Light Industrial
- Industry Arts and Innovation - 1 Zone - Sub Area 2 Douglas West
- Industry Arts and Innovation - 1 Zone - Sub Area 3 Rock Bay Slope
- Marine Industrial - 1 Zone

Areas Not Affected by Amendment:

- Other Uses and Districts
- Public Facilities Institutions Parks and Open Space

SEE PAGE 42 OCP 2012 MAP 2, URBAN PLACE DESIGNATIONS

- MEDIAN INCOMES FOR RENTS: AFFORDABLE IS HOPEFULLY A MAXIMUM OF LESS THAN 50% OF THAT. TOGETHER AGAINST POVERTY NOT VIABLE - VACANCY CONTROL: TAPS.

Zoning Regulation Bylaw, Amendment Bylaw (No. 1361), No. 25-051:

The purpose of this bylaw is to:

- replace references to the 2012 Official Community Plan with references to the proposed new Official Community Plan, 2025, NO
- remove the requirement for highway dedications on Missing Middle projects in zoning, as they are intended to be captured under the forthcoming Works and Services Bylaw
- allow highway dedications to be exempt from the calculation of floor space ratio, and
- incorporate rental rates for the purposes of the Tenant Protection During Redevelopment Bylaw.

Amenity Cost Charges Bylaw 2025, No. 25-048:

"Who's Picking up the Tab?: Federal and Provincial Dismantling onto Local Governments"

The purpose of this bylaw is to establish a financing tool to help fund capital costs of new community, cultural and childcare spaces as well as street parks and plazas. This tool provides a clear and predictable framework through which new development will contribute to amenities needed as Victoria grows, even as zoning modernization enables most residential development to proceed without the need for a rezoning process.

How to Participate:

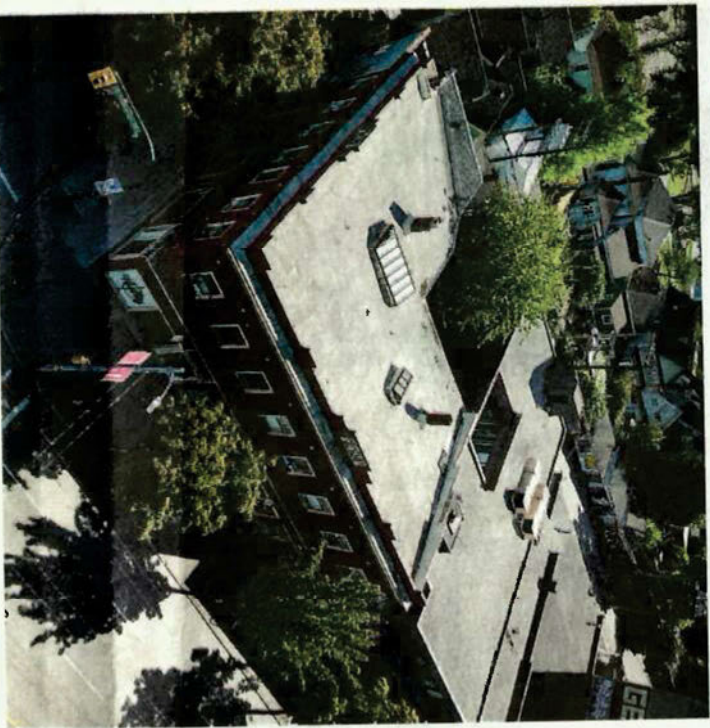
- Watch the meeting live at the following link:**
 - victoria.ca/councilmeetings
- Submit written comments:**
 - Email: publichearings@victoria.ca
 - Mail: Legislative Services, #1 Centennial Square, Victoria, B.C.
 - Drop off: to the Ambassador in City Hall Lobby (entrance c)
 - Written submissions must be received by 12:00 p.m. the day before the meeting.
- Submit pre-recorded video:**
 - Email submission to publichearings@victoria.ca
 - Maximum 5 minutes in length
 - Must be received by 2:00 p.m. the Tuesday before the meeting.
- Pre-register to speak live - via telephone:**
 - Email: publichearings@victoria.ca
 - Maximum 5 minutes to address Council
 - Telephone: 250-383-7222

(1/4)

SHARON KEEN
 ANTHROPOLOGY
 CULTURAL ECOLOGY
 #105-975 FAIRFIELD ROAD
 VICTORIA, B.C.
 V8V 3A3

2014 Columbia Institute, Van.
 Over 100 BC municipalities but NOT VICTORIA.
 WELL WRITTEN & GRAPHS ARE INCREDIBLE. AND, MORE RELEVANT NOW THAN IN 2014 WITH BC GOVT'S...

cited in B.C. case of missed bodies



An aerial view of the Heatley Block single-room occupancy building in Vancouver. DARRYL DYCK, THE CANADIAN PRESS



Bullet holes are seen in the windshield and hood of an SUV as a coroner and other investigators examine the scene of an incident in April 2019. DARRYL DYCK, THE CANADIAN PRESS

Continued from Page A4

But she said she had also come came to a point where she felt she couldn't put in "one more shift" and resigned.

Former coroners had attempted to unionize to no avail, while others made ill-fated complaints under human rights and employment standards laws to highlight the perils of the on-call job working with dead bodies, without health benefits, a pension or an hourly wage increase for nearly a decade.

"I was pretty fed up. I did have some horrendous cases," Schultz said.

She said one case involved the death of a child, and police officers on scene told her she would need a "critical incident debrief" afterwards to deal with the gruesome circumstances. But she said aftercare from

a week, and wasn't allowed to drink alcohol.

His mobility was also restricted while on call.

But the tribunal found that because MacAulay worked from home, he "could not be deemed to be at work while on call from his residence," and dismissed his case. MacAulay could not be reached for comment.

The service also faced an employment standards complaint over unpaid on-call time filed in November 2023 by a field coroner named Dawn Giles, but a delegate of B.C.'s director of employment standards ruled against her in March this year.

Dealing with dead bodies part of the job: tribunal

The coroners service argued it wouldn't be able to maintain current coverage by field

that it still falls on deaf ears is astounding," MacIntosh said.

The grim nature of the work at death scenes and the pressures facing the service may have combined in the bungling of the Pham case.

Schultz said a scene like the Heatley Avenue apartment, involving dead bodies and hoarding, would typically attract insects and vermin.

Such scenes were often so "malodorous" that police might wait outside in their car or in

a hallway or lobby while the coroner investigated, she said.

"And if the police are doing the call with a coroner who's remote over the phone, there wouldn't be the presence on the scene to do an adequate scene assessment," she said.

"Had someone from the coroners service attended, they would have spent enough time doing the scene assessment to realize that there was something else.

"It's not quite right."

• The B.C. Ministry of Public Safety said Friday that it was unaware of the B.C. Coroners Service continuing a practice of not going in person to certain death scenes after 2019, as a way to save money. Coroners would speak to a police officer instead. Ministry spokeswoman Tasha Schollen said the ministry's understanding was that in-person scene attendance had been "restored" six years ago, and it's now discussing the situation with the service.

idar

What the Government, Media, and Health Services Failed to Tell Nova Scotians

[85% injected]

By Shelley Hipson

Premiers Stephen McNeil, Iain Rankin, Tim J. Houston, Nova Scotia Chief Medical Officer of Health, Robert Strang, and the media, failed to tell you the following...

To those who lost their jobs and income... Who stood up and spoke the truth as hard as that was... Who were denied entrance to public places, including hospitals, long term care, and funerals... Who died alone and were denied from seeing loved ones in those final moments... Who took the COVID-19 shots and have been injured or have died because they trusted the doctors, the government, politicians, and the media...

...all of this was for a "virus" that, according to their data, had a 99.5% recovery rate in Nova Scotia.

This project—to collect Nova Scotia government data and information via Freedom of Information requests—is to honour those who intuitively knew that something was wrong but wanted the proof. We got the proof.

I want to be clear: Based on their own government data that I have collected over the past three years, there was no indication of a serious "novel Corona virus" or a life-threatening COVID-19 illness in Nova Scotia. After doing 80+ Freedom of Information requests, and reviewing hundreds and hundreds of pages of records, I have found no evidence that a pandemic ever happened in this province.

If you don't have a lot of time, this seven-minute video¹ of what Houston and Strang aren't telling you about COVID-19 in Nova Scotia captures a basic overview of some of the information that I uncovered.

However, with the rollout of the vaccine, the vaccine mandates and the vaccine passport, something very disturbing has started to happen in **January 2022: a significant uptick in deaths in this province.**

This is evident prior to the mandates being lifted on March 21, 2022 and after 85% of Nova Scotians had been vaccinated, and it seems to be tied specifically to the rollout of the third shot, also referred to as "the booster."

What is even more disturbing, is that no one in government, the mainstream media, or the medical community is publicly talking about it. But I want to reassure you that thousands of us have done our own research and we know the truth.

We collected and compiled information by applying to the Nova Scotia government for Freedom of Information (FOI) records. You can request records, pay \$5, and receive responses directly from the government. It is their data, their numbers.

These two newsletters contain COVID-19 Nova Scotia government data for distribution, or for quick reference.^{2,3}

What is a Freedom of Information request?

Information Access and Privacy (IAP) Services does not answer questions or provide analyzed data. They provide government records. Therefore, we are required to piece the records together to uncover the truth. Why did I do this? Because I felt that the government, politicians, and media were lying, and I was concerned that these records would disappear one day.

Sections of the Act are often used to not provide a record or response. Also, the record can be redacted (blacked out) and therefore, it does not provide information that we are seeking. They can use a tactic and charge significant and unaffordable fees, which can deter access.

Records were received from the Department of Health and Wellness (DHW), where Dr. Robert Strang, the N.S. Chief Medical Officer of Health, is a public servant, the Nova Scotia Health Authority, a registered charity that is in charge of operating our Nova Scotia hospitals and is funded by the DHW, the Premier's Office, the Department of Education, Nova Scotia Vital Statistics, Statistics Canada, and the Nova Scotia COVID-19 Dashboard website.

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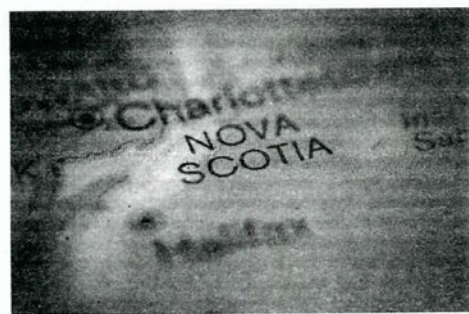
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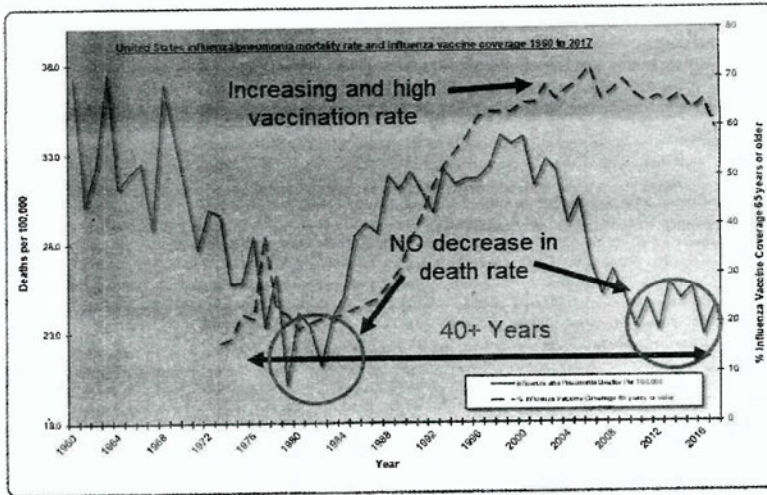
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Continued from p.4 (p.11, JULY 2024)

(KEEN 4/4)

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More information at shellyhipson.ca

1. odysee.com/@shellyhipson:0/What-Houston-and-Strang-AREN7-Telling-you-About-COVID-19-in-Nova-Scotia:e
2. shellyhipson.ca/documents/NSCovNewsletter2.pdf
3. [shellyhipson.ca/documents/NEWSLETTER_2NShealthnews\(3\).pdf](https://shellyhipson.ca/documents/NEWSLETTER_2NShealthnews(3).pdf)
4. shellyhipson.ca/documents/2023-00345-HEA Decision Letter.pdf
5. shellyhipson.ca/documents/2023-00345-HEA Applicant Copy.pdf
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our neighbourhood



NOTICE OF PUBLIC HEARING

Public Hearing item will be considered by Council at a Council Meeting on Thursday, September 11, 2025 at 6:30 p.m.

Where:
Council Chambers
Victoria City Hall
1 Centennial Square
Victoria, BC

Get Involved:
Outlined below are the ways in which you can participate.
The meeting may be viewed and heard via the City's live stream webcast at www.victoria.ca

What is being proposed?

A. The City of Victoria is seeking your input on the proposed new Official Community Plan, changes to Zoning Bylaw 2018 and the Zoning Regulation Bylaw, as well as the proposed Amenity Cost Charges Bylaw. These changes affect the entire City of Victoria.

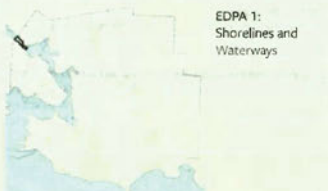
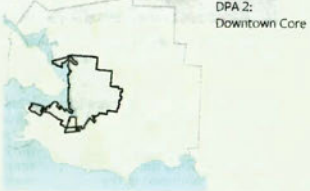
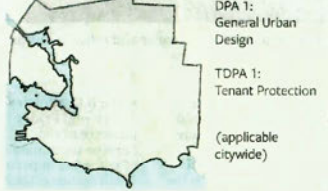
Official Community Plan Bylaw, 2025, No. 25-045:

The purpose of this bylaw is to replace the 2012 Official Community Plan with a new Official Community Plan, 2025. This plan guides how Victoria will meet the needs of our growing population and address the housing and climate crises. In addition to updated policies, objectives and targets, the new Official Community Plan provides a simplified framework for the City's Development Permit Areas (DPA) and Heritage Conservation Areas (HCA), applying the following DPAs and HCAs to the City:

- DPA 1: General Urban Design
- DPA 2: Downtown Core
- DPA 3: Songhees
- Environmental DPA 1: Shorelines and Waterways
- HCA 1: Commercial Heritage
- HCA 2: Residential Heritage
- TDPA: Tenant Protection

KEEP OUR NEIGHBOURHOODS & HERITAGE
NO, TO "ONE CITY, ONE PLAN". HONOR OCP 2012: A 30 YEAR PLAN
NEW CLIMATE RESEARCH & GLOBAL CLIMATE INTELLIGENCE GROUP & "THE WORLD CLIMATE DECLARATION"
NO TO ECONOMIC PLAN 3.0 "OVERDRIVE DOMICIDE"
POPULATION EXCESS DEATHS EFFECTS?

The maps below show the DPAs and HCAs in the proposed Official Community Plan. For full detail, please review the proposed Official Community Plan document online at engage.victoria.ca/ocp



NONE OF THESE USE * OCP 2012. WITH ANY REVISIONS ADDED: FAIRFIELD 2019 EXAMPLE

Zoning Bylaw 2018, Amendment Bylaw (No. 17), No. 25-038:

The purpose of this bylaw is to align zoning with the Official Community Plan and thereby proactively enable the housing capacity needed to meet Victoria's long term (20 to 30 year) housing needs. In addition, new zones developed as part of the Industry, Arts & Innovation District Action Plan would be applied through this amendment. Overall, the bylaw simplifies zoning regulations across the city while generally retaining entitlements for existing uses. This bylaw introduces the following zones which would apply to parcels throughout the city as depicted on the following map, replacing hundreds of zones currently regulated by the Zoning Regulation Bylaw.

- General Residential District - 1 Zone (GRD-1)
- Local Village District - 1 Zone (LVD-1)
- Community Village District - 1 Zone (CVD-1)
- Town Centre District - 1 Zone (TCD-1)
- Industry, Arts & Innovation - 1 Zone (IAI-1)
- Marine Industrial - 1 Zone (MI-1)

NO: SEE ZONING BYLAW 2018, NO. 12-18, AMEND IT

SEE DOUGLAS JUN/JUL 2017, PAGES 44-45. "WHAT'S GOING UP VICTORIA" 42 DOWNTOWN PROPERTIES - URL: issuu.com/page-one/docs/dj17

CREATED BY VARIANCES A LOT.

This map shows the proposed application of new zones in accordance with Zoning Bylaw 2018, Amendment Bylaw (No. 17), No. 25-038, in alignment with the proposed Official Community Plan, 2025. A larger version of this map is available via the project webpage: engage.victoria.ca/ocp

NONE OF THESE. KEEP URBAN PLACE DESIGNATIONS

MODIFY ZONING BYLAW 2018 BYLAW NO. 12-18:
TOWER HEIGHTS HA-1 TO HA-4 IN CBD-1 & CBD-2: 45-72m
NEED TO BE STOPPED & NOT GIVEN ANY MORE IN THE CITY. DENSITY IS TOO HIGH NOW.



Areas Affected by Amendment to Zoning Bylaw 2018:

- General Residential District - 1 Zone (Priority Growth Areas)
- General Residential District - 1 Zone (Residential Infill Area)
- Local Village District - 1 Zone
- Community Village District - 1 Zone
- Town Centre District - 1 Zone
- Town Centre District - 1 Zone (See Site Specific Regulations)
- Industry Arts and Innovation - 1 Zone - Sub Area 1 Light Industrial
- Industry Arts and Innovation - 1 Zone - Sub Area 2 Douglas West
- Industry Arts and Innovation - 1 Zone - Sub Area 3 Rock Bay Slope
- Marine Industrial - 1 Zone

Areas Not Affected by Amendment:

- Other Uses and Districts
- Public Facilities Institutions Parks and Open Space

SEE PAGE 42 OCP 2012
MAP 2, URBAN PLACE DESIGNATIONS

- MEDIAN INCOMES FOR RENTS: AFFORDABLE IS HOPEFULLY A MAXIMUM OF LESS THAN 50% OF THAT. TOGETHER AGAINST POVERTY
NOT VISIBLE. VACANCY CONTROL: TAPS.

Zoning Regulation Bylaw, Amendment Bylaw (No. 1361), No. 25-051:

The purpose of this bylaw is to:
 • replace references to the 2012 Official Community Plan with references to the proposed new Official Community Plan, 2025, NO
 • remove the requirement for highway dedications on Missing Middle projects in zoning, as they are intended to be captured under the forthcoming Works and Services Bylaw
 • allow highway dedications to be exempt from the calculation of floor space ratio, and
 • incorporate rental rates for the purposes of the Tenant Protection During Redevelopment Bylaw.

Amenity Cost Charges Bylaw 2025, No. 25-048:

The purpose of this bylaw is to establish a financing tool to help fund capital costs of new community, cultural and childcare spaces as well as street parks and plazas. This tool provides a clear and predictable framework through which new development will contribute to amenities needed as Victoria grows, even as zoning modernization enables most residential development to proceed without the need for a rezoning process.

[Who's Picking up the Tab?: Federal and Provincial Downloading onto Local Governments]

How to Participate:

- Watch the meeting live at the following link: victoria.ca/councilmeetings
- Submit written comments:
 - Email: publichearings@victoria.ca
 - Mail: Legislative Services, #1 Centennial Square, Victoria, B.C.
 - Drop off: to the Ambassador in City Hall Lobby (entrance C)
 - Written submissions must be received by 12:00 p.m. the day before the meeting.
- Submit pre-recorded video:
 - Email submission to publichearings@victoria.ca
 - Maximum 5 minutes in length



SHARON KEEN
ANTHROPOLOGY
CULTURAL ECOLOGY
#105-975 FAIRFIELD ROAD
VICTORIA, B.C.
V8V 3A3

2014 Columbia Institute, Van.
Over 100 BC municipalities but NOT VICTORIA.
WELL WRITTEN & PEOPLE ARE INCORPORATED