#### REPORTS OF COMMITTEES

#### 3. Committee of the Whole - October 19, 2017

#### 12. Council Workshop - Draft Victoria West Neighbourhood Plan

#### Motion:

It was moved by Councillor Alto, seconded by Councillor Coleman, that Council:

- 1. Direct staff to consider feedback from Council and the community and prepare a final proposed Victoria West Neighbourhood Plan.
- 2. Refer the draft Victoria West Neighbourhood Plan and associated Design Guidelines to the Advisory Design Panel for comment.

**Carried Unanimously** 

#### 8. Workshop

#### 8.1 Council Workshop - Draft Victoria West Neighbourhood Plan

Committee received a report dated September 29, 2017, from the Director of Sustainable Planning and Community Development regarding the draft Victoria West Neighbourhood Plan.

#### Committee discussed:

- Desire for a neighbourhood wide inclusionary housing policy.
- Concerns raised by the neighbourhood regarding the density on Skinner Street.
- Land assembly and future development within the neighbourhood, including traffic calming plans.
- · Commuter parking in the area and potential for a parking review.
- Protection of land use in proximity to waterways and recovering waterfront access.
- Engagement of stakeholders with the development of the plan.
- · Potential for a community centre in the Bayview/Dockside area.
- Greenway connections and active transportation networks.

#### Motion:

- It was moved by Councillor Loveday, seconded by Councillor Isitt, that Council:
- Direct staff to consider feedback from Council and the community and prepare a final proposed Victoria West Neighbourhood Plan.
- 2. Refer the draft Victoria West Neighbourhood Plan and associated Design Guidelines to the Advisory Design Panel for comment.

#### Committee discussed:

- Acknowledging the indigenous history of the area.
- Restoration of natural areas, including maintenance and planning of space.

CARRIED UNANIMOUSLY 17/COTW



### Committee of the Whole Report

For the Meeting of October 19, 2017

To:

Committee of the Whole

Date:

September 29, 2017

From:

Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject:

Council Workshop - Draft Victoria West Neighbourhood Plan

#### RECOMMENDATION

#### That Council:

1. Direct staff to consider feedback from Council and the community and prepare a final proposed Victoria West Neighbourhood Plan.

2. Refer the draft Victoria West Neighbourhood Plan and associated Design Guidelines to the Advisory Design Panel for comment.

#### **EXECUTIVE SUMMARY**

The purpose of this report is to present Council with the draft Victoria West Neighbourhood Plan, receive initial feedback from Council, and report on early community feedback on the draft plan. In the spring of 2016, a process was launched to develop a new neighbourhood plan for the Victoria West neighbourhood, involving residents, business owners and community groups. A series of engagement events were held in the fall and winter 2016-2017 to develop a neighbourhood-specific vision and goals, and to dig deeper into key planning issues. The development of the draft plan has been supported by the Neighbourhood Working Group, which has played an important role in advising on the delivery and design of engagement and acted as a sounding board on policy development.

Based on input from the broader community and the Working Group, staff collaborated across departments to develop a draft Victoria West Neighbourhood Plan (Attachment A).

#### Key proposed directions include:

- allowing secondary suites in duplexes and small lot houses, and townhouse lock-off suites
- encouraging townhouses and rowhouses in certain locations
- new multi-unit housing for Skinner Street, Craigflower Road, Westside Village area and on and near Esquimalt Road
- new housing and office spaces above compatible light industrial uses
- · completing active transportation connections and identifying potential improvements
- improving waterfront access and features
- suggesting improvements to guide future park planning.

The draft plan includes an action plan with recommended implementation actions to help inform future staff priorities, capital budget processes and the adoption of regulatory tools such as zoning and development permit area guidelines.

The Victoria West community was invited to review the draft plan from mid-August to the end of September 2017. Early feedback suggests strong community support for the draft plan. Staff are currently analyzing the feedback, and a summary of results will be presented to Council during the workshop. Following the Council workshop, staff will consider Council direction and public feedback and prepare a final plan for consideration by Council.

#### **PURPOSE**

The purpose of this report is to present Council with the draft Victoria West Neighbourhood Plan, receive initial feedback from Council, and report on early community feedback on the draft plan.

#### **BACKGROUND**

In the spring of 2016, a process was launched to develop a new neighbourhood plan for the Victoria West neighbourhood. A Neighbourhood Working Group was formed, comprised of a diverse group of residents, business owners, school representatives, development professionals and the Victoria West Community Association. The Working Group has played an important role by contributing to the planning and hosting of engagement events, encouraging neighbourhood participation, and acting as a sounding board on emerging policies.

#### Phase 1: Pre-Planning (May - July 2016)

Over 100 people contributed their ideas and aspirations for Victoria West at two community events:

- a community meeting to launch the project
- the Vic West Street Fest Sounding Boards.

#### Phase 2: Imagine (August - October 2016)

This phase identified planning issues for Victoria West and developed a vision as well as neighbourhood-specific goals. Opportunities for input included:

- on-line survey (152 responses)
- community workshop (50 participants)
- sounding boards (455 ideas).

#### Phase 3: Co-Create (November 2016 - July 2017)

A series of workshops were held in January to explore and dig deeper into key planning issues in Victoria West and identify early direction for the neighbourhood plan. Events included:

- the Transportation and Community Design Walkshop (90 participants)
- the Future of Urban Villages Walkshop (50+ participants)
- the Ideas Fair (70 participants).

Based on community input, staff reviewed early policy directions with the Working Group and prepared a draft plan in collaboration City departments.

The engagement summary of Phases 1, 2 and 3 is available on the City's website.

#### Phase 4: Draft Plan Review (May 2017 - present)

The community was invited to provide feedback on the draft Victoria West Neighbourhood Plan from August 22 to September 27, 2017. The intent of engagement was to receive feedback from on the content of the draft plan and determine whether the plan reflects the community's vision for the future.

Staff used a variety of formats, venues and techniques to communicate the contents of the plan and engage with the neighbourhood:

- an on-line survey (187 responses)
- two formal open houses (110+ participants)
- a youth pop-up event at the Vic West Skate Park (25 participants)
- three area-specific drop-in events at Westside Village, Esquimalt Road and Craigflower Village (50+ participants total)
- two pop-ups at the Swim-a-Month event and Vic West Corn Roast (110+ participants)
- four "Pizza and a Planner" living room meetings hosted by community members (85 participants)
- a presentation to the Victoria West Community Association (30 participants)
- meetings with the Gorge Waterway Initiative and the Tyee Co-op (35 participants).

Staff are currently compiling the engagement results and will use this feedback along with direction from the Council workshop to prepare a detailed engagement summary, which will indicate what was heard and how this feedback influences the final proposed plan.

#### **ISSUES & ANALYSIS**

#### Proposed Key Moves in the Plan

Based on community feedback, the draft plan proposes new policy direction for some topics such as urban villages, employment areas and housing in traditional residential areas and along major roads. For other areas, such as transportation and parks, the draft plan builds on existing direction in the existing Official Community Plan (2012) (OCP), Victoria West Neighbourhood Plan (1986) and other City-wide policies.

#### The plan's Key Moves include:

- Create Strong Village Hearts:
  - Westside Village Area: support multi-storey buildings for housing and employment in the Westside Village area; enhance the sense of place and public realm; improve connections for pedestrians and cyclists; explore a centrally-located community facility
  - ii. Craigflower Village: allow a broader mix of housing types, including small multi-unit or mixed use buildings; extend the village footprint to support more retail spaces
  - iii. Catherine Street and Edward Street: establish a new small urban village around the existing commercial area.
- 2. Connect the community, by:
  - i. completing pedestrian and cycling routes
  - ii. identifying key intersections for improvements
  - better connecting neighbourhood destinations to the Galloping Goose and E&N trails.

- 3. Add housing that fits the neighbourhood character in older residential areas, including:
  - i. allowing secondary suites in duplexes and small lot houses, as well as lock-off suites in some townhouses
  - ii. supporting houseplexes, rowhouses and single-row townhouses in certain locations
  - iii. supporting double-row townhouses on larger lots in the southeastern traditional residential area
  - iv. reducing the size of lots eligible for small lot houses from 260m² to 180m²
  - v. reducing the size of lot eligible for duplexes from 555 m<sup>2</sup> to 460 m<sup>2</sup>
  - vi. conserving and re-using heritage buildings by allowing additional housing types (e.g. single detached house with two secondary suites, or with secondary suite and garden suite)
  - vii. supporting revitalization of existing housing co-ops
  - viii. updating urban design guidelines.
- 4. Create more places to live near transit and amenities, including:
  - i. new multi-unit housing near Esquimalt Road along Skinner Street, along Craigflower Road (near the village) and within Westside Village.
- 5. Strengthen connections to the waterfront, by:
  - i. supporting new or improved features to enhance waterfront access (e.g. docks, trail improvements)
  - ii. continuing to work in partnership to restore water and environmental quality.
- 6. Support jobs in the neighbourhood including:
  - encouraging the retention of waterfront industries
  - ii. maintaining existing light industrial spaces
  - iii. supporting housing or offices above compatible light industrial uses in certain locations.
- 7. Strengthen parks and food systems, by:
  - i. identifying future improvements to guide future park plans
  - ii. supporting opportunities for food production on public and private land.

#### **Design Guidelines**

In order to provide more guidance for new development, it is proposed that the *Design Guidelines* for Intensive Residential Development - Townhouse and Rowhouse and the Revitalization Guidelines for Corridors, Villages and Town Centres be applied to Victoria West, and that neighbourhood-specific content be added as needed. Staff will present proposed development permit areas and related guidelines for Council's consideration prior to engagement on the final proposed plan.

#### Early Engagement Feedback

Staff continue to analyze the community feedback on the draft plan and a summary will be presented to Council at the workshop. Early results from the survey and open houses suggest positive support for the plan, with most proposed policies receiving "strongly support" or "somewhat support" rankings from respondents.

Some key comments noted in early results include:

 strong support for proposed housing policies in traditional residential areas, including allowing secondary suites in a wider range of housing types. Some concern for townhouses and rowhouses in these areas, and parking management

- support for additional multi-unit housing along major roads, with some concern for Esquimalt Road building heights and potential change in character on Skinner and Suffolk Streets
- very strong support for transportation policies. Identification of additional transportation issues, including additional "hot spots" and parking management
- support for urban village policies. Some concerns regarding management of additional parking and traffic demand, and mixed opinions regarding additional building height near Craigflower Village and Westside Village
- support for parks policies, including strong support for more docks and waterfront features
- some concern regarding overall density being added to the neighbourhood
- existing master planned areas could be better integrated into the neighbourhood plan.

A summary of engagement on the draft plan will be provided to Council at the workshop.

#### **Action Plan**

The plan includes a draft action plan (Chapter 15) to inform future work plan priorities and capital budget processes. Implementation of the action plan must be balanced with available resources and City priorities, and will be accomplished through a variety of sources including capital programming, amenity contributions, grants and partnerships.

#### **Next Steps**

Staff will incorporate Council and community feedback on the draft plan and prepare a final proposed plan. Prior to consulting the community on the final proposed plan, staff will identify and seek Council's direction to consult on any proposed OCP amendments needed to align with the neighbourhood plan. The findings of the consultation on the final proposed plan and the proposed OCP amendments will be brought forward to Council for consideration of approval.

#### **OPTIONS & IMPACTS**

Preliminary engagement results suggest strong community support for the policies in the draft Victoria West Plan. As a result, staff recommend proceeding with detailed analysis of engagement results, considering revisions and preparing a final proposed plan for review by the community and consideration by Council. No other options are identified.

#### Accessibility Impact Statement

The neighbourhood plan contains a number of policies that will make the public spaces more accessible to people of all abilities, including improving pedestrian crossings, sidewalks and trails.

#### 2015 - 2018 Strategic Plan

This milestone in the Victoria West Neighbourhood Plan process supports Strategic Plan, Objective 3: Strive for Excellence in Planning and Land Use which contains actions and outcomes to undertake local area planning focused on urban villages and transportation corridors.

#### Impacts to Financial Plan

Impacts to the Financial Plan will be outlined for Council when the final Action Plan and proposed final plan are presented to Council for consideration.

#### Official Community Plan Consistency Statement

Preparation of a new Victoria West Neighbourhood Plan is consistent with the OCP, which provides planning direction for ground-oriented housing, small urban villages, transportation network, heritage and other policy areas. Some policies will likely require amendments to the OCP to align the two plans, such as land use designations and new development permit areas. Proposed OCP amendments will be brought forward to Council prior to consultation on the proposed final Victoria West Neighbourhood Plan.

#### CONCLUSIONS

The draft Victoria West neighbourhood plan represents an important milestone. The draft plan builds on community aspirations and feedback to propose policies related to housing, urban villages, major corridors, waterfront, transportation and other topics. Preliminary analysis of engagement results shows strong community support for the draft plan. Following Council's direction, staff will prepare a final proposed plan for review by the community and consideration of approval by Council.

Respectfully submitted,

Kristina Bouris

Senior Planner

Community Planning

Jonathan Tinney, Director

Sustainable Planning and Community

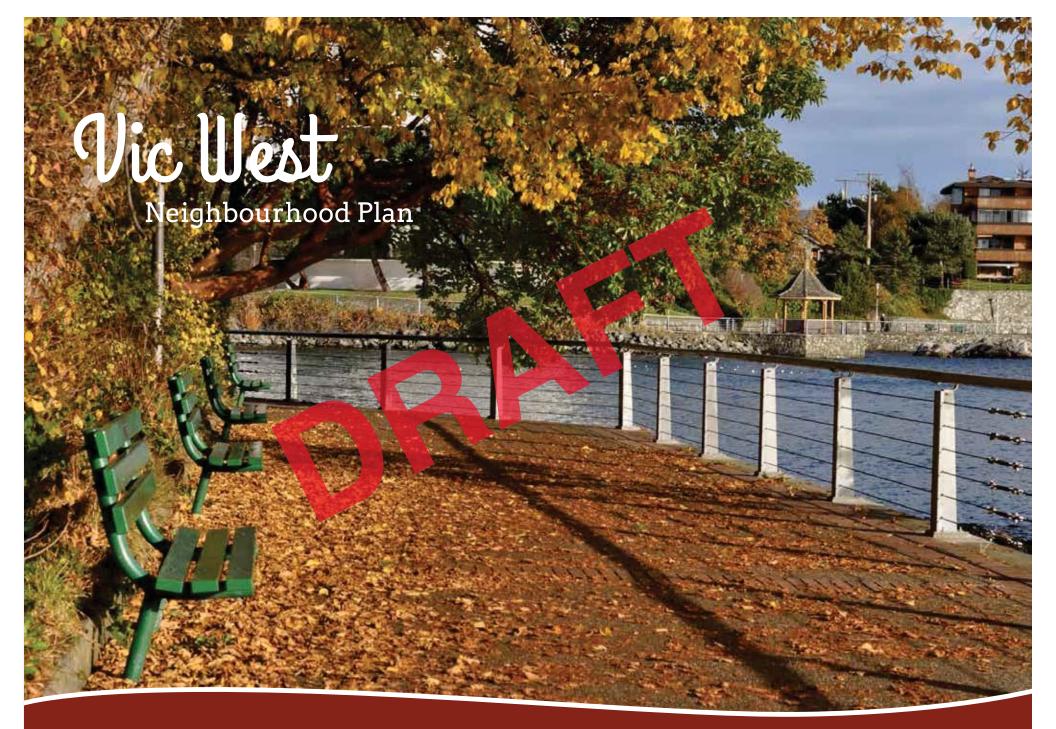
**Development Department** 

Report accepted and recommended by the City Manager

Date:

#### List of Attachments:

Attachment A: Victoria West Neighbourhood Plan, Draft





The City of Victoria acknowledges that the land and water of the Victoria West neighbourhood is the traditional territory of the Lekwungen people.

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# Big Moves in the Plan



Figure 1. Big Moves in the Plan



### Create Strong Village Hearts

#### What we heard

The shops and services at Westside Village are a great community asset. In the future, improving the cycling and walking access would enhance the village as a community gathering place. Future development should be sensitively designed to enhance streets and public places, add places to live and work and continue to provide access to shops, services and community facilities.

Craigflower Village is valued for its small shops, local flavour and friendly ambiance. Neighbours would like to maintain the character while supporting the existing businesses and providing more space for a few new shops and additional housing. The public space along Craigflower Road should be enhanced and connections to Banfield Park strengthened.

Other locations, including Harbour Road, Esquimalt Road near the E&N Trail, the Roundhouse, and Catherine Street at Edward Street present opportunities for neighbourhood gathering and services.

#### How the plan addresses what we heard

The plan supports the evolution of Westside Village as a mixed-use heart for the neighbourhood, with:

· multi-storey buildings for housing and employment

- an enhanced sense of place along streets and in public spaces, with a focus on Wilson Street. This includes ground-floor shops facing onto streets, enhanced street furniture and trees, and places to gather
- improved connections to and from the village for pedestrians and cyclists
- an opportunity for more Community Centre space

The plan supports small changes to the Craigflower Village area to:

- allow a broader mix of housing types adding residents to help support the businesses
- improve places to gather on both sides of Craigflower Road
- support some additional shops while maintaining the small scale of the village

The plan also designates a small village in the block of Catherine Street north of Edward Street, supporting new mixed-use, live-work and residential buildings of up to three storeys.

#### For more information on this Big Move

See Chapter 8, Urban Villages.



### Connect the community

#### What we heard

Vic West has several busy streets that are used for commuting traffic between Victoria and other municipalities. While two regional trails run through the community, it is often hard to get comfortably from neighbourhood destinations to the trails. Transportation improvements are needed to increase safety and connectivity, including better crossings, traffic calming and wayfinding.

#### How the plan addresses what we heard

The plan identifies new routes for pedestrians and cyclists and areas that may need upgrading. Future improvements include:

- Complete pedestrian and cycling routes and develop new ones to connect different parts of the neighbourhood
- Address key intersections, crossings and areas for improvement to make walking and cycling more comfortable and safe
- Better connect the neighbourhood to existing regional trails
- Improve the network of pathways that connects through the complicated block pattern of the neighbourhood

#### For more information on this Big Move

See Chapter 3, Transportation and Mobility.



### Add housing that fits neighbourhood character in older residential areas

#### What we heard

Vic West celebrates the diversity of people and housing in the neighbourhood. There is also a deep appreciation of the older residential areas, with their low-scale housing, modest green spaces on private lands, and food growing opportunities. The community wants to see this character maintained, while increasing the range of housing choices and improving affordability.

#### How the plan addresses what we heard

The plan supports the creation of more places to live while maintaining the character of the older residential area:

- Support small apartment buildings on Skinner Street and near Esquimalt Road
- Support row/townhouses and houseplexes, focused east of Russell Street
- Reduce the lot size required for small lot houses (west of Russell St.) or duplexes
- Allow suites in duplexes, small lot houses, and townhouses fronting streets
- Protect and re-use heritage buildings by allowing additional housing
- Support revitalization of existing housing cooperatives
- Provide updated urban design guidelines for new development

#### For more information on this Big Move

See Chapter 6, Residential Areas, and also Chapter 10, Heritage.



# Create more places to live near transit and amenities

#### What we heard:

The area around Esquimalt Road is currently under-utilized and would benefit from more vibrancy. New housing near trails and transit routes will help revitalize the area and provide places to live into the future.

#### How the plan addresses what we heard

The plan identifies new moderately-scaled housing opportunities near Skinner Street, along Esquimalt Road, and in the Lime Point Area:

- Enliven Esquimalt road with residential units above employment. Add residential buildings up to five storeys in some parts of Lime Point (south of Esquimalt Road)
- Support three-storey townhomes and smaller apartment buildings along Skinner Street
- Encourage three-storey mixed-use buildings, townhomes, and conversions of existing houses along Craigflower Road near the village. Encourage four-storey mixed-use buildings in the half block northeast of Skinner and Russell Street.
- Encourage new housing in mixed use buildings within Westside Urban Village
- Provide urban design guidance to be sensitive to neighbours, pedestrian areas and the shoreline

#### For more on this big move:

See Chapter 6, Residential Areas, and also Chapter 9, Employment Lands



# Strengthen connections to the waterfront

#### What we heard:

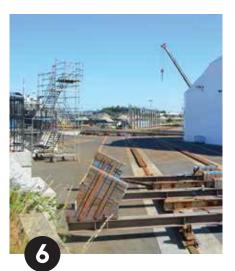
The waterfront is a precious asset and source of neighbourhood identity.

#### How the plan addresses what we heard

- Improve access to the waterfront through swimming docks and trail improvements
- Add features and improvements that encourage gathering and animate the waterfront
- Work with partners to restore water and environmental quality in the Gorge Waterway and its shores

#### For more on this big move:

See Chapter 4, Parks, Open Space and Waterways





# Support jobs and businesses in the neighbourhood

What we heard:

The neighbourhood has a rich history of employment connected to the E&N Rail and the harbour. Vic West continues to support a diversity of sectors including shipbuilding and marine services, brewing and food processing, artisan and light manufacturing, and trades, with a growing professional office and technology sector, providing important jobs in a central location. The community values preserving existing employment lands, renewing and maintaining space for neighbourhood-compatible artisan and light industries, creating offices for new employment, and finding opportunities for mixing living and working.

#### How the plan addresses what we heard

- Maintain the Upper Harbour waterfront for industry
- Encourage the retention and renewal of light industrial spaces and add new upper floor commercial and office spaces
- Support housing or offices above artisan and compatible light industrial businesses along parts of Esquimalt Road and in the Langford-Bay-Tyee area
- Mix employment and housing south of Tyee Road, transitioning to the Railyards residential area
- Support new upper-floor offices in Westside Urban Village

#### For more on this big move:

See Chapter 9, Employment Lands, and Chapter 8, Urban Villages.



### Strengthen parks and food systems

#### What we heard

The neighbourhood has great parks that provide areas for play and recreation, access to nature, and places to gather. Residents have many ideas for improving the parks to draw more people and offer even more activities and recreation for all ages and abilities.

The community prides itself on its urban food production and envisions growing more food in private green spaces, public parks, open spaces and boulevards, and on sites of new multi-unit buildings.

#### How the plan addresses what we heard

- Identify future improvements to parks and open spaces that add activities, improve comfort and safety, restore nature and encourage people to gather.
   These ideas will guide future park improvement plans.
- Support the creation of community gardens and orchards as communityinitiated projects. The plan identifies several locations, including Hereward and Triangle Parks
- Support the creation of new allotment or community gardens through private redevelopment, including gardens for residents in new multi-unit developments, and as public amenities should housing cooperatives redevelop to higher densities

#### For more on this big move:

See Chapter 4, Parks, Open Spaces and Waterfront, and Chapter 12, Neighbourhood Food Systems

# Introduction







Victoria West, or "Vic West," is a waterfront neighbourhood nestled between the Gorge Waterway and Outer Harbour. It is in the traditional territories of the Lekwungen people and has a rich history that stretches back thousands of years.

The Victoria West Neighbourhood Plan provides detailed policies to guide future development and change in the Victoria West community over the next 25 years. It identifies potential public and private sector investments and initiatives that support the community's vision for the future.

This plan builds on the 1986 Victoria West Plan. Over the last 30 years, Vic West has seen extensive changes. Former industrial lands have been transformed into master planned subneighbourhoods, including Songhees, Dockside Green, Railyards and Roundhouse. A diversity of housing has flourished in the residential neighbourhoods east of Alston Street. Regional active transportation corridors such as the Galloping Goose and E&N Trail connect Vic West to downtown and other parts of the region. Growing numbers of commuters use Vic West's major roads. Community-led projects such as public

food gardens, placemaking, public art and the community centre have transformed public spaces and built community.

This plan, which was launched in spring 2016, was developed in collaboration with the community to ensure future growth is shaped by those who know the neighbourhood best. Residents, business owners, employees, community groups and development professionals were all involved in shaping the neighbourhood to keep it a great place to live, work, play and visit.

# What is a Neighbourhood Plan?

By 2041, the city of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people may live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The neighbourhood plan will largely be accomplished through private development. The City uses a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation. Private and public projects will be reviewed for their ability to help achieve the plan's vision and goals.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets. planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Vic West Neighbourhood Plan provides more certainty about the community's vision for the area for developers, for the City and for residents.

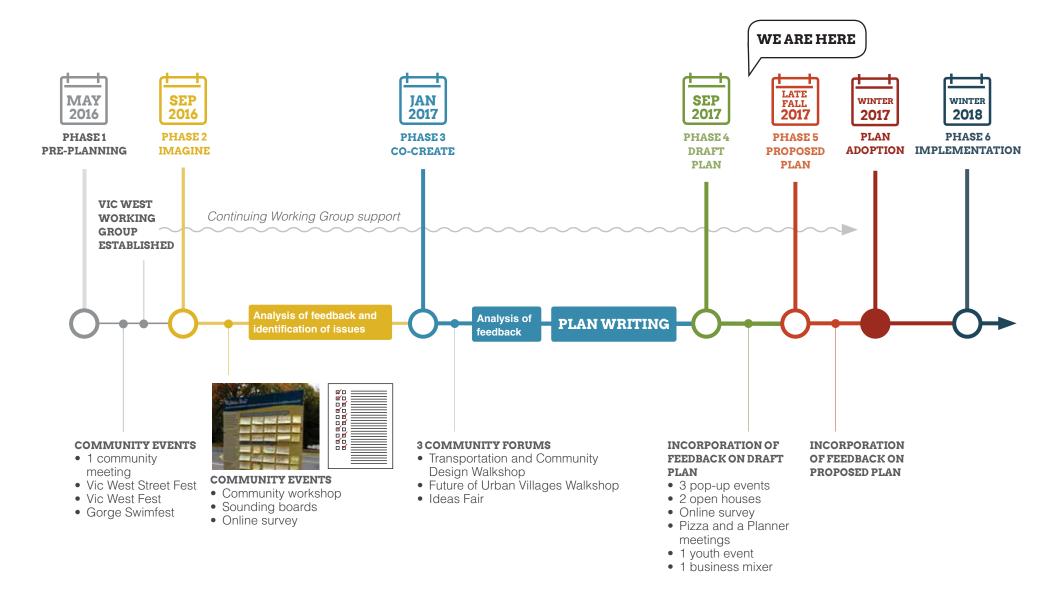


### How to use this Plan

The neighbourhood plan helps guide future development by refining the Official Community Plan (OCP) direction for appropriate density, form and design of new development and adjacent streetscapes. The OCP remains the City's guiding bylaw for considering new development, and where conflicts arise, the OCP takes precedence. The OCP defines Development Permit Areas and Heritage Conservation Areas which include guidelines for the form and character of new development. The neighbourhood plan may contain recommendations to make changes to the OCP so that the two documents are in alignment.

The neighbourhood plan also provides guidance to consider programs, projects and partnerships which can be considered for inclusion in the City's capital plan or general operations which can be funded in whole or in part as amenities resulting from development; or which might be achieved through partnerships with the community.

### Vic West Plan Process



## A New Neighbourhood Plan

The plan vision and goals set a future direction for how Victoria West will develop, evolve and change over time. During the first phase of community engagement, citizens were asked to help build the vision and goals for the future of Victoria West. The vision and goals were used to guide the development of the strategies, policies and actions in this plan.

## Neighbourhood Vision Statement



In 25 years, Victoria West is a safe and welcoming community with diverse people, housing and businesses. The old and new are knitted together to create an eclectic and exciting mix of people, places and culture. It is a leader in neighbourhood sustainability, showcasing strong businesses, active transportation, a vibrant waterfront, healthy ecosystems, local food and innovative housing.

# Neighbourhood Plan Goals

The following neighbourhood plan goals were developed based on community input.

Topic	Goals	Chapter
Transportation	1. Improve connections to destinations inside and outside Vic West	3
Transportation	2. Tame the major roads to make them safer and more pleasant for people	
	3. Design for all modes of travel	
Parks, Open	Inprove access, trails and facilities along the waterfront	4
Space &	2. Protect and enhance Vic West's shoreline ecosystems	•
Waterways	3. Enhance neighbourhood parks to welcome all ages and activities	
	4. Protect the urban forest	
Residential	Encourage a mix of housing sizes, costs, tenures and types	6
Areas	2. Create more affordable housing	
	3. Showcase new, innovative housing types	
	4. Protect existing historic houses	
Urban Villages	Strengthen and diversify the mix of businesses in urban villages	8
Orban Vinagoo	2. Improve the walkability, bikeability and public realm in and around urban villages	
	3. Support new housing within a 5 minute walk of urban villages	
Employment	Maintain the working harbour and adjacent industrial lands to support the maritime industrial cluster	9
Lands	2. Protect and enhance light industry and other employment in Vic West	
	3. Celebrate the industrial heritage of the neighbourhood	
Heritage	Protect the historic character of significant buildings and important sites	10
пентаде	2. Celebrate and interpret the heritage of the neighbourhood	
Infrastructure	Ensure sufficient infrastructure capacity to meet the future needs of residents and	11
and Green	businesses	""
Development	2. Use stormwater management to restore ecological processes.	
	Become a leader for sustainable buildings and infrastructure	
	3. Identify and address neighbourhood climate change impacts	
	4. Develop strategies for adaptation to climate change and sea level rise	

# Neighbourhood Plan Goals (cont'd.)

Neighbourhood Food System	Create more places to get and grow food close-to-home     Integrate food production into public places	12
Neighbourhood Well-being	<ol> <li>Refresh indoor community facilities to support residents of all ages in a growing community</li> <li>Create more childcare options to support families with children living in Vic West</li> <li>Foster a safe and inclusive community for all residents</li> </ol>	13
Arts, Culture and Placemaking	<ol> <li>Knit the old and new parts of the neighbourhood together</li> <li>Preserve the unique, eclectic feel of Vic West</li> <li>Showcase Vic West's unique identity through public art and urban design</li> <li>Encourage events, programming and community-led projects to bring neighbours together in public spaces</li> <li>Support creative entrepreneurs</li> </ol>	14

# 2. Neighbourhood Context

### Plan Area

Victoria West is an established neighbourhood of approximately 6,800 residents, representing 9% of the City's population in 2016.

The neighbourhood is approximately 158 hectares (390 acres). Located in the west portion of the City, it is accessible from the rest of Victoria by two bridges and the Selkirk Trestle (Galloping Goose Trail) and meets Esquimalt to the west.

Victoria West is a diverse and rapidly growing area, with a relatively new commercial centre and several large scale, high density developments (e.g., Bayview Place, Dockside Green, Railyards, Roundhouse) to the east of Bay Street, and older lower-profile residential areas to the west, with tree lined streets and heritage buildings. Pockets of light industrial businesses reflect Vic West's working past and the presence of the railroad, while historic commercial storefronts have evolved in walkable locations like Craigflower village. At the Upper Harbour, the Point Hope Shipyard lands continue to be a key anchor for Victoria's maritime industries, providing quality jobs for the region and maintaining the working harbour and its economic opportunities.



Figure 4. Vic West Plan Area

# Moments in the History of Vic West



Settlement of Victoria West and area by the peoples of the Songhees and Esquimalt nations.



1873: The Marine Hospital is established in Victoria West. Now demolished.



1920: Canadian National Railway passenger service from Victoria to Sooke begins in 1922.



1984: Victoria's first Brew known as the Lime Bay Inn, now Spinnakers.



1996: The Selkirk Trestle is reopened (CNR) completes its rail yards and Pub is established, originally and the Galloping Goose Recreational Pathway is established on the bed of former railway tracks.



**1844:** The Hudson's Bay Company requests the Songhees people build their village on the west shore of the Inner Harbour. The village became a reserve until the land was sold in 1911.



May 26, 1896: The Point Ellice (Bay Street) Bridge Disaster. An overcrowded streetcar containing 143 people en route to Queen Victoria's Birthday celebrations crashes through the bridge into the Upper Harbour. The disaster claims 55 lives and remains one of the worst transit disasters in British Columbia's History.



1992: The Esquimalt & Nanaimo Railway Roundhouse is designated as a National Heritage site.



2005: Sales start for Phase 1 of Dockside Green, Canada's first LEED for Neighbourhood Development project.

# Neighbourhood Features

Some of the unique features of Vic West are shown here.



Craigflower Village



Banfield Park and other neighbourhood parks provide a variety of amenities



Westside Village is a central shopping destination



New, urban communties have been developed on former industrial lands which were once the Songhees reserve



Westsong Walkway and other waterfront amenities provide access to the water



Vic West Community Centre



Two housing cooperatives add to housing diversity (above: Tyee Co-op)



The Galloping Goose Regional Trail at the historic Selkirk Trestle



Victoria West Elementary School



Employment areas have long been part of the neighbourhood

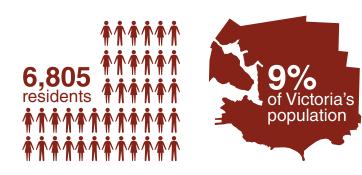


A mix of historic older homes and new development in a greatly varied lot pattern is a characteristic of the neighbourhood



## Neighbourhood Snapshot

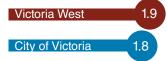
Residential











% Total households that have children at home



% Households that are one-person households



Figure 6. Neighbourhood Snapshot - Residential Statistics

#### **Low-income Households**



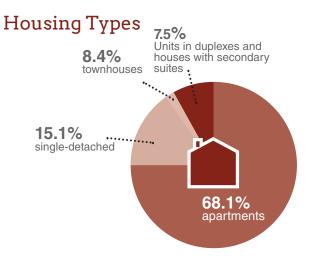
#### Median Household Income

Victoria West	\$60,236/year
City of Victoria	\$45,827/year

Average number of children at home per census family



Source: Statistics Canada Census and National Household Survey, 2011



### Housing Affordability



Source: Statistics Canada National Household Survey, 2011

### Rental vs. Ownership



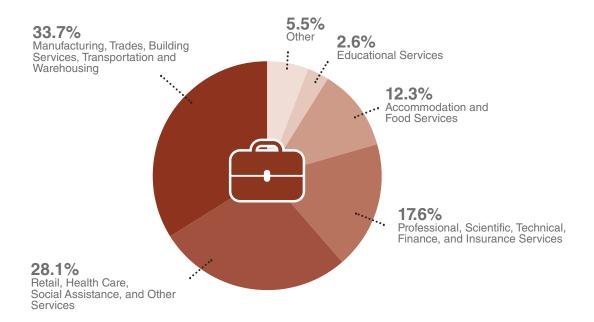
of Victoria West housing units are rented



of City of Victoria housing units are rented

## Neighbourhood Snapshot

### **Employment**







**Employees** 

### Did you know?



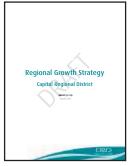
Vic West hosts a diversity of industry sectors including:

- Ship building & Repairing
- Navigational & Guidance Instruments Manufacturing
- Seafood Canning
- Breweries
- Machine Shops
- Cabinet & Countertop Manufacturing
- Financial Institution Head Office
- Computer Systems Design & Related Services
- Research and Development in Biotechnology

Source: Capital Regional District Employers Database, 2011

# Policy Context: City-Wide Plans

This plan is to be read in conjunction with the following City Plans and Policies, which guide planning, priority-setting and funding at the neighbourhood level:



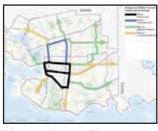
Regional Growth Strategy – guides regional decision making on transportation, population growth and other regional planning issues.



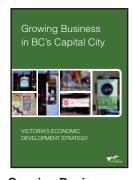
Official Community Plan – contains city-wide objectives and specific direction for areas of growth to guide neighbourhood planning.



Transit Futures
Plan – prepared by
BC Transit, identifies
key corridors and
improvements for
Rapid, Frequent and
local transit.



**Bicycle Master Plan** – identifies future active transportation network and priorities.



Growing Business in BC's Capital City - Victoria's Economic Development Strategy



Making Victoria - The Mayor's Task Force on Economic Development and Prosperity Economic Action Plan

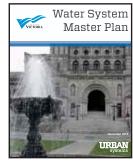


Parks and Open Spaces Master Plan

identifies key goals and priorities for next 25 years.



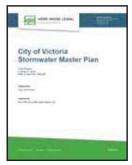
Pedestrian Master Plan
– identifies priorities and
guidelines for sidewalk
network completion.



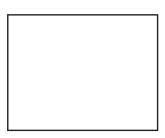
Water System Master Plan - 30 year plan examining the needs of the community with respect to water.



Arts and Culture Master
Plan – identifies the City's
vision, role and initiatives for
supporting local arts and
culture.



Stormwater Master Plan - assesses the capacity of the City's storm sewer network, including potential effects of climate change.



Sanitary Sewer Master Plan (to be completed 2017)

# Policy Context: Neighbourhood-Specific Plans

Although the neighbourhood plan encompasses the whole of Vic West, this plan is less detailed for some of the newer parts of the neighbourhood, including Dockside Green, Railyards, Bayview Lands and Songhees. Detailed master plans exist for these sub-areas, with specific guidance for the land uses, building heights, urban design, public realm, transportation network and affordable housing.

The intent of this plan is to maintain, implement and refer to the existing Master Development Agreements for these areas, and focus on knitting these newer parts of Victoria West with each other and with the other parts of this diverse neighbourhood.



Design Guidelines for the Dockside Area (2005)



Railyards Development Guidelines (2002)



Roundhouse Design Guidelines (2008)



Vic West Transportation Plan (2008)



Policy Plan and Design Guidelines for the Songhees Area of Victoria West (1986)



Harbour Road Industrial Waterfront design Guidelines (2008)



Map 1. Existing Master Development Agreements

# Transportation and Mobility

With its central location within the region, improving interconnectivity to transportation routes and destinations for all modes of travel are a key goal for the Vic West Plan.





#### Goals:

- 1. Improve active transportation connections to destinations inside and outside Vic West
- Tame the major roads to make them safer and more pleasant for people
- Manage traffic on local roads improve safety and neighbourhood livability.
- Manage parking to support business vitality and housing affordability.
- Connect Vic West to the rest of the city and region by transit, rail and water.

Active transportation refers to any form of humanpowered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding. Active transportation provides important health, social, transportation, environmental and economic benefits.

Making it easier to use active transportation to connect with Vic West and to other regional destinations is a priority for Vic West. Two major transportation corridors - the E&N Rail Trail and Galloping Goose Trail - run through the neighbourhood. Better connecting these corridors and neighbourhood travel routes will provide more direct and convenient access to important destinations - like the waterfront, work, schools, urban villages, downtown and destinations in adjacent municipalities.

The plan also supports taming major roads to make them more pleasant for people, more efficient use of the road network through traffic and parking management, and connecting Vic West by transit, rail and water to the rest of the region.

### Other Relevant Policies & Bylaws

Several City-wide policies quide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Active Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C off-street parking requirements
- Subdivision and Development Servicing Bylaw - road widths, onstreet parking
- Streets and Traffic Bylaw on-street parking

### Transportation and Mobility

## Neighbourhood Active Transportation Network

#### Intent:

Improve active transportation connections to destinations inside and outside Vic West

#### 3.1. Active Transportation Network

- 3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete north-south and east-west connections to important destinations such as schools, parks, shopping areas and the City-wide All Ages and Abilities network (see Map 2).
- 3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.
- 3.1.3. Create strong connections between active transportation routes and transit through features such as abundant and convenient bicycle parking at stops, and safe connections between transit stops and the active transportation network.
- 3.1.4. Include pedestrian and cyclist- focused public realm improvements in urban villages to encourage walkability and bikeability. This may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features
- 3.1.5. Look for opportunities to showcase public art, green infrastructure and community-led placemaking opportunities along pedestrian and cycling routes.
- 3.1.6. In developing urban forest succession management strategies, ensure continuous street trees along pedestrian and cycling routes to beautify the experience for users.



Map 2. Neighbourhood Active Transportation Network

# 3.2. All Ages and Abilities Network

- 3.2.1. Develop an All Ages and Abilities two-way protected bike lane on the east side of Harbour Road to connect downtown with the Galloping Goose Trail via the Johnson street bridge multiuse trail.
- 3.2.2. Work with private landowners in Railyards and Westside Village to improve pedestrian and cycling access and wayfinding to the Gallopping Goose Trail.
- 3.2.3. Work with the CRD and private landowners to complete the E&N Rail Trail from the Esquimalt Road crossing to Johnson Street Bridge.

All Ages and Abilities (AAA) bicycle routes are designed to provide an inviting and low stress cycling experience. They can appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable environment for riding bicycles. On shared streets, it means routes which have low vehicle speeds and traffic volumes. On busy streets, it means routes with physical separation from vehicles.



Figure 8. Harbour Road

# Neighbourhood-Identified Priority Transportation Improvements



Map 3. Neighbourhood-Identified Priority Transportation Improvements

# 3.3. Neighbourhood-Identified Active Transportation and Connectivity Improvements

- **3.3.1.** Outer Harbour to Gorge Waterway via Alston Street: Through redevelopment, establish Alston Street as pedestrian-oriented corridor, linking Victoria West Park with the Gorge Waterway. Enhance green areas along boulevard between Wilson Street and Skinner Road.Add wayfinding.
- **3.3.2.** William Street Greenway to Banfield Park: Improve trail between Wilson Street and Langford Streets. Add wayfinding. Widen trail and improve visibility at Raynor Park.
- **3.3.3. Victoria West Elementary School:** Work with School District to establish east-west trails across the playing field to link the school with Griffiths Street, and the William Street Greenway with the E&N trail. Add wayfinding.
- **3.3.4. Banfield Park:** Assess waterfront trail for visibility, trail surfacing, cyclist speed and ecological impact as part of long-term park improvements. Assess paved trail near playground for improvements for pedestrian safety; consider trail and playground location as part of long-term park improvements.
- **3.3.5. E&N Rail Trail near Delta Hotel:** Assess for lighting improvements.
- **3.3.6.** Galloping Goose Trail between Harbour Road and Banfield Park: Assess for lighting improvements. Consider downlighting to minimize ecological impacts.
- **3.3.7. Pine Street and Hereward Street:** Assess for improvements for cyclist and pedestrian safety as part of the long-term cycling network development. Key concerns include crossings, vehicle speed and narrow road conditions along Hereward Street. Work with BC Hydro and Esquimalt to improve E&N Rail Trail access in Hereward Park. Add wayfinding.

- **3.3.8.** Westsong Walkway to Westside Village via Victoria West Park: Connect Westsong Walkway and Roundhouse development with Westside Village. Implement existing park improvement plan for Victoria West Park to widen existing multiuse trail, add lighting, and add additional eastwest connections. With Roundhouse development, complete a crossing of Kimta Road.
- **3.3.9. Triangle Park:** Consider re-orienting trails and assessing crossings across Wilson Street and Tyee Road improve connections to the Galloping Goose to better reflect existing pedestrian travel patterns.
- 3.3.10. Victoria West Elementary School:

Encourage school to participate in an active and safe routes to school program to encourage use of active travel modes, and reduce vehicle congestion near school.

- **3.3.11. Alston Street and Langford Streets:** Complete sidewalk network through redevelopment.
- **3.3.12. E&N Rail Trail west of Esquimalt Road:** Seek ways to improve the informal connection of the trail to Sherk Street.
- **3.3.13. Belton Avenue at Reno Street:** Establisha permanent landscaped traffic diverter.
- **3.3.14. Wilson Street at Hereward Road:** Improve crossing for pedestrians to better knit the neighbourhood together.
- **3.3.15. Esquimalt Road at Sitkum Street:** Consider a signalized crossing as triggered by development of the area and an eventual pedestrian network extensiton through the Tyee Cooperative.
- **3.3.16. Kimta Road Pilot Project:** Complete the Kimta Road All Ages and Abilities pilot bicycle route

- **3.3.17. Wilson Street:** With redevelopment, improve the pedestrian experience, and streetscape of Wilson Street.
- **3.3.18. Kimta Road:** Evaluate the need for a crossing at Songhees Road or Paul Kane Place to better link residences and Songhees Hillside Park to the waterfront.
- **3.3.19. Galloping Goose to Raynor Avenue connection:** Establish a cycling connection between the Galloping Goose and Raynor Ave / Catherine Street / Alston Street. This may be accompished through infrastructure improvements and/or wayfinding signage bringing cyclists through the Railyards area.

# 3.4. Major Roads

### Intent:

Tame the major roads to make them more pleasant for people

- **3.4.1. Point Ellice Bridge:** Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements.
- **3.4.2. Bay Street:** Through redevelopment and on-going capital projects, create a more pedestrian-oriented environment with visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:
  - a) Improved pedestrian crossings and intersection improvements at Wilson Street and Bay Street
  - b) Evaluate the need for a crossing connecting residential neighbourhoods with Vic West Park at ALston/Henry/Bay Streets intersection.
  - c) Other enhancements to improve the pedestrian and cycling experience along Bay Street, through street design, boulevards, street trees, public realm improvements and cycling facilities improvements, where warranted.
- **3.4.3. Skinner Road:** Consider transportation improvements to create a slower, more comfortable pedestrian and cycling experience along Skinner Road. Assess for new crossing at Alston Street

- **3.4.4. Craigflower Road:** In the short-term, consider community-led initiatives to slow traffic and animate public realm along Craigflower Road. Through longer-term redevelopment, create a more pedestrian-oriented environment through the urban village and improve connections to Banfield Park. Retain street and park trees. Consider relocation of sidewalk to park property to create additional on-street parking on east side of Craigflower Road at Banfield Park to slow traffic and better support commercial areas.
- **3.4.5. Esquimalt Road:** Encourage pedestrian-oriented public realm in the area between the Esquimalt border and Catherine Street through redevelopment of mixed use, residential and industrial properties.
- **3.4.6. Tyee Road:** Through redevelopment, create a more pedestrian-oriented environment through visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:
  - a) Evaluate the need for a new crossing between Tyee Co-op and Dockside Green.
  - b) Assess crossing location between Triangle Park and Dockside Green to better reflect existing travel patterns.

# Traffic Management

#### Intent:

Manage traffic to improve safety and neighbourhood livability.

### 3.5. Road Network

- 3.5.1. Design and manage the road network to direct through traffic to arterial and collector routes, and to discourage cut through traffic on local roads.
- 3.5.2. Street classification shall comply with the Official Community Plan, or other guidelines for street standards as approved by Council.
- 3.5.3. By way of development approvals, continue to require and negotiate space and rights-of-way to achieve City standards for arterials, secondary arterials, collector roads, local roads, All Ages and Abilities routes and Neighbourhood Connectors.

# 3.6. Neighbourhood-Identified Priority Traffic Management Improvements

- 3.6.1. Skinner St: Evaluate road conditions for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements.
- 3.6.2. Langford Street at Russell Street: Assess intersection for visibility and stop sign across from school.
- 3.6.3. Mary Street: Evaluate road conditions for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street.
- 3.6.4. Selkirk Street: Evaluate for vehicle speed and cut-through traffic.
- 3.6.5. Wilson Street from Rothwell Street to Viewfield Road: Collaborate with the Township of Esquimalt to evaluate for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvements. Assess Rothwell Street for vehicle speeds, commercial traffic volume and road designation.
- 3.6.6. Hereward Road and Rothwell Street: Assess for vehicle speed and cut-through traffic.
- 3.6.7. Bay Street between Tyee Road and Esquimalt Road: Assess for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village.





# Parking

### Intent:

Manage parking to support business vitality and housing affordability.

# 3.7. Vehicle Parking Management

- 3.7.1. While the long-term goal is to reduce the car dependency of urban villages, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.
- 3.7.2. Support business viability in Craigflower Small Urban Village by not requiring ground-floor commercial uses to have on-site parking. (see also Urban Villages, 6.1.6)
- 3.7.3. Periodically review parking needs upon request and explore new parking management strategies as required.
- 3.7.4. Continue to refer resident concerns regarding on-street parking to the existing Residential Only Parking process.

# 3.8. Bicycle Parking Management

3.8.1. Prioritize end-of-trip cycling facilities such as secure and weather-protected bike parking at neighbourhood destinations including urban villages and neighbourhood parks.

# 3.9. Car Sharing and Low-Carbon Vehicles

- 3.9.1. Make at least one on-street location available for car sharing in or near each large and small urban village, and in new multi-unit buildings to reduce single vehicle dependency.
- 3.9.2. Partner with private industry to provide electric-vehicle charging locations in key multiunit developments, near urban villages and the waterfront.

# 3.10. Bike Sharing

3.10.1. Support private and community partners in the development of a bicycle sharing system at key neighbourhood destinations and areas with high cycling potential.





# Transit, Rail and Marine Network

### Intent:

Connect Vic West to the rest of the city and region by transit, rail and water.

### 3.11. Multi-Modal Connections

- 3.11.1. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map x.
  - a) Continue to work with BC Transit to improve levels of transit service in Vic West to meet future ridership demand and increase capacity along frequent routes.
- 3.11.2. Continue to assess the re-establishment of train service along the E&N rail corridor, and the maintenance of the corridor alignment for transportation purposes.
- 3.11.3. Support the development of a regional marine trail network linking the Inner Harbour, Outer Harbour, Portage Inlet and Gorge Waterway.







### Goals:

- 1. Protect and enhance Vic West's shoreline ecosystems
- 2. Improve access, trails and facilities along the waterfront
- Enhance neighbourhood parks to welcome different ages and activities
- 4. Protect the urban forest

# Other Relevant Policies & **Bylaws**

- Official Community Plan
- Parks and Open Spaces Master Plan
- Greenways Plan
- Park Management and Improvement Plans



Playgound and Community Centre in Banfield Park



Vic West Park



Songhees Park



Banfield Park Community Garden



Hereward Park by E&N Trail



Arm Street Park



Bicycle parking and totem pole by Galloping Goose Regional Trail



Westsong Walkway



Public art in Banfield Park

# Shoreline and Waterways

### Intent:

Protect and enhance Vic West's shoreline ecosystems Improve access, trails and facilities along the waterfront.

Along the Upper Harbour industrial lands, promote visual connections to the water while supporting continued operation of the working harbour.

# 4.1. Waterways

- 4.1.1. Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway.
- 4.1.2. Continue to support community-led stewardship and restoration of the Gorge Waterway.
- 4.1.3. Continue to manage Gorge and Outer Harbour areas as migratory bird sanctuaries. Support compatible on-shore and on-water uses and activities in this area.
- 4.1.4. Support restrictions on motorized watercraft north of the trestle bridge.

### Waterfront Access and Trails

- 4.2.1. Complete a continuous waterfront pedestrian route around the Gorge Waterway and Outer Harbour as shown in Map 4.
- 4.2.2. As part of future planning for Arm and Burleith Parks, reconsider opportunities for acquisition of easements for an environmentally sensitive public pathway near the waterfront.
- 4.2.3. Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich.

4.2.4. Support community-led efforts to create new and/or improve existing public docks, wharves and other public access for neighbourhood swimming and/or watercraft with possible locations at Banfield Park. Arm Park. Burlieth Park. Railvards and along the West Song Walkway. subject to habitat and environmental considerations.

See Section 4 for suggested improvements to waterfront parks and trails.



Map 4. Future inter-municipal waterfront pedestrian routes

# Neighbourhood Parks

# Parks and Open Space Network

## Intent:

Enhance parks to welcome all ages and abilities and provide diverse activities.

- 4.3.1. Protect and maintain the existing parks and open space network identified on Map 2: Existing Parks and Open Space Network.
- 4.3.2. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activi-
- 4.3.3. Improve access and create a more enjoyable walking and cycling experience to Vic West parks through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.



Map 5. Existing Parks and Open Space network (2017)

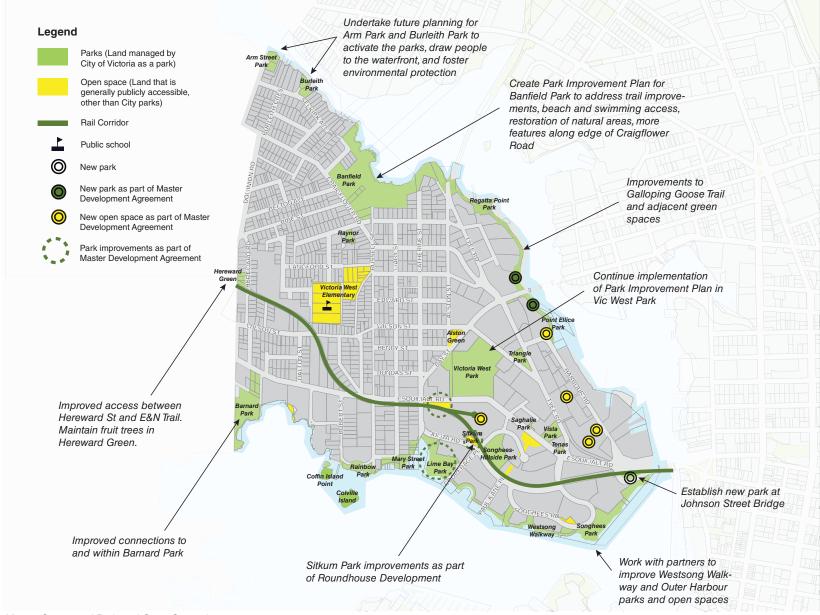
# 4.4. Community Gathering and Placemaking in Parks

- 4.4.1. Continue to work with recreation service providers to offer programming in neighbourhood parks.
- 4.4.2. Look for opportunities through park upgrades to add features to encourage neighbourhood gathering. Through engagement, residents suggested clusters of benches to encourage conversation, community ovens, and more picnic tables.
- 4.4.3. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of the neighbourhood.
- 4.4.4. Engage the Songhees and Esquimalt First Nations to determine sites of interest in parks and open space and how to appropriately recognize these sites.
- 4.4.5. Explore opportunity for limited commercial activities in parks, such as food trucks and markets.
- 4.4.6. Encourage public art and placemaking in parks, and use of parks for community special events such as festivals and concerts.





# Park Improvements



# 4.5. Galloping Goose Trail and Adjacent **Green Spaces**

- 4.5.1. Work with City departments, CRD and provincial and federal partners to:
  - a) Improve lighting on the Galloping Goose through Vic West, including the area between the Selkirk Trestle Bridge and Harbour Road.
  - b) Address safety concerns at the intersection by the Trans-Canada Trail pavilion.
  - c) Improve the feeling of safety along the waterfront through on-going maintenance and other improvements such as visibility and trail design.
  - d) Address speed and use concerns for electric or motorized devices (bikes, scooters) along the Galloping Goose.
  - e) Consider improvements to reduce conflicts between pedestrians and cyclists.
  - f) Consider street vending along the Galloping Goose Trail in limited locations, such as plazas or at key intersections.

# 4.6. Bayview Place and Roundhouse

4.6.1. Develop Sitkum Park, Lime Bay Park, and Turntable Plaza through redevelopment of Bayview Place and Roundhouse in accordance with the Master Development Agreement.

### 4.7. Hereward Park

- 4.7.1. Work with the CRD and BC Hydro to secure land to widen and improve the access trail between Hereward Street and E&N Trail for cyclists, strollers and people with mobility issues.
- 4.7.2. Work with residents and organizations to maintain and improve health of fruit trees.

### 4.8. Barnard Park

- 4.8.1. Improve wayfinding and pedestrian connections leading to Barnard Park.
- 4.8.2. Enhance Esquimalt Road edge of park, including improved pathway and sightlines into the park.
- 4.8.3. Consider a pathway connection from Esquimalt Road to the playground.

### 4.9. Banfield Park

- 4.9.1. Create a park improvement plan for Banfield Park in collaboration with community organizations, provincial and federal partners to guide long-term investment such as:
  - a) Maintain natural, green feel of the shoreline.
  - b) Update existing amenities, including the playground, docks and trails.
  - c) Improve pedestrian and cycling safety while balancing ecological health.
  - d) Consider new amenities including a small stage for music performances, community oven, public barbecue facilities, additional picnic tables, or exercise equipment.
  - g) Assess shoreline health and needs of migratory waterfowl, and recommend protection and management strategies.
  - h) Protect and restore the natural areas of the park.
  - i) Improve the delineation of the off-leash dog area.
  - j) Add features along Craigflower Road to animate the edge of Banfield Park, create a place for gathering, which invites people to cross from the commercial area across the road.







k) Consider relocating sidewalk along Craigflower Road to the inside of the trees to create a more pleasant pedestrian environment, and create opportunity for more on-street parking to support the adjacent small urban village and slow auto traffic.

### 4.10. Arm Park and Burleith Park

- 4.10.1. Consider improvements to Arm and Burleith Parks that would allow further water access, including community-initiated swimming docks, consistent with protection of sensitive habitat in the Victoria Arm of the Gorge Waterway. Conduct habitat assessment and feasibility studies to determine potential dock locations.
- 4.10.2. Undertake further planning for Arm Park and Burleith Park to add improvements to activate these parks and draw people to the waterfront.
- 4.10.3. Evaluate the desirability of acquiring easements for a future extension of the waterfront walkway between these parks if consistent with environmental protection.

# 4.11. Triangle Park

- 4.11.1. Re-align trails in Triangle Park to provide a more accessible and direct connection between Dockside Green, the Galloping Goose, Wilson Street and Westside Village.
- 4.11.2. Consider opportunities for more fruit trees or a community orchard, where residents and community organizations express an interest.

#### 4.12. Vic West Park

- 4.12.1. Continue to implement park improvement plan (2016), including improvements to dog off-leash area, sportsfield improvements, community garden space, washroom and pathways.
- 4.12.2. Add features to northern edge of Vic West Park along Bay Street to animate the edge of the park and invite people from residential neighbourhood to use the park.

# 4.13. WestSong Way and Outer Harbour Parks and Open Spaces

- 4.13.1. Establish a new park at Johnson Street Bridge lands consistent with the guiding design principles for the public realm for the Johnson Street Bridge.
- 4.13.2. Consider the following improvements identified in the Johnson Street Bridge Public Realm Final Design (2017):
  - a) Areas for picnic, BBQ and flexible green space
  - b) Green terraces and stepped seating
  - c) Grade accessible pathways and lighting
  - d) View deck plaza and steps to water
  - e) Ecologically based native plantings
  - f) Local sourced rock walls
- 4.13.3. Work with City departments, CRD, Greater Victoria Harbour Authority and provincial and federal partners to:
  - a) Improve wayfinding and visibility of access points between the Westsong Walkway and the surrounding neighbourhood.
  - b) Add bike parking at key access points to the trail.
  - c) Add more seating in parks along WestSong way, including picnic tables and clustered benches or other seating to encourage conversation.
  - d) Consider opportunities to animate locations along the walkway such as public art, temporary installations, events or vending.
  - e) Assess needs for additional waste receptacles.
  - f) Consider street vending along WestSong Way in limited locations, such as plazas or at key access points.

# 4.14. Railyards

4.14.1. Develop Bridges Park, the entry plaza at Bay-Tyee, and trail connection linking the Galloping Goose to Bay-Tyee, through redevelopment in accordance with the Master Development Agreement.

#### 4.15. Dockside

4.15.1. Develop the park, pathways and open spaces through redevelopment in accordance with the Master Development Agreement.

# **Urban Forest**

Victoria's urban forests provide important ecosystem services such as cleaner air and water, habitat for wildlife and improved rainwater absorption and contribute to Vic West's character and sense of place.

## Intent:

Maintain and expand the urban forest on public and private lands.

# 4.16. Trees and Native Ecosystems in **Public Parks**

- 4.16.1. Identify tree planting strategies as part of park improvement plans. Select species that are resistant to climate change impacts and native species, where possible.
- 4.16.2. Restore and expand native ecosystems and natural areas at Banfield Park, Gorge waterway and public waterfront access points.
- 4.16.3. Identify suitable locations for community orchards in parks and open space, where residents and community organizations express interest in stewardship agreements.













# Urban Forest (cont'd)

### 4.17. Boulevards and Street Trees

- 4.17.1. In residential areas, ensure that neighbourhood character is maintained through the planting and/or replacement of street trees that help preserve and restore the tree canopy. Given the number of smaller lots located in Vic West, the boulevards represent one of the most important opportunities to protect and enhance the urban forest.
- 4.17.2. Stagger replacement of street trees to minimize impacts to neighbourhood character and aesthetics, where possible. Consider in-fill replanting of trees in areas where trees are aging in order to minimize impacts to canopy over time.
- 4.17.3. Select tree species that maximize urban forest benefits and are resistant to climate change impacts.
- 4.17.4. In Small and Large Urban Village areas, add new street trees where possible as part of public realm improvements.

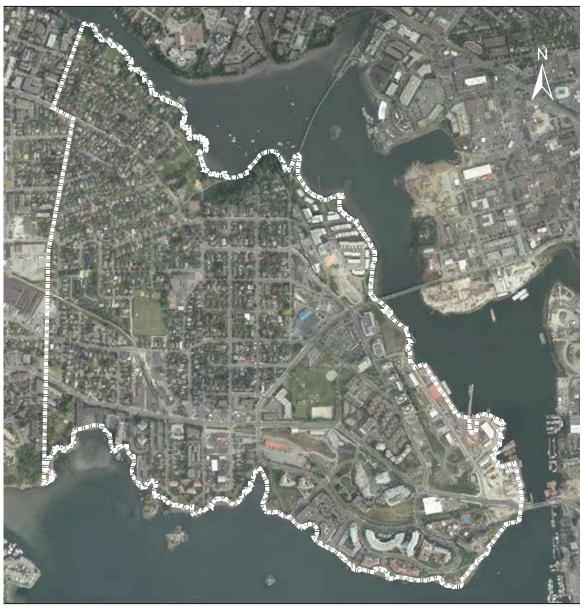


Figure 9: Tree coverage in Vic West

# 5. Future Land Use Map



Map 7. Neighbourhood Land Use Map

# Future Land Use Category Matrix

	Uses	Density	Building Types
Traditional Residential	<ul> <li>Residential</li> <li>Commercial uses may be supported at the intersection of major roads.</li> </ul>	Up to 1.0 FSR in Sub-Area 3 (Chapter 6) and in Pioneer Coop Special Planning Area (Chapter 7). Elsewhere, density guided by development type as identified in Chapter 6.	Single-detached dwellings, detached dwellings with accessory suites and duplexes  Generally ground-oriented residential buildings, including houseplexes, townhouses, rowhouses, and house conversions consistent with the policies in Chapter 6.  Multi-unit residential buildings up to three storeys along Esquimalt Road, Skinner Street, the south side of Dalton Street, and Pioneer Housing Cooperative site.
Urban Residential	<ul> <li>Residential</li> <li>Commercial uses may be supported at grade fronting Esquimalt Road or Skinner Street</li> </ul>	Up to 1.2 FSR Opportunities for bonus density up to approx. 2.0 FSR. Possible additional 0.2 FSR bonus if affordable housing on-site	As above, plus:  Multi-unit residential buildings up to approximately 4 to 5 storeys are generally supported, as indicated in Chapter 6, with variable setbacks and front yard landscaping.  Residential or mixed use buildings fronting Esquimalt Road or at the corner of Skinner Street and Russell Street.  Upper floors above the streetwall generally set back.
Small Urban Village	<ul> <li>Active commercial uses* on the ground floor in most locations, with residential or commercial uses above.</li> <li>In some parts Craigflower and Catherine at Edward Villages, residential or live-work</li> </ul>	Up to 1.5 FSR	Commercial or mixed use buildings up to 3 storeys.  Conversions of single detached houses to commercial or mixed use.  In some areas, residential or live-work buildings (see Chapter 8).  For new buildings, ground level generally built up to the sidewalk, with parking located to the rear of buildings or underground.
Large Urban Village	<ul> <li>Commercial uses on the ground floor, with active commercial uses in most locations (see Chapter 8)</li> <li>Residential or commercial uses in upper floors</li> <li>Live-work or work-live**</li> </ul>	Up to 1.5 FSR Oportunities for bonus density up to approx. 2.5 FSR Possible additional 0.25 FSR bonus if affordable housing on-site	Commercial or mixed use buildings mostly up to 6 storeys, with limited opportunities for taller buildings (Chapter 8).  Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.  Upper floors above the streetwall generally set back.  Parking located in structures or underground.
Core Songhees	Varied commercial, residential, and limited light industrial uses	Up to 2.5 Floor Space Ratio or as identified in a Master Development Agreement.***  Possible additional 0.25 FSR bonus if affordable housing on-site	Commercial, residential or mixed use buildings of varying heights Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.  Upper floors above the streetwall generally set back.  Parking located in structures or underground.

<sup>\*</sup> Active commercial uses are those that tend to generate foot traffic and pedestrian interest, and include retail stores, food and drink establishments, personal services, medical services, theatres and entertainment, and may include some professional services. If it can be demonstrated that market demand does not exist for these uses at the time of development, other commercial uses may be supported in spaces designed to accommodate active commercial uses.

Figure 10: Future Land Use Category Matrix

	Uses	Base/Max Density	Building Types
General Employment	<ul> <li>Commercial uses or light industrial uses****</li> <li>Retail uses supported on the ground floor along arterial roads and areas with high pedestrian activity.</li> </ul>	Up to approx. 2.0 FSR	Commercial or light industrial buildings where the ground level is built up to the street  Parking generally located to the rear or underground.  Any retail uses should generally be located at ground level.
General Employment with limited residential	<ul> <li>Light industrial**** or commercial uses on the ground floor. Limited retail uses only.</li> <li>Commercial or residential on upper floors</li> <li>Work-live**</li> </ul>	Up to approx. 2.5 FSR  All residential space is considered bonus density  Residential floor area is limited to approx. 1.5 FSR	Commercial or mixed use buildings where the ground floor is built up to the street and consists of commercial or light industrial uses.  Buildings of up to approximately 4 or 5 storeys (see Chapter 9)  Parking generally located to the rear or underground.
Industrial Employment	<ul> <li>Light industrial uses and ancillary uses on any floor, including ancillary retail sales</li> <li>Commercial uses (excepting those ancillary to a light industrial use) are limited to upper floors</li> </ul>	Up to approx. 2.0 FSR	Various building forms, where the ground level supports light industrial uses, with a floor-to-ceiling height suitable for contemporary light industry (with or without mezzanine), loading bays, and adequate separation from separate uses above.  Up to approximately 4 storeys
Industrial Employment with limited residential	<ul> <li>Light Industrial **** and ancillary uses, including ancillary retail, on ground floor</li> <li>Commercial or residential on upper floors</li> <li>Work-live**</li> </ul>	Up to approx. 2.0 FSR  All residential space is considered bonus density.  Residential space limited to 1.5 FSR  Possible additional 0.2 FSR bonus if affordable housing on-site	Buildings up to approximately 5 storeys, where the ground level is generally built up to the street and supports light industrial uses as above.  Upper floors above the street wall set back.  Parking generally located to the rear or underground.
Marine Industrial	Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other indsutrial uses and accessory offices	Up to approx. 3.0 FSR	Industrial buildings and structures from one storey to approximately four storeys

<sup>\*\*</sup> Work-live or live-work units should be designed so that residential space and work space may be leased and occupied separately. (see also Work-Live Planning and Design Guidelines, as updated)

<sup>\*\*\*</sup> Where public amenities are not identified by a Master Development Agreement, additional commercial or residential floor space above the zoned density is considered bonus floorspace.

<sup>\*\*\*\*</sup> Permitted range of light industrial uses should be compatible with the surrounding neighbourhood context and with any residential or commercial uses that can be located above or adjacent to the light industrial space, based on on-site and off-site impacts.

Housing within Vic West is intended to provide a range of housing types, supporting both ownership and rental opportunities for different household types and sizes. The plan recognizes that different housing types are appropriate in master planned sites, urban villages and along busier streets than on local streets. The plan also recognizes that existing lot patterns, dimensions, and topography may influence the type of housing that is appropriate on a particular site.

### Goals:

- 1. Encourage a mix of housing sizes, costs, tenures and types
- Create more affordable housing
- Showcase new, innovative housing types
- Protect existing historic houses



Vic West is characterized by a mix of housing types, ages, styles and lot configurations.



East of Alston Ave, significant redevelopment has occurred, often replacing former industry with a mix of taller buildings and townhomes.



West of Alston Ave, the neighbourhood consists primarily of ground-oriented housing including single detached homes, duplexes, house conversions, townhomes, and small apartments along tree-lined streets.



Somewhat larger lots tend to be found in the blocks east of Russell Street.



Western parts of the neighbourhood are characterized by many smaller lots on an irregular pattern of streets.



Two larger housing cooperatives - Tyee and Pioneer - add to the diversity of housing options.

# Other Relevant Policies & **Bylaws**

- Official Community Plan
- Victoria Housing Strategy
- Market Rental Revitalization Strategy (upcoming)

# **Urban Residential Areas**







### Intent:

Support mixed use and multi-unit development near urban villages, transportation corridors, parks and other amenities.

### 6.1. Skinner Street Area

- 6.1.1. In the urban residential area bounded by Skinner Street, Russell Street, and Raynor Avenue, development up to 1.2 floor space ratio is supported.
  - a) Floor Space Ratios above the base (1.2 Floor Space Ratio) and up to 2.0 may be considered with the provision of amenities, with a preference for affordable housing.
- 6.1.2. Buildings up to four storeys are supported fronting Russell Street or Skinner Street, with a sensitive transition to buildings to the north and east, minimizing overlook and shading. Along Raynor Avenue, rowhouses and townhouses up to three storeys are supported.
- 6.1.3. Commercial uses at grade may be supported facing Skinner Street only, in order to maintain the commercial focus at Craigflower Village.

- 6.1.4. The City may consider the consolidation of the triangular parcel at 405 Craigflower Road with properties across Russell Street, and incorporating the Russell Street right of way, if on-site non-market housing is provided.
  - a) The value of non-market housing should be equivalent to the value of any land transferred by the City.
  - b) Commercial uses should front Craigflower Road, contributing to the urban village.
  - c) Needed utility connections and easements must be accompdated

# 6.2. Esquimalt Corridor and Lime Point Urban Residential Areas

6.2.1. Attached and multi-unit housing up to 5 storeys in height is supported in this area, excepting the block between Russell Street and Mary Street where buildings up to 4 storeys are supported for compatibility with existing development and the waterfront.

- 6.2.2. Densities up to 2.0 floor space ratio are supported. Densities above the base (1.2 Floor Space Ratio) should include contribututions to public amenities or affordable housing. Floor space ratios of up to 2.2 FSR may be considered with the provision of on-site affordable housing.
- 6.2.3. Developments fronting onto Esquimalt Road may include commercial uses on the ground floor.

# 6.3. Urban Residential Form and Character Guidance for All Urban Residential Areas

- 6.3.1. In the Lime Point area, developments should step down to the waterfront, with lower-scale development (for example, townhouses or heritage conversions) located in the lots facing the waterfront.
- 6.3.2. Underground or enclosed parking is strongly encouraged.
- 6.3.3. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street.

- 6.3.4. Ground-level units are encouraged to contain individual entries and semi-private open spaces (e.g. porches or patios) facing the street, especially along local and collector streets to reinforce the sense of neighbourliness.
- 6.3.5. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.
- 6.3.6. The siting and access of new development should provide opportunities to create sufficient boulevard planting space for at least medium-sized canopy trees.



Map 8: Urban Residential Areas

# Traditional Residential Sub-areas







Development within the Traditional Residential areas is intended to provide a range of ground-oriented forms of housing supporting ownership and rental opportunities for different household sizes.

# 6.4. Traditional Residential Housing Sub-Areas

Within its Traditional Residential areas Vic West contains a wide variety of lot sizes, configurations, topography and varying proximity to amenities such as transit, parks and commercial areas. Based on these conditions, Vic West's Traditional Residential areas can be divided into three general sub-areas. Different conditions support different types of housing appropriate to each of these sub-areas.

Area 1: Skinner Street and Esquimalt Road
Corridors: Skinner Street and the block between
Esquimalt Road and Suffolk Street are located on
busy corridors with good connectivity to downtown
and urban villages, where additional housing density
sensitive to the adjacent context and heritage
character is appropriate.

# Area 2: East of Russell Street; South of Langford Street:

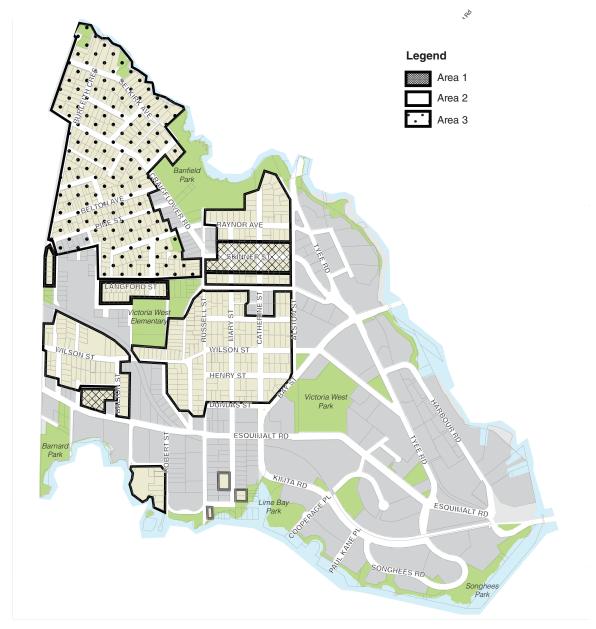
Areas east of Russell Street are characterized by a regular gridded street pattern with generally larger and more regular lots than found elsewhere in the neighbourhood. Located near Westside village and closer to the downtown, this is an appropriate area to support more intensive ground-oriented infill housing such as townhouses. Alston Street is considered a dividing street between the taller urban forms to the east and the lower-scale neighbourhood to the west.

At the same time, this neighbourhood contains important heritage buildings, and conservation should be encouraged, with house conversions and creative infill site designs.

Areas south of Langford Street also contain opportunities for added density, although smaller and less regular lot patterns influence the types of development supported.

Area 3: North of Langford Street and West of Russell Street: characterized by small lots and a pattern of older houses in various styles along tree-lined streets. Lot sizes, shapes, and setbacks vary widely, with some streets featuring homes set tightly near the sidewalk and others with more typical front yards. Gentle infill which respects the existing lot pattern and maintains tree planting sites on private property is encouraged.

The following sections describe the desirable characteristics for types of housing appropriate within the Traditional Residential Areas in Vic West. This is not meant to be an exhaustive or prescriptive list, and creativity in design and site layout is encouraged, while respecting the intent and appropriate design quidelines.



Map 9: Traditional Residential Housing Sub-Areas

# Traditional Residential Sub-areas, cont'd.

# 6.5. Area 1: Skinner and Esquimalt Corridors

### Intent:

Support options for house conversions, townhouses, rowhouses and small apartment buildings, up to three storeys, to locate more housing close to urban villages, transit and active transportation corridors. Encourage the adaptive re-use of buildings of heritage merit.

- 6.5.1. Appropriate housing types in this area include:
  - a) Small apartment buildings, up to three storeys
  - b) Townhouses in more than one row
  - c) Rowhouses or Townhouses in one row (may include lockoff suites)
  - c) Houseplex (multiple units in the form of a detached house)
  - d) House conversion (of heritage houses to multiple units)
  - e) Duplex + secondary suites
  - f) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
  - g) Single detached house + secondary suite
  - h) Single detached house + garden suite
  - i) Single detached house

# 6.6. Area 2: East of Russell Street; South of Langford Street

#### Intent:

Create a mix of ground-oriented housing attractive for rental and ownership for a range of household types. Increase the number of residents living in the area around urban villages, transit routes and parks.

- 6.6.1. Appropriate housing types include:
  - a) Townhouse in more than one row
  - b) Rowhouse or Townhouse in a single row (may include lockoff suite)
  - c) House conversion (of heritage houses to multiple units)
  - e) Houseplex (multiple units in the form of a detached house)
  - d) Duplex with or without secondary suite
  - f) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
  - g) Single detached house + secondary suite
  - h) Single detached house + garden suite
  - i) Small lot house (with or without secondary suite), primarily west of Russell Street
  - j) Single detached house

# 6.7. Area 3: North of Langford Street and West of Russell Street

### Intent:

Encourage sensitive infill development that maintains neighbourhood character and pattern of smaller lots. Encourage the retention of buildings of heritage merit.

- 6.7.1. Appropriate housing types in this area include:
  - a) Townhouse in a single row
  - b) Rowhouse
  - c) House conversion (of heritage houses to multiple units)
  - d) Houseplex (generally up to three units)
  - e) Duplex with or without secondary suite
  - f) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
  - g) Single detached house + secondary suite
  - h) Single detached house + garden suite
  - i) Small lot house with or without secondary suite)
  - j) Single detached house

# Housing Types



# 6.8. Small Apartment Buildings

**Intent:** To provide opportunities for additional multiunit living along a transit corridor in close proximity to urban villages and park amenities.

6.8.1. Locations: Area 1

Density: 1.0 FSR

Height: Up to three storeys

6.8.4. Additional Guidance:

a) Smaller buildings (which would generally fit on no more than 2 lots assembled side-byside) are encouraged to maintain a rhythm of buildings fronting the street. Wider buildings should be modulated or massing otherwise broken up.

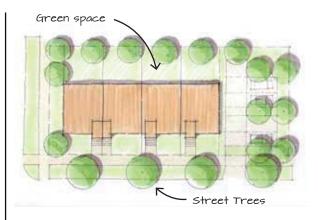


Figure 11. Illustrative example of rowhouses. This example shows a possible arrangement on a corner lot measuring 18m x 40m

# 6.9. Rowhouses and Townhouses -Single Row

**Intent:** To provide more options for ground-oriented housing with access to on-site open space, as an alternative to single detached houses. Support townhouses and rowhouses on larger lots where the desired design qualities can be accommodated.

#### 6.9.1. Locations:

In Areas 1, 2 and 3 on lots meeting the Site Requirements

#### 6.9.2. Site Requirements:

- a) On corner lot, lots with laneway access, or lots with two frontages, measuring at least 18m in width
- b) On lots interior to blocks without lanes (e.g. having only one frontage), where frontaccessed parking is provided, sufficient width (at least 23 metres) is required to provide for



Figure 12. Illustrative example of rowhouses on two assembled lots. Shown with front-accessed parking arranged to minimize curb cuts and retain street trees.

sufficient individual unit frontages and front yard space to accommodate front-accessed parking while meeting design and open space objectives (see 5.9.4.)

6.9.3. Density: Up to approximately 0.85 floor space ratio (Up to 1.0 floor space ratio in Area 1)

#### 6.9.4. Additional Guidance

- a) Front-accessed parking for individual units is discouraged where alternatives exist. Where it cannot be avoided, development should provide well-designed frontages and landscaped front yards which present a friendly face to the street, and curb cuts should be minimized to reduce interruptions to pedestrians, retain planting space and onstreet parking.
- b) Rowhouses or townhouses in a single row may contain lock-off suites.



Figure 13. Illustrative example of courtyard townhouses. Organized in two rows with one row fronting the street, with landscaped front and backyards.

### 6.10. Townhouses – More than one row

#### Intent:

To provide more ground-oriented housing with access to on-site open space, as an alternative to single detached homes. Support more than one row of townhouses on larger lots where the desired design qualities can be accommodated.

- 6.10.1. Locations: Areas 1 and 2 on lots meeting the Site Requirements
- 6.10.2. Site Requirements:
  - a. On lots with a minimum width of 18 metres and a minimum depth of 40 metres.
  - c. Variations on these designs which meet the desired form and character objectives may be supported on lots of varying dimensions.
- 6.10.3. Density: Up to approximately 0.85 Floor Space Ratio (Up to 1.0 Floor Space Ratio in Area 1)



Figure 14. Example of street-fronting townhouses.

### 6.10.4. Additional Guidance

- a) Parking should be accessed from a flanking street or laneway where possible.
- b) On eligible lots (see 5.10.2), where a home of heritage merit exists, conversion and adaptive re-use should be considered as an alternative to new construction.
- c) Consider parking reductions to support sound site design including quality on-site open space and relationship of dwelling units to the street or to open spaces.
- d) Consider clustered parking instead of a parking stall associated with each unit.
- e) Setbacks (side and rear) for units that do not front a street (units interior to a lot) should result in landscaped back yards and provide sufficient separation from adjacent buildings and yards.
- f) Where units are accessed from an internal drive aisle, the design of the site and buildings should create comfortable pedestrian access and a legible front door.
- g) Townhouse units fronting the street may contain lock-off suites.

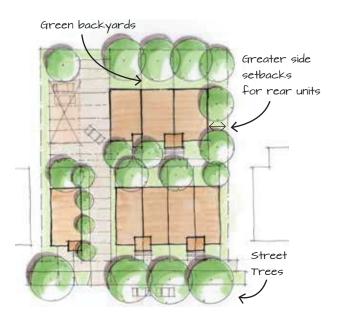


Figure 15. Illustrative example of townhouses with clustered parking on consolidated lots. Separating parking from units can improve the relationship of units to open space and reduce the amount of the site designed around car movement.

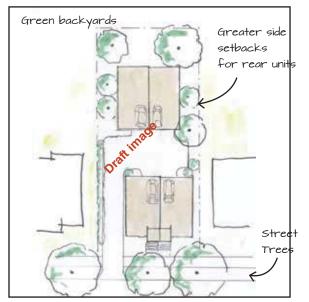


Figure 16: Illustrative example of townhouses on single lot of 18m (60 ft) by 40m (130 ft) (found east of Russell St.)



Figure 17. Illustrative example of a front-to-back duplex



Figure 18. Example of a front-to-back duplex



Figure 19. Example of a side-by-side duplex

# 6.11. Duplexes

### Intent:

Support more types of ground-oriented housing that fits into the existing character of the neighbourhood.

6.11.1. Locations: All areas

### 6.11.2. Site requirements:

- a) Current neighbourliness guidelines for duplexes notwithstanding, duplexes without suites are supported on lots of at least 460m2 (5000 sq ft) in area and 15 metres in width.
- b) Duplexes with suites are supported on lots of at least 15m width and 510 m2 (5500 sq ft); or on corner lots of at least 15m width and 460m2 in area
- 5.11.3. Density: Up to approximately 0.75:1 Floor Space Ratio up to a maximum size contained in zoning

### 6.11.3. Additional Guidance:

- a) Duplexes may be organized side-by-side (preferred), front-back or up-down.
- b) A duplex building, especially on smaller lots, may be designed to appear as a single house rather than as two distinct, modulated units; however, each should have a legible front entry (see photo xx).
- c) In front-back duplexes, each unit should have a front entrance which is legible from the street, and each unit should have adjoining private landscaped open space (e.g. patio, semi-private front yard).
- d) Development Permit Guidelines for duplexes will be updated to support the intent of this plan.



Figure 20: Example of heritage house converted to a duplex



Figure 21. Illustrative example of houseplex featuring three units.

# 6.12. Houseplex - Three or more units

#### Intent:

Support more intensive forms of housing that are compatible with the single detached character of the neighbourhood, through the creation of new units in buildings which are similar in appearance to, or architecturally compatible with, detached houses.

- 6.12.1. Location and Site Requirements:
  - a) Four-unit houseplex on lots of at least 18m width and 670m2 in Areas 1 or 2
  - b) Three-unit houseplex on lots of at least 18m width and 670m2 in area, or on corner lots of at least 15m width and 550m2 in area.
  - c) Development with more units may be supported where all urban design objectives can be met, including on-site landscaped open space. This may require a justified parking variance.



Figure 22. Example of houseplex featuring several units

6.12.2. Density: Up to approximately 0.75 floor space ratio (Up to 1.0 floor space ratio in Area 1)

### 6.12.3. Additional Guidance

- a) The intensification of properties with heritage merit is supported in order to support financial viability of retaining and reusing a heritage structure, and to diversify housing options (see 6.3.6.)
- b) A houseplex may include all units within a single building, or may include one of the units which is detached from the others (for example, designed as a garden suite).
- c) Support parking reductions, particularly east of Russell Street and within one block of Esquimalt Road, Skinner Street or Craigflower Road, to support added housing and the maintenance of landscaped open space on site.



Figure 23. Example of houseplex featuring four units

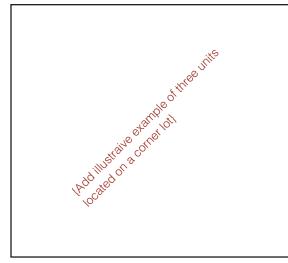


Figure 24. Illustrative example of houseplex with three units organized on a corner site.



Figure 25. Illustrative example of small lot house

# 6.13. Small Lot House

#### Intent:

Support small lot homes in parts of Vic West to take advantage of historical patterns and zoning, in order to add compatible density, expand rental housing options and provide more diverse homeownership opportunities.

6.13.1. Small lot houses are discouraged east of Russell Street, where further subdivision of lots is not desired and where a more ordely redevelopment pattern including townhomes and houseplexes is desired.

- 6.13.2. Small lot houses are supported consistent with the Small Lot Home Rezoning Policy, with the following exceptions:
  - a) Reduce the minimum lot size for small lot houses to 180m2 and at least 10m wide for small lot homes in Area 3 only
  - b) Small lot house on lots less than 260m2 are limited in height to 1 ½ storeys (with or without basement)
  - c) Small lot houses on lots of at least 230m2 may have a suite.



Figure 26. Illustrative example of heritage home

# 6.14. Heritage Conservation and Retention

#### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative housing types that provide additional density and encourage heritage conservation

For policies, see Adaptive Reuse of Properties of Heritage Merit, Section 8.3.

# 6.15. Building Height

### Intent:

Maintain building heights generally compatible with the surrounding neighbourhood, while providing new housing. Heights for any one location will be determined by zoning and may consider topography, setbacks and other design aspects. The following building heights are generally supported:

#### 6.15.1. In Area 1:

a) Buildings of up to 3 storeys, which provide for sensitive transitions to adjacent properties.

#### 6.15.2. In Areas 2 and 3:

- a) For buildings fronting a street, up to 2 storeys above a habitable basement. Where no habitable basement is present, up to 2 1/2 storeys.
- b) For buildings not fronting on a street (e.g. buildings ionterior to a site, such as a second row of townhouses), up to 1 1/2 storeys above a habitable basement. Where no habitable basement is present, up to two storeys.
- c) The above notwithstanding, small lot homes should generally be limited to 1 1/2 storeys.

# 6.16. Urban Form and Character Objectives for Traditional Residential Housing

The following objectives should inform the creation of zoning and design guidelines for infill development of two or more units in Traditional Residential areas:

- 6.16.1. To support livability and access to outdoor space
- 6.16.2. To achieve street-fronting buildings which present a friendly face to the street

- 6.16.3. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units
- 6.16.4. To site buildings in a manner which maintains Vic West's modest front yards, tree-lined streets, and landscaped back yards, with adequate separation between buildings and access to sunlight for living spaces and open spaces
- 6.16.5. To encourage site planning which results in rear yards dominated by landscape and not by parking
- 6.16.6. To mitigate the impacts of surface parking through proper design, landscaping and screening, attractively enclosed parking, and parking reductions where warranted
- 6.16.7. To encourage the conservation and adaptive reuse of homes of heritage merit.
- 6.16.8. Where front-accessed parking cannot be avoided, to nonetheless present a friendly face to the street, create a green landscaped front yard, accommodate boulevard tree planting, and minimize curb cuts
- 6.16.9. To encourage design and site planning which responds sensitively to topography
- 6.16.10. To provide individual units with useable outdoor open space
- 6.16.11. To support well-designed duplexes whether side-by-side, front-to-back or up-down, with legible front entries and access to useable open spaces for each unit
- 6.16.12. To support site design, soil volumes, location of infrastructure and access which accommodates front yard landscape and boulevard planting of at least medium-sized canopy trees. Boulevards are one of the primary opportunuities to maintain and enhance the urban forest in Vic West.

# 6.17. Considerations for Zoning for Traditional Residential Infill Development

Consider the following setbacks for various development types:

- 6.17.1. For row/townhouses oriented to the side (flanking street) of a corner lot:
  - a) Support sufficient setbacks to the rear of units to provide a rear yard and separation from adjacent buildings and back yards (6 metres)
  - b) Support flanking street setbacks which provide for landscape while allowing units to be built closely to the street, preserving backyard space (front setbacks of 1.5 metres on Alston Street and 2.5 metres elsewhere). Setbacks may be varied depending on distance from the curb, and with the goal of supporting at least medium-sized canopy trees in the boulevard.

# 6.17.2. For other housing forms:

- a) Support front setbacks consistent with the variety of modest front setbacks found in Vic West, with sufficient space for landscape and respect for existing patterns along the street (generally 3.5 6 metres)
- b) Support side setbacks at the front of the lot consistent with the rhythm of homes facing the street (generally 1.5 metres). For units interior to the lot, greater side setbacks are desired (depending on the height of the side elevation, but a minimum of 3.5 metres) to respect adjacent buildings and back yards.
- 6.17.3. Support rear setbacks for all housing types which maintain a pattern of landscaped back yards (at least 6-9 metres, depending on context).

# 7. Special Planning Areas and Master Planned Areas

Special Planning Areas

Special Planning Areas are larger sites which have the potential to redevelop during the time frame of the plan. This section provides policy direction if significant redevelopment is proposed for Special Planning Areas shown on Map 10.



Map 10. Special Planning Areas

# 7.1. Special Planning Area: Pioneer Housing Cooperative Block

In the event of a redevelopment of the Pioneer Housing Cooperative block which requires rezoning, the following principles should be considered:

- 7.1.1. Ground-oriented housing including townhomes and stacked townhomes up to approximately three storeys maybe supported. Some three-storev apartment buildings may also be included.
- 7.1.2. A density of up to 1.0 Floor Space Ratio is supported on the site.
- 7.1.3. Redevelopment should create public connectivity for pedestrians and cyclists, between McCaskill Street and Hereward Street: and from the E&N Rail Trail to Sherk Street.
- 7.1.4. Buildings should be oriented towards and present friendly faces to public and private streets, open spaces, and pathways. Entries, windows, and spaces such as porches, patios and balconies should provide passive surveillance for these areas to create a sense of safety. This should include passive surveillance of the E&N rail Trail where possible from upper-floor windows and balconies.
- 7.1.5. Limited commercial or community-serving uses may be supported (E.g. child care, café, bicycle repair shop, event space, art gallery/studio, social enterprise, personal or medical services, co-working space).
- 7.1.6. Redevelopment to higher density should include a shared greenspace, and a community allotment garden which is available to residents and the public as an amenity.
- 7.1.7. All existing affordable housing units should be retained or replaced with a similar number and floor space of affordable housing units.

- 7.1.8. A variety of housing units is desired, with a focus on ground-oriented housing attractive to families with children. A mix of housing types which supports a multi-generational community is encouraged.
- 7.1.9. The impacts of surface parking should be minimized through strategies such as design, landscape, the use of pervious pavement or on-site stormwater management, and the location of some or all parking in garages or underground.
- 7.1.10. Consider Transportation Demand Management strategies, with parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

# 7.2. Special Planning Area: Tyee Cooperative

- 7.2.1. Any redevelopment of the Tyee Cooperative should maintain the approximate number of existing number units and floor space of non-market housing.
- 7.2.2. Redevelopment should include a mix of housing units, including housing attractive to families with children.
- 7.2.3. Common facilities (e.g. open space, play lot, community garden) that serve a range of residents' needs. Rooftop open space may be considered.
- 7.2.4. Underground or structured parking is encouraged.
- 7.2.5. Redevelopment may include a mix of housing types such as townhomes, stacked townhomes, and apartment buildings, up to a density of 2.5 Floor Space Ratio, with building heights generally compatible with the surrounding development and public open spaces.

- 7.2.6. The site may accommodate services and limited commercial uses (e.g. child care, medical services, educational services, personal services, coffee shop, coworking, incubator or affordable business spaces, and social enterprise) as an ancillary use to the primary residential use. These uses may be focused on Wilson Street and the Wilson-Tyee intersection to reinforce Wilson Street as a desired "main street" for the area.
- 7.2.7. A public pedestrian and bicycle connection should be established running northsouth through the site, from Sitkum Road to Tyee Street or Wilson Street. This connection should be designed to provide visual connection to and casual surveillance from residences and commercial spaces on the site.
- 7.2.8. Parking reductions may be considered. given the site's proximity to services, transit and the downtown, and the affordable housing located on site. Transportation Demand Management strategies should be considered. in exchange for parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

# 7.3. Special Planning Area: Tyee-**Esquimalt Triangle**

- 7.3.1. Density up to 2.5 Floor Space Ratio may be considered, either as residential space, employment space, or a mix, with limited retail uses. Where non-market housing is provided on-site, density up to 2.75 FSR may be considered.
- 7.3.2. Because the current zoning is for industrial use, all residential floor space is considered bonus density.

- 7.3.3. Building heights across the site should be compatible with the lower-density buildings located to the south, across the E&N Rail Trail, and the taller buildings to the north and west.
- 7.3.4. Desired amenities include affordable housing, amenities supporting the E&N Rail Trail or rail (e.g. water fountain, bicycle maintenance station), and/or community facilities (e.g. child care) appropriate for this location proximate to the downtown.
- 7.3.5. Project design should include access from the E&N Rail Trail to the site, and should encourage visual connection and casual surveillance (e.g. windows, doors, balconies and patios) of the trail.
- 7.3.6. Parking should be located primarily underground or in a structure.

### **Master Planned Areas**

### Intent:

Encourage a diversity of medium and high density multi-unit housing in master planned sites at Dockside Green, Bayview Place, Roundhouse, the Songhees area and other large opportunity sites identified on Map 11. The master planned areas help create diversity, vibrancy and density in the City's Core Area while supporting Vic West retail, transportation choice and overall urban sustainability. Continue to support the redevelopment of Master Planned Areas consistent with the existing Master Development Agreements, including all amenities and public improvements.

# 7.4. Support the following development types consistent with Master Development Agreements:

5.20.1. Railyards MDA: Townhouses, multi-unit residential, commercial and mixed use buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002. as revised.

5.20.2. Dockside MDA: Townhouses, multi-unit residential, commercial, mixed use and light industrial buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002, as revised.

5.20.3. Roundhouse MDA: Commercial, residential, mixed use and live/work development consistent with the Roundhouse Design Guidelines, July 2008, as revised, with heritage conservation of the Roundhouse buildings.

50.20.4. If any changes are proposed to existing MDAs, encourage consistency with the various policies in this plan, the City's official community plan, and other policies including the Housing Strategy. Revisions to MDAs should include public amenities and/or affordable housing in support of community goals, to offset the impacts of density.



Map 11. Master Development Agreements

Urban villages provide walkable shops and services, encourage a neighbourhood social life, create a sense of place and provide different housing options. More housing near Urban Villages gives residents easy access to shops and services for daily living, and supports businesses with more customers nearby.



#### Goals:

- Strengthen and diversify the mix of businesses in urban villages
- Improve the walkability, bikeability and public realm in and around urban villages
- Support new housing within a 5 minute walk of urban villages

This plan aims to transform the area in and around Westside Village from a car-oriented commercial area to a vibrant, walkable heart of the neighbourhood. The plan also supports the longterm viability of Craigflower Small Urban Village by expanding the footprint and adding new housing. It also designates new Small Urban Villages near Catherine Street and Edward Street and along Esquimalt Road to reflect existing uses.

The quality design of buildings and their relationship with the existing urban form, in terms of appropriate density, massing, and height will be a key consideration in assessing development proposals in urban villages - as will good circulation, pedestrian and cycling linkages and a high quality public realm.

### Other Relevant Policies & **Bylaws**

- Official Community Plan
- Development Permit Area Designations and Guidelines



# Craigflower Small Urban Village

### Intent:

Support and expand Craigflower Village as a localserving gathering place by adding more business and people nearby, and maintaining the village look and feel. Encourage a mix of affordable and market rate housing as feasible.

### 8.1. Land Use Urban Design Policies

- 8.1.1. Support the retention and improvement of the heritage building at 414-424 Craigflower Road, which forms the core of the village, with any redevelopment encouraged to retain the original building. (Note that this property has existing zoning which allows for development up to 12 metres, or 3-4 storeys in height),
- 8.1.2. Support infill development of 3 storeys in the 400 block on the south side of Craigflower Road.
- 8.1.3. Ground-floor uses fronting Craigflower Road may be residential, commercial or livework uses, with pedestrian-friendly streetscapes and stroefronts, residential entries or porches/patios built to the back of sidewalk. Upper floor uses facing Craigflower Road, and all uses fronting Raynor Park should be residential to add housing to the village and transition to the park.
  - a) For larger developments (multiple lots) or development at the corner of Craigflower and Raynor Avenue, some ground-floor commercial use in encouraged along Craigflower Road.
  - b) If live-work units are included fronting Craigflower Road, the ground-floor "work" portion of the unit should be designed to be able to operate and be leased separately

- than the residential portion. Flexible groundfloor spaces designed to function as either commercial spaces or residential spaces are supported.
- c) Development should establish a second, residential building frontage along Raynor Park, with entrances, windows, and patios, porches or balconies fronting onto the park.
- 8.1.4. Circulation and parking should be internal to the site, or underground, and should minimize impacts on the frontages facing Craigflower Road and Raynor Park.
- 8.1.5. To support the development of the village, ground-floor commercial uses within the village are not required to have on-site parking.
- 8.1.6. Support expansion of the village to the north (between 502 and 530 Craigflower) in a way which creates a gradual transition to the surrounding residential neighbourhood by:
  - a) Encouraging the adaptive re-use of single-detached houses for commercial or mixed-use purposes, including the lifting of homes and the addition of new commercial spaces at grade, up to a total of three storeys. Redevelopment may be considered, if the built form of new commercial uses supports the original single-detached pattern of the area.
  - b) Encouraging additional housing (e.g. rowhouses) or live-work units to the back of the lots facing side streets.
  - c) Locate parking at the rear and/or underground so as to not dominate the overall development.







# Craigflower Small Urban Village (cont'd.)

At 405 Craigflower Road, up to three storeys is supported for future redevelopment. Consider consolidation with properties across Russell Street, and incorporating the Russell Street right of way, if on-site non-market housing is provided. (cross reference policy 5.1.5).

- a) The value of non-market housing should be equivalent to the value of the land transferred.
- b) Commercial uses should front Craigflower Road, contributing to the urban village.

### 8.2. Public Realm Policies

- 8.2.1. Include pedestrian-focused public realm improvements through redevelopment along Craigflower Road to encourage walkability. This may include wider sidewalks, new benches, lighting, landscaping, street trees, wayfinding and other features.
- 8.2.2. Consider the addition of on-street parking on the east side of Craigflower Road, in order to slow traffic, support businesses, and buffer pedestrians from traffic. Retain trees. Consider relocation of sidewalk to east side of trees on park land.
- 8.2.3. Establish picnic tables, benches and public art in Banfield Park directly across from the village to create an enhanced public gathering space which visually relates to the village.
- 8.2.4. Consider improvements to the crossing at Raynor Avenue and Pine Street, including distinctive and textured pavement, and a potential signalized crossing at Raynor if warranted.

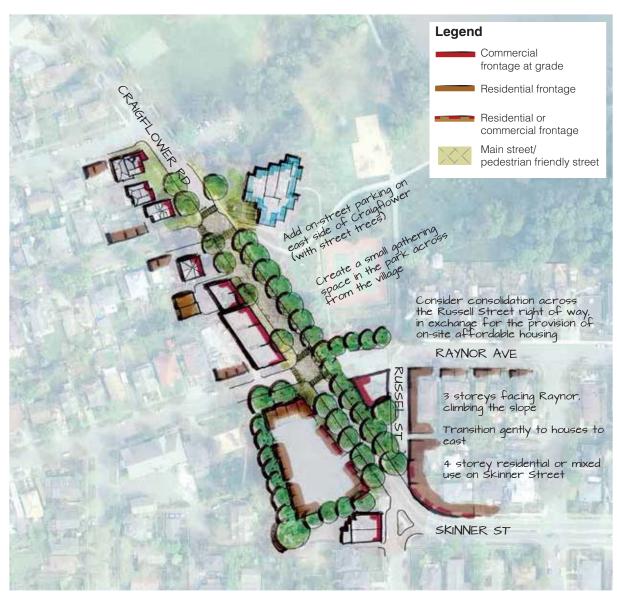


Figure 27. Concept diagram of Craigflower Village area

# Catherine Street at Edward Street Small Urban Village



### Intent:

The designation of this Small Urban Village reflects the potential to maintain and intensify the existing "commercial corners" compatible with the neighbourhood context.

## 8.3. Land Use and Urban Design Policies

- 8.3.1. Support mixed use, residential or live work buildings up to 3 storeys in height and 1.5 Floor Space Ratio.
- 8.3.2. Support mixed use buildings on sites that have existing commercial uses.
- 8.3.3. Mixed use buildings should have active, storefront-type uses built up to the sidewalk in order to enhance animation and vibrancy in the Village

### 8.4. Public Realm Policies

8.4.1. Support the design of the laneway as a "woonerf", a shared pedestrian and vehicle space fronted by housing or shops, supporting placemaking in the village.

# Westside Large Urban Village



### Intent:

Strengthen Westside Village by supporting businesses with people living nearby, establishing a 'main street' for the Village, and healing busy intersections



## 8.5. Land Use and Urban Design Policies

- 8.5.1. Encourage a mix of uses such as residential, local commercial, retail, restaurant, and community services, with residential uses above commercial uses:
- 8.5.2. On lots on north side of Bay Street between Wilson Street and Tyee Road, encourage mixed use development up to 6 storeys, supporting the following objectives:
  - a) At the corner of Tyee Road and Bay Street, development should be designed and oriented to create a gateway signaling entry to the Vic West neighbourhood. A building exceeding six storeys may be supported here.



- b) At the corner of Wilson Street and Bay Street, development is encouraged to accommodate large format ground-oriented retail:
- c) Building frontages along the east side of Alston Street should be no more than 3-4 storeys to maintain a sensitive transition to the neighbourhood, taking advantage of the grade changes from east to west.
- d) New buildings should have active, storefront-type uses along Bay Street and Langford Street in order to enhance animation and vibrancy in the Village. This may include artisan- or ligth-indsutrial frontages (e.g. with garage doors) along Langford Street.
- e) New development should support an overall vision of creating an internal public pedestrian or local street network (see figure 28).

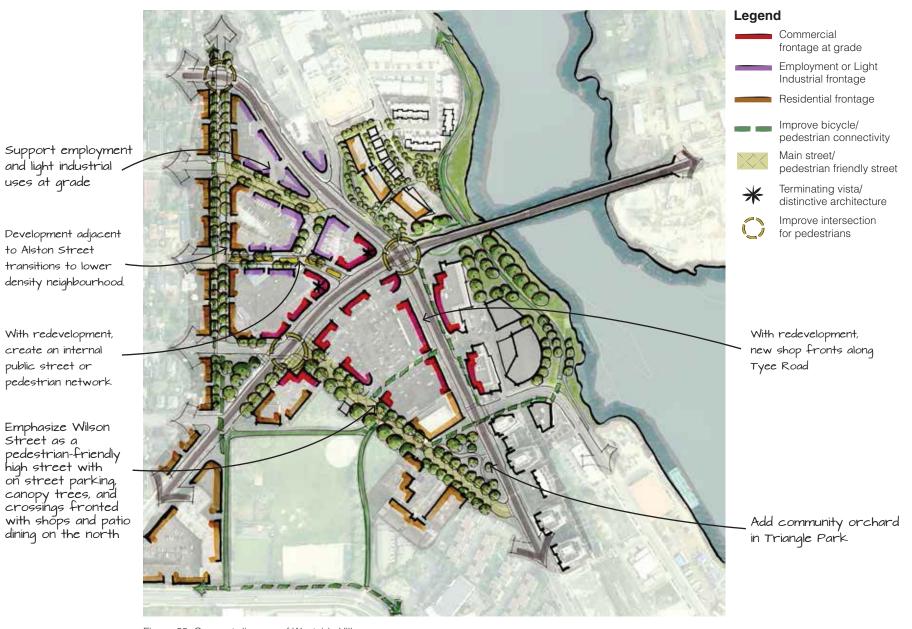


Figure 28. Concept diagram of Westside Village area

uses at grade

to Alston Street

create an internal

Emphasize Wilson Street as a

high street with

public street or

# Westside Large Urban Village (cont'd.)

- 8.5.3. On the Westside Shopping Centre site, support new development up to six storeys and 2.5 Floor Space Ratio, with the following objectives:
  - a) Emphasize Wilson Street as the primary street for gathering, with a series of smaller storefronts, active land uses at grade, space for patio seating, high quality pedestrian realm and amenities (e.g. lamps, seating, landscape and street trees).
  - b) Develop Tyee Road as a commercial main street with active uses and mutliple storefronts at grade along Tyee Road. Consider a range of uses includign retail but also food services, personal and medical services, and limited professional services.
  - c) Enhance the pedestrian quality of the frontage along Bay Street, regardless of use
  - c) Maintain and improve the pedestrian connection through the site from Wilson Street to Tyee Road
  - d) The site may include one or more towers consistent with heights found in the surrounding context, but the overall site should maintain a mid-rise (3-6 storey) character with appropriately scaled street walls.
  - e) Where on-site non-market housing is provided, density up to 2.75 Floor Space Ratio may be considered.
- 8.5.4. On the DaVinci Centre site, support new development up to 6 storeys and 2.5 Floor Space Ratio, with commercial or community-serving uses on the ground floor, with the following objectives:

- a) Create an attractive interface with the park, establishing visual connectivity and, as appropriate, entrances or active uses facing the park.
- b) Encourage buildings sensitively designed to minimize shading on active use areas of Vic West Park, and on Wilson Street as a main street.
- c) Establish active uses along Wilson Street that reinforce its role as a commercial main street.
- 8.5.5. Through redevelopment of sites surrounding Langford Street between Alston Street and Tyee Road, support the development of an employment area and spaces for light industries, artisans and "makers', with a new street network to improve connectivity to and from the Village and to support future employment uses, through the following strategies (see also Policy 7.2.2):
  - a) Spaces designed to accommodate light industrial employment uses at grade (e.g. with tall floor-to-ceiling heights, and loading bays) are encouraged in the Langford-Alston-Tyee triangle and along the south side of Langford Street, with general commercial uses above (or residential uses south of Langford Street).

{insert photo/conceptual example}

- 8.5.6. Explore partnership opportunities for a new community facility in or near Westside Village to promote neighbourhood development and meet the social, recreational or other programming needs of residents.
- 8.5.7. In the areas designated Large Urban Village, densities of up to 1.5 floor space ratio are generally supported. Densities up to 2.5 floor space ratio may be supported with the provision of public amenities. With the provision of on-site affordable housing, an additional 10% density (up to 2.75 total floor space ratio) may be supported.

### 8.6. Public Realm Policies

- 8.6.1. Include pedestrian-focused public realm improvements to Wilson Street to create a 'main street' environment for the Village. This may include elements such as large tree trees, additional street crossings representing natural places people desire to cross, wider sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting;
- 8.6.2. Maintain on-street parking on Wilson Street, and manage it to provide short-term parking for businesses and park users.
- 8.6.3. Improve the Wilson Street-Bay Street intersection for pedestrians to encourage walkable connections between residential neighbourhood and Westside Village.
- 8.6.4. Include pedestrian-focused public realm improvements on Bay Street to better connect both sides of the street and improve pedestrian comfort.

# **Employment Lands**

Vic West has an important industrial history related to its location along the harbour and E&N rail. Point Hope shipyard remains an important employer in the region, and supports the Ocean and Marine sector, one of the key sectors identified by the City's Economic Action Plan. Elsewhere, pockets of light industrial areas continue to evolve, supporting small businesses in the production, distribution and repair sectors, and providing spaces for artisans and emerging industries such as local breweries and technology companies engaged in manufacturing or prototyping. High demand is expected for light industrial spaces in the core cities of the region in coming years.



### Goals:

- 1. Maintain the working harbour and adjacent industrial lands to support the Ocean and Marine sector
- Protect and enhance light industry and other employment in Vic West
- Celebrate the industrial heritage of the neighbourhood

### Other Relevant Policies & **Bylaws**

- Official Community Plan
- Making Victoria: Unleashing Potential -Economic Action Plan (2015)
- Harbour Road Industrial Waterfront Design Guidelines, 2008

### 9.1. Working Harbour

#### Intent:

Continue to maintain the Upper Harbour as a working harbor supporting the region's Ocean and Marine sector.

- 9.1.1. Support industrial zoning which maintains the ability of industries to operate and thrive
- 9.1.2. Through placemaking, celebrate the role of maritime industry as part of Vic West's history and identity, and an important component of our economy
  - a) Continue to implement to goals of the Harbour Road Industrial Waterfront Design Guidelines, 2008
  - b) Support views to the water and industrial activities, while prioritizing industrial use of industrially zoned areas

# 9.2. Industrial Employment and Industrial Employment-Residential Areas

### Intent:

Retain spaces for light industrial uses to support the neighbourhood and regional economy while supporting new upper-floor commercial/office uses to support a business mix where producers, artisans, and professional offices can co-exist. In appropriate areas, support upper-floor residential uses as well. Encourage design that is sensitive to adjacent residential uses.

9.2.1. In the Industrial Employment-Residential areas fronting Esquimalt Road, support buildings designed with light industrial spaces at grade, compatible with commercial or residential uses on upper floors, up to 5 storeys and 2.0 Floor Space Ratio. Residential uses may comprise no more than 1.5 Floor Space Ratio.

- 9.2.2. Through redevelopment of sites surrounding Langford Street between Alston Street and Tyee Road, support the development of an employment area and spaces for light industries, artisans and "makers', with a new street network to improve connectivity to and from the Village and to support future employment uses.
- 9.2.3. In the Industrial Employment areas, support light industrial spaces at grade, with commercial uses on upper floors, up to 4 storeys and 2.0 Floor Space Ratio. Commercial uses may comprise no more than 1.5 Floor Space Ratio.
- 9.2.4. The following guidance should apply to Industrial Employment and Industrial Employment-Residential Areas:
  - a) Ground floors should be designed to accommodate light industrial uses (e.g. with high floor-to-ceiling heights, and loading bay access).
  - b) The range of light industrial uses should be limited to those which are compatible to upper-floor or adjacent residential uses, as applicable, and do not generate significant impacts (e.g. dust, noise, odours, glare, or truck traffic outside of daytime work hours) on these adjacent uses.
  - c) Ancillary sales of products produced on site is encouraged.
  - d) Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road
  - e) Work-live uses are encouraged to be designed so that the "work" portion of the development is located on the ground floor, and the "work" and "live" portions can be occupied or leased separately, allowing businesses to change over time.

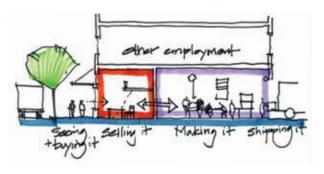


Figure 29. Conceptual examples of industrial employment building with neighbourhood-compatible light industrial uses on the ground floor and commercial uses (e.g. offices, professional services) on the upper floor(s)

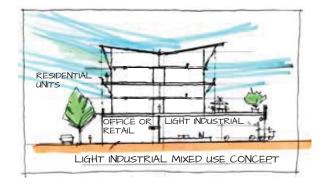


Figure 30. Illustrative diagram of a mixed use development with light industrial uses at grade



Map 13. Employment Lands

### 9.3. General Employment Areas

#### Intent:

Maintain lands for a range of commercial uses appropriate to the neighbourhood context.

- 9.3.1. General Employment areas support a range of commercial or light industrial development up to four storeys and 2.0 Floor Space Ratio.
- 9.3.2. Flexibility in use should be supported to encourage the heritage designation and adaptive reuse of the commercial block at 420 William Street.
- 9.3.3. Rezonings for light industrial uses that generate significant truck access off of primary truck routes should be avoided.

### 9.4. Employment Residential Areas

Intent: Retain space for employment uses while allowing for the expansion of housing or commerce in upper floors, comptaible with the surrounding Railyards and Lime Point areas.

- 9.4.1. Buildings up to five storeys and 2.0 floor space ratio are supported in most areas. Buildings south of Ormond's Biscuit Factory (242 Mary St.) should generally be up to four storeys for compatibility with surrounding development.
- 9.4.2. The ground floor should generally consist of employment uses including office or light industrial uses, wholesale, personal or professional services, medical services, community services, food services. Residential or commercial uses are supported on upper floors. Other combinations of employment and residential spaces that achieve a mix of uses on site are also supportable.

- 9.4.3. Light industrial uses should be compatible with residential uses located across the street or in adjacent properties.
- 9.4.4. A pedestrian connection is desired climbing the slope between Skinner Street and Tyee Road, with redevelopment, to increase pearmeability of the block to pedestirans.
- 9.4.5. Redevelopment may include angled parking on Tyee Road.
- 9.4.6. With redevelopment including residential uses, on-site affordable housing is a desired amenity. Density up to 2.2 Floor Space Ratio may be considered where on-site non-market housing is provided.
- 9.4.7. Flexibility in use should be supported to encourage the designation and adaptive reuse of the Ormond's Cookie Factory building (242 Mary Street).

## 9.5. Urban Form and Character Guidance

- 9.5.1. Buildings fronting onto the E&N Rail Trail north of Esquimalt Road should create "eyes on the trail" through the location of windows, patios, balconies and overlooks, and views through the site where appropriate. Entrances for customers and employees are encouraged where appropriate, and should be designed to encourage casual surveillance.
- 9.5.2. Light industrial uses should be compatible with location within a residential neighbourhood. These uses should limit off-site impacts (noise, glare, dust and odours) and minimize noise and delivery impacts on residential areas outside of daytime business hours.
- 9.5.3. Outdoor storage and loading should be properly and attractively screened from residential areas
- 9.5.4. Loading areas should be located to minimize truck traffic off of designated truck routes.

- 9.5.5. On the south side of Esquimalt Road, businesses adjacent to the E&N Rail Trail right of way should support quality pedestrian friendly spaces through design of facades and outdoor spaces fronting the right of way.
- 9.5.6. Buildings that mix light industrial and residential uses should be sensitively designed to reduce residential overlook of loading, storage or working areas and minimize impacts on the residential uses.
- 9.5.7. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street
- 9.5.8. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

# 10. Heritage



E&N Roundhouse, 253 Esquimalt Road (Heritage designated)



225 Dundas Street



Lekwungen art by Galloping Goose



- Heritage Tax Incentive Program (TIP)
- Victoria Heritage Register



420 William Sreet



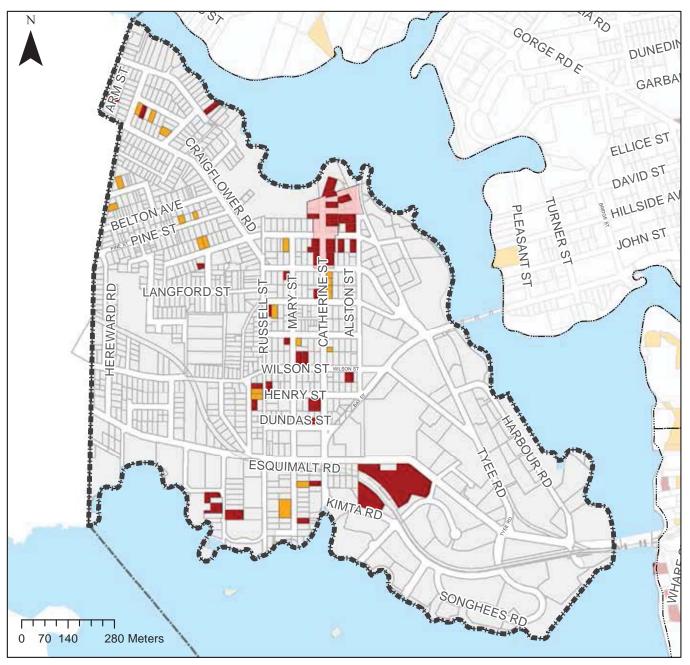
740 Mary Sreet (Heritage designated)



Ormond's Biscuit Factory, 300 Mary Street

### Goals:

- 1. Protect the historic character of significant buildings and important sites
- 2. Celebrate and interpret the heritage of the neighbourhood



**Heritage Properties** 

Victoria West

Victoria West Boundary

Heritage Designated

Heritage Registered

Heritage Conservation Area

Map 14. Heritage Areas

### 10.1. Heritage Designated and **Registered Properties**

### Intent:

Protect the historic character of significant buildings and important sites.

- 10.1.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage properties, identified on Map 14, or other buildings of heritage merit, including through the rezoning process.
- 10.1.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.

### 10.2. Heritage Conservation Areas

### Intent:

Conserve the historic character and integrity of special neighbourhood places.

10.2.1. Consider future citizen-initated proposals for designation of Heritage Conservation Areas.

### 10.3. Adaptive Re-use of Buildings of Heritage Merit

#### Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative uses and designs which provide additional density and encourage heritage conservation.

- 10.3.1. Support single detached homes with a suite and garden suite, or with two suites, where the house is subject to heritage designation.
- 10.3.2. Where redevelopment is proposed, consider forms of housing, building massing and site layout that support the retention and adaptive reuse of buildings of heritage merit, and avoid demolition for new development.
- 10.3.3. With redevelopment of heritage properties, consider the relaxation of regulatory guidelines (e.g. reduced parking requirements; variances to setbacks or suite coverage) while encouraging development that supports the overall objectives of this plan.
- 10.3.4. Consider additional habitable area to be added (e.g. through lifting the home or adding an appropriate addition) during the conversion into more than one unit where the house is subject to heritage designation.
- 10.3.5. Encourage the use of incentives for the rehabilitation or adaptive reuse of commercial or mixed use heritage properties.



Figure 31. Illustrative example of heritage property with a suite and a garden suite.

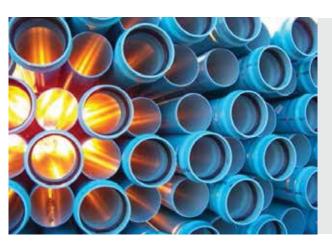


Figure 32. Example of adaptive re-use of heritage buildings on Amelia St, Victoria.



Figure 33. Example of added density around heritage buildings, Vancouver BC

# 11. Infrastructure and Green Development





#### Goals:

- 1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses
- 2. Use stormwater management to restore ecological processes.
- Become a leader for sustainable buildings and infrastructure
- Identify and address neighbourhood climate change impacts
- Develop strategies for mitigation and adaptation to climate change and sea level rise

Vic West is a neighbourhood with a strong history of activities, organizations, and development projects embracing sustainability and climate change mitigation and adaptation, with a strong local economy, community gardens, Passivehouse Certified homes, and internationally-renowned sustainable development projects. It is, and should continue to be, a leading neighbourhood in sustainable development in the city, region, and province.

Areas adjacent to the waterfront, particularly in the Point Hope area, are susceptible to sea level rise impacts.

This plan takes an integrated approach to sustainability, with sustainable development directions woven throughout the plan. This section identifies specific strategies to further support green buildings and climate mitigation and adaptation in Vic West.

### Other Relevant Policies & **Bylaws**

- Victoria Sustainability Framework
- City Climate Leadership Strategy and 100% Renewable Energy by 2050 Commitment
- Sustainability Checklist for New Construction (to be updated in 2017)
- City-wide education and incentive
- Water System Master Plan
- Stormwater Master Plan
- Sanitary Sewer Master Plan (to be completed 2018)

### 11.1. Infrastructure Upgrades

#### Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

- 11.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.
- 11.1.2. Continue upgrading the underground infrastructure in the Victoria West neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades

## 11.2. Stormwater Management on Public Lands

### Intent:

Use infrastructure to mimic and restore ecological processes

- 11.2.1. Continue to monitor stormwater outfalls emptying in the Gorge Waterway.
- 11.2.2. Work with property owners and institutions to identify options for mitigating stormwater impacts on sites with high impervious cover, and thereby reducing the stormwater utility costs for these properties
- 11.2.3. Identify opportunities to incorporate green stormwater infrastructure or "green streets" as part of utility, active transportation and other street improvements. Potential locations include priority pedestrian and cycling routes and visible locations such as around urban villages.
- 11.2.4. Identify opportunities for stormwater management as part of public development projects or improvement on City-owned lands.

### 11.3. Stormwater Management on Private Lands

#### Intent:

Promote stormwater management practices on private property.

- 11.3.1. Promote stormwater management practices on private property that owners to reduce impervious surfaces, particularly along the waterfront.
- 11.3.2. Encourage new developments to foster rainwater infiltration through the use of absorbent landscaping, swales, rain gardens, pervious paving, green roofs, infiltration trenches, and other appropriate methods.
- 11.3.3. Encourage large sites (e.g., Special Planning Areas) in particular to incorporate innovative approaches to stormwater management.
- 11.3.4. Encourage property owners to seek stormwater rebates through the City's rainwater rewards program.
- 11.3.5. With the redevelopment of large sites (e.g. special planning areas), encourage innovative on-site stormwater management integrated into the design.

### 11.4. Green Buildings

#### Intent:

Encourage, promote, and facilitate the development of sustainable buildings and low carbon housing stock

11.4.1. Encourage home owners and institutions to be leaders in reducing greenhouse gas emissions from housing, by participating in programs that support:

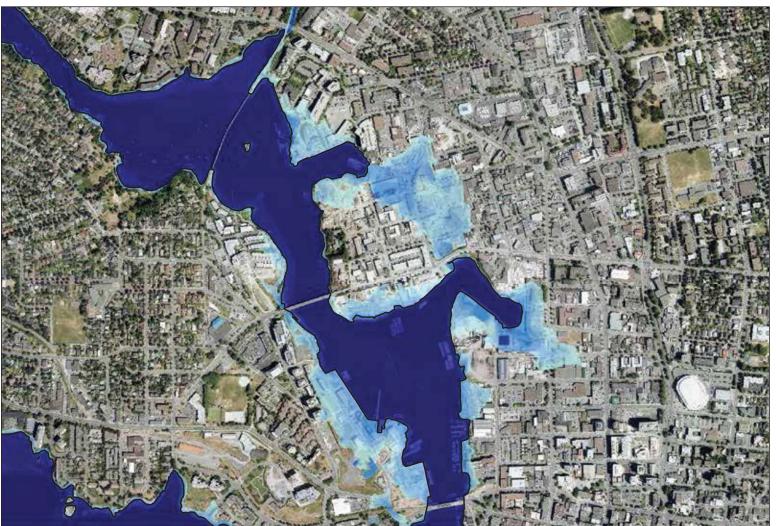
- a) the transition from heating oil based home heating systems to either heat pump or natural gas systems, such as through rebate programs;
- b) home energy assessments and labels for new and existing homes;
- c) green building rating systems for new homes; and
- d) other green building, sustainable design and sustainability initiatives.
- 11.4.2. Encourage new multi-unit residential, commercial, and mixed use developments to practice strong sustainable design strategies, including but not limited to active and passive solar strategies, efficient building envelopes and high efficiency mechanical systems in order to lower energy consumption in buildings.
- 11.4.3. On public lands, use vegetation to shade impervious areas and buildings to reduce heat island effect.

### 11.5. Adapting to Climate Change

#### Intent:

Identify and address neighbourhood climate change impacts

- 11.5.1. Identify plants and ecosystems vulnerable to climate change and development management strategies to mitigate impacts, through implementation of the City's Parks and Open Space Master Plan.
- 11.5.2. Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise.
- 11.5.3. Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.

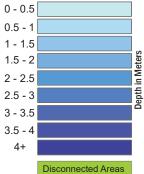


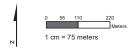
CRD Inundation Mapping

Gorge View
Industrial Land

Shoreline

HHWLT + 2.0m SEA LEVEL RISE + 1.3m STORM SURGE





### **A**ECOM



Important: This map has been prepared for information purposes. The Capital Regional District (CRD) makes no representations or warranties regarding the accuracy, currency or completeness of this map or the suitability of the map for any purpose. The CRD will not be liable and has no obligation for any damage, loss or injusry resulting from the use of the map or information on the map.

For more context about the maps and analysis, including a description of the data and and methods used, please see the Capital Regional District Coastal Sea Level Rise Risk Assessment Report (2014;

Figure 34. Inundation map showing projected sea level rise impacts for Gorge View Industrial Land



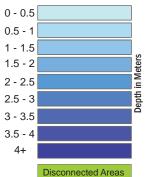
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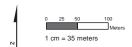
### Figure 35. Inundation map showing projected sea level rise impacts for Inner Harbour

## CRD Inundation Mapping Inner Harbour

Shoreline -

### HHWLT + 2.0m SEA LEVEL RISE + 1.3m STORM SURGE





### **A**ECOM

Projection:
With Zone (2014, North American Datum 1983)
COVICES

Date: 9/22/2014

# Neighbourhood Food Systems



#### Goals:

- 1. Create more places to get and grow food close-to-home
- Integrate food production into public places

### 12.1. Access to Neighbourhood Food

### Intent:

Create more places to get and grow food close-tohome

- 12.1.1. Support community-led efforts to establish a year-round farmers market in Victoria West.
- 12.1.2. Require new community gardens at Tyee Co-op, Pioneer Co-op and Bayview Lands as a condition of rezonings that add density.
- 12.1.3. When creating park improvement plans, consider opportunities to incorporate features that encourage the public gathering around food, such as picnic tables, barbecues, community ovens and barrier-free access to food gardens in public places.

### 12.2. Food Production in Public Places

### Intent:

Integrate food production into public places

- 12.2.1. Explore community-led opportunities for food features such as edible landscaping at public greens along Catherine Street and Wilson Street and other public locations identified by the community.
- 12.2.2. Support the establishment and/or enhancement of community orchards in the following locations, where community expresses an
  - a) Hereward Park
  - b) Triangle Park

### Other Relevant Policies & **Bylaws**

- Small-Scale Commercial Urban Food **Production Regulations**
- Community Gardens Policy
- Boulevard Gardening Guidelines
- c) Banfield Park
- c) Other locations identified in partnership with the community.
- 12.2.3. Continue to support community gardens on suitable public and private lands, in partnership with community organizations.

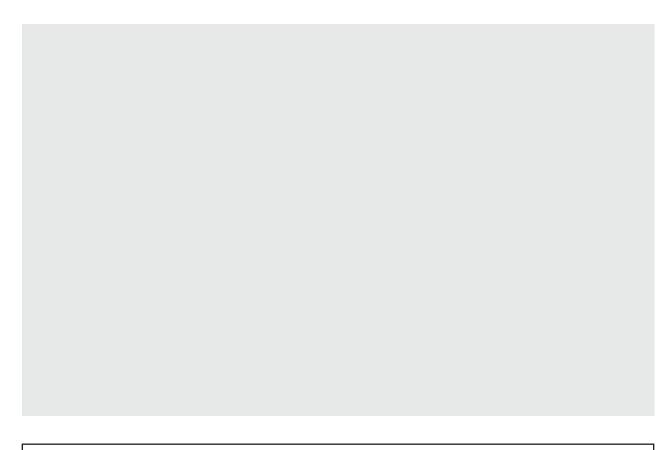
### 12.3. Food Production on Private Lands

#### Intent:

Integrate food production into new multi-unit development where appropriate.

- 12.3.1. Encourage rooftop allotment gardens for private resident use in new multi-unit buildings.
- 12.3.2. Encourage edible landscaping for new multi-unit buildings.

# Neighbourhood Well-Being



### Other Relevant Policies & **Bylaws**

- Great Neighbourhood Program
- City grant programs

### Goals:

- 1. Refresh indoor community facilities to support residents of all ages in a growing community
- Support the creation of more childcare options to support families with children living in Vic West
- 3. Foster a safe and inclusive community for all residents

### 13.1. Community Facilities

### Intent:

Refresh indoor community facilities to support residents of all ages in a growing community

Support community facilities as part of existing or future Master Development Agreements

- 13.1.1. Continue to work with Victoria West Community Center Society to sustain and enhance community programming, services and facilities that meet the evolving needs of Vic West's growing community.
- 13.1.2. As part of the long-term development of Westside Large Urban Village, explore opportunities to establish a community facility to encourage gathering and reinforce the heart of the neighbourhood.
- 13.1.3. Work with School District to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.
- 13.1.4. Develop community space as described in the Roundhouse Master Development Agreement, or accept cash-in-lieu to be used for the creation of community facilities elsewhere in the neighbourhood.
- 13.1.5. Develop the Sustainability Centre as described in the Dockside Master Development Agreement, through planning which involves the community, the Neighbourhood Association, the City, and the developer. Or, accept cash-in-lieu to be used for the creation of community facilities elsewhere in the neighbourhood.

### 13.2. Childcare

#### Intent:

Support the creation of more childcare options to support families with children living in Vic West

- 13.2.1. Support the retention of child and youth care spaces at Vic West Community Centre and School.
- 13.2.2. Support daycare and eldercare as a use throughout the neighbourhood in accordance with zoning. Consider reduced parking requirements were requested.

### 13.3. Neighbourhood Inclusion and Safety

#### Intent:

Foster a safe and inclusive community for all residents

- 13.3.1. Support improvements to public spaces, such as Banfield Park and the Galloping Goose Trail, to improve the sense of safety at all times of day.
- 13.3.2. Continue to support a range of non-market and market housing options to support and diverse and inclusive community.
- 13.3.3. Seek opportunities to promote social interaction between different generations through the design of public spaces, parks and public facilities.







# Arts, Culture and Placemaking





### Other Relevant Policies & **Bylaws**

• Arts and Culture Master Plan (To be completed, 2018)

### Goals:

- 1. Encourage public art and placemaking that celebrate Vic West's identity
- 2. Support creative entrepreneurs

Vic West is a neighbourhood which has attracted a diverse population of artists. In addition to providing a range of opportunities for living, working, and selling works, a vibrant community weaves arts and culture into everyday life and helps create a strong sense of place. Opportunities for creative placemaking include temporary and permanent public art opportunities in parks and other public spaces. Public art can celebrate Victoria West's unique identity and reinforce the neighbourhood's human and natural heritage.

# 14.1. Neighbourhood Public Art and Placemaking

### Intent:

Encourage art and placemaking initiatives that celebrate Vic West's identity

#### Policies:

- 14.1.1. Introduce public art into small urban village areas as part of streetscape improvements.
- 14.1.2. Incorporate public art into the design of neighbourhood trails, connectors and parks spaces. Identify locations through active transportation and park improvement planning.
- 14.1.3. Partner with arts organizations to encourage art installations in neighbourhood public spaces, such as temporary pop-ups and artist-in-residence initiatives.
- 14.1.4. Engage Songhees and Esquimalt First Nations to determine opportunities for public art in public spaces.

### 14.2. Key locations for public art may include:

- 14.2.1. Craigflower Village and Banfield Park interface
- 14.2.2. Victoria West Park and Wilson Street
- 14.2.3. The E&N Rail Trail right of way adjacent to Esquimalt Road
- 14.2.4. The E&N Rail Trail, other segments
- 14.2.5. Public spaces at Roundhouse and Dockside Green
- 14.2.6. Pedestrian connections within Westside Village (e.g. the stairwell between Tyee Road and the upper parking lot)

## 14.3. Themes for public art may include the following, without limitation:

- 14.3.1. First Nations history and places
- 14.3.2. The ecology and natural history of the area including the Gorge waterway
- 14.3.3. The working / industrial history of the neighbourhood
- 14.3.4. The diversity of people calling Vic West home
- 14.3.5. Urban sustainability
- 14.3.6. The artistic creativity of the neighbourhood

### 14.4. Support Creative Entrepreneurs

#### Intent:

Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.

#### Policies:

- 14.4.1. Through the Arts and Culture Master Plan, engage the arts community and non-profit groups in identifying opportunities, incentives and partnerships to create an incubator space including affordable gallery, studio and creative incubation spaces.
- 14.4.2. Through the Arts and Culture Master Plan, explore ways to link potential creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.

# 15. Action Plan

The action plan provides a high-level list of actions identified in this draft plan. Implementation of this action plan must be balanced with available resources and other City priorities. The improvements may be accomplished through a combination of funding sources, including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities. Any future actions are to be considered through the City's budget process which occurs annually.

### Plan Monitoring

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

Topic	Short-term Actions (2017-2019)	Year	Lead	Funded?
Transportation and Mobility	Assess the Catherine Street at Bay Street lane designations for left and right turns (north side of intersection)	2017	Engineering and Public Works	V
	Discuss community feedback on pathways across Vic West School field with School District 61	2017	Sustainable Planning and Community Development	√
	Assess Langford Street at Russell Street for visibility and stop sign	2017	Engineering and Public Works	V
	Complete pedestrian and bicycle connections from Vic West to downtown on the Johnson Street Bridge	2018	Engineering and Public Works	V
	Complete Point Ellice (Bay Street) Bridge rehabilitation	2018	Engineering and Public Works	V
	Replace the temporary barrier at Reno Street and Belton Avenue with a permanent barrier	2018	Engineering and Public Works	V
	Add pylons or other physical separation along Skinner Street between Alston Street and Langford Street	2018	Engineering and Public Works	√

Topic	Short-term Actions (2017-2019)	Year	Lead	Funded?
Transportation and Mobility (cont.)	<ul> <li>Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements as warranted:</li> <li>Skinner Street, for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements, from Front Street to Langford Street</li> <li>Mary Street, for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street.</li> <li>Selkirk Street, for vehicle speed and cut-through traffic from Banfield Park to the Esquimalt border.</li> <li>Wilson Street from Dominion Road/Viewfield Road to Rothwell Street, for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvement; and Rothwell Street for vehicle speeds, commercial traffic volume and road designation (Rothwell Street).</li> <li>Hereward Road, for vehicle speed and cut-through traffic</li> <li>Bay Street between Wilson Street and Esquimalt Road, for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village.</li> </ul>	2019 (through 2018 budget planning)	Engineering and Public Works	√
	Complete All Ages and Abilities connection on Harbour Road  Complete pilot All Ages and Abilities route on Kimta Street, including crossing at	2019	Engineering and Public Works  Engineering and	
	Esquimalt Road and assessment of lighting on the pathway behind the Delta Hotel.  Complete the bicycle and pedestrian connection from the Galloping Goose to the Bay-	Subject to	Public Works Private	
Parks, Open Space and Waterfront	Tyee intersection through the Railyards  Implement the Vic West Park Improvement Plan	development 2017-2019	Parks, Rereation and Facilities	√
	Complete improvements for Raynor Park	2017	Parks, Rereation and Facilities	V
	Discuss community feedback on Galloping Goose with CRD, including improved lighting between Banfield Park and Harbour Road, Trans-Canada Trail pavilion intersection, visibility and speed of motorized vehicles; identify next steps.	2017	CRD; Sustainable Planning and Community Development	

Topic	Short-term Actions (2017-2019)	Year	Lead	Funded?
	Complete a habitat assessment to determine the feasibility of new or expanded public swim docks at Arm, Burleith and Banfield Parks	2018-2019	Parks, Recreation and Facilities	
Housing, Urban Villages and Employment	Update the Official Community Plan to reflect the land use directions in this plan	2017 – concurrent with plan adoption	Sustainable Planning and Community Development	√
	Update Development Permit Area boundaries and guidelines for Urban Villages and Urban Residential areas and Townhomes to reflect area-specific policies in this Plan	2017 – concurrent with plan adoption	Sustainable Planning and Community Development	√
	Create zoning to support ground-oriented infill development including townhouses, rowhouses, duplexes, triplexes, fourplexes, and small apartments as described in this plan.	2018	Sustainable Planning and Community Development	√
	Update the Neighbourliness Guidelines for Duplexes to reflect policies in this plan.	2018	Sustainable Planning and Community Development	V
	Revise Small Lot House Rezoning policy to support secondary suites in small lot homes in Vic West and to consider smaller lot sizes	2018	Sustainable Planning and Community Development	√
	Update zoning to reflect Industrial Employment areas policies in this plan	2018	Sustainable Planning and Community Development	√
	Evaluate the need to update Development Permit areas and guidelines for Industrial Employment and Industrial Employment-Residential areas	2018	Sustainable Planning and Community Development	V
	Amend zoning to allow for a secondary suite and garden suite on heritage designated properties.	2018	Sustainable Planning and Community Development	V
	Update the house conversion regulations, or develop new regulations, to support the retention and adaptive re-use of smaller heritage properties through the addition of habitable space	2018-2019	Sustainable Planning and Community Development	√

Figure 36. Short-term Actions, cont.

Topic	Medium-term Actions (2020-2022)	Lead	Funded?
Transportation and Mobility	Complete the E&N Trail segment through the Roundhouse development	Private Development	
Parks, Open Space and Waterfront	Establish a new park adjacent to the Johnson Street Bridge - to be confirmed by directors that this should be medium term	Parks, Recreation and Facilities	
	Complete public spaces, including Bridges Park and the entry plaza, in the Railyards Master Development Agreement	Developer	
	Complete a planning process for Arm Park and Burleith Park, which also includes further consideration a long-term goal of creating an environmentally sensitive waterfront pathway on all or part of the waterfront west of Banfield Park, through voluntary easements or other means	Parks, Recreation and Facilities	
Infrastructure and Green Development	Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise.	Sustainable Planning Community Development	
	Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.	Sustainable Planning Community Development; Victoria Emergency Management Agency, Engineering Public Works	

Topic	Long-term Actions (2023+)	Lead	Funded?
Transportation and Mobility	Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements.	Engineering and Public Works	
	Develop the Alston Street corridor as a north-south pedestrian and bicycle linkage between the Galloping Goose and the West Song Walkway	Private Development, Engineering and Public Work	
	Complete improvements to pedestrian and bicycle safety in Banfield Park.	Parks, Recreation and Facilities	
	Complete any outstanding segments of E&N Rail corridor.	Private Development; Engineering and Public Works	
	Complete All Ages and Abilities connections along William Street and areas adjacent to the Vic West Elementary School field.	Engineering and Public Works	
	Complete the All Ages and Abilities route along Selkirk Road from Banfield Park to Tillicum Road.	Engineering and Public Works	
	Work with CRD to improve trail access to E&N Trail through Hereward Park	CRD, Parks, Recreation and Facilities	
	Consider trail re-alignment through Triangle Park to reflect pedestrian travel patterns	Parks, Recreation and Facilities	
	Continue to complete other neighbourhood-identified active transportation improvements as funding allow or through redevelopment where appropriate.	Engineering and Public Works	
Parks, Open Space and Waterfront	Complete public spaces, including Dockside Commons, the Greenway and the park adjacent to the Galloping Goose south of the Point Ellice Bridge in the Dockside Master Development Agreement	Private Development	
	Complete public spaces, including Sitkum Park and Turntable Plaza, in the Roundhouse Master Development Agreement	Private Development	
	Complete a Park Management Plan for Banfield Park	Parks, Recreation and Facilities	
	Add wayfinding signage along Westsong Walkway	Parks, Recreation and Facilities	
Art, Culture and Placemaking	Concurrent with the Banfield Park improvement plan, develop a design for Craigflower Village streetscape, pedestrian environment, and Banfield park street frontage	Parks, Recreation and Facilities; Sustainable Planning & Comm. Development; Engineering and Public Works	

Heritage	Complete a reconnaissance survey of the neighbourhood to identify buildings of heritage merit.	Sustainable Planning & Community Development	
Topic	Ongoing Actions	Lead	Funded?
Heritage	Continue to work with owners to voluntarily designate buildings of heritage merit	Sustainable Planning & Community Development	
	Consider citizen-initiated Heritage Conservation Areas, if proposed	Sustainable Planning and Community Development	
	Incorporate heritage interpretation into placemaking projects for urban villages, parks, trails and other significant areas.	Sustainable Planning and Community Development	
Arts, Culture and Place- making	Implement the Arts and Culture Master Plan initiatives specific to Vic West.	Arts, Culture and Events	
Infrastructure and Green Development	Continue underground infrastructure upgrades consistent with City master plans	Engineering and Public Works	
	Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow	Engineering and Public Works	
Transportation and Mobility	Periodically review parking needs upon request and explore new parking management strategies as required.	Engineering and Public Works	
Parks, Open Spaces and Waterways	Support community-led efforts to create new public docks, wharves and other public access for neighbourhood swimming and/or watercraft at Banfield Park, Railyards and along the West Song Walkway	Parks, Recreation and Facilities	
	Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway.	Parks, Recreation and Facilities	
	Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich	Parks, Recreation and Facilities	
	Work with Songhees and Esquimalt to identify sites of interest in parks as parks improvement or management plans are undertaken	Parks, Recreation and Facilities	
Neighbourhood Food Systems	Identify suitable locations for community orchards in parks and open space, in response to community interest and partnership	Parks, Recreation and Facilities	
	Identify suitable locations for community gardens on public and private lands, in response to community interest and partnership	Parks, Recreation and Facilities	
	During rezonings, seek easements on private waterfront properties west of Banfield Park for future public access or conservation	Parks, Recreation and Facilities	

### 16. Glossary of Terms

Affordable Housing: Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

**Apartment:** A dwelling located in a multi-story, multiunit building that accesses the ground via shared corridors, entrances and exits.

Attached Dwelling: A building used or designed as three or more self-contained dwelling units, each having direct access to the outside at grade level, where no dwelling unit is wholly or partly above another dwelling unit.

Attached Housing: Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, rowhouses, and apartments regardless of tenure.

**Complete Streets**: Transportation facilities that are designed and operated to enable safe access for all users – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles. Users of all ages and abilities must be able to safely move along and across a Complete Street.

Cohousing: is an intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces.

Cooperative Housing: Housing owned by a nonprofit cooperative association, where residents

have a share of ownership and often pay a monthly housing charge.

**Density:** The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha) or Floor Space Ratio (FSR)

**Development Permit:** A document that includes approved site and building development plans illustrating land use, landscaping, built form, intensity of use, and appearance of the site and buildings, as well as conditions of development approval.

**Development Permit Area:** Under the Local Government Act (LGA), local governments may designate areas of land known as a development permit areas (DPA) for one or more purposes.

**District Energy System:** The provision of heating, cooling or electricity through the production of steam, hot water or chilled water at a central plant that is then distributed through piping to individual buildings in a larger neighbourhood or community.

**Duplex:** A two family dwelling.

Dwelling Unit: Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

**Employment Uses:** A mix and range of office, industrial, warehousing, transportation and logistics, construction, communication, technology, commercial and financial services, retail and wholesale, institutional, research, education, public service and similar or related land uses and activities.

**Fee Simple:** Private ownership of property with no strata-title ownership or obligations.

Floor Space Ratio: The ratio of the total floor area of a building to the area of the lot on which it is situated.

**Frequent Transit**: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

General Employment: consists of primarily employment generating uses and accessory mixeduses including light industrial, commercial, and institutional uses contained within a wide range of low to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping and delivery.

**Ground-Oriented Dwelling:** A residential unit that has individual and direct access to the ground, whether detached or attached, including singledetached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in single-detached dwelling.

**Heritage Character:** Overall effect produced by traits or features which give heritage property or an area a distinctive appearance or quality.

Heritage Conservation: Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

**Heritage Designation:** Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

**Heritage Property:** A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

**Heritage Register:** A list of property that is formally recognized by the local government to have heritage value or heritage character.

**Heritage Value:** The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area. The heritage value of a heritage resource is embodied in its heritage character.

**Houseplex:** A development of three or more units whose form and massing is compatible with traditional residential neighbourhoods. It often appears similar to a large detached house. Can be in stacked units or townhouse-style configurations.

Intensification: The development of a property, site or area at a higher density than currently exists through: a) redevelopment, b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and, d) the expansion or conversion of existing buildings.

**Low-Rise Building:** A building four storeys or less in height.

**Mixed Use:** Different uses in relatively close proximity either in the same building (apartments above a store) or on the same or site or, when referring to an area or district, on an adjacent site (light industry adjacent to an office building).

**Multi-unit:** A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

Non-market rental housing: Housing that is rented at a price that is not set by market forces but set and controlled over time by some other means. Non-market rental housing is generally delivered by non-profit or public agencies. Social housing is a subset of non-market housing.

Official Community Plan: An Official Community

Plan (OCP) can be developed by both municipalities and regional districts. The OCP provides the longer term vision for the community. Under the Local Government Act section 875, an OCP is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

**Open Space:** Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

**Park:** Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

**Placemaking:** A holistic and community-based approach to the development and revitalization of cities and neighbourhoods, that creates unique places of lasting value that are compact, mixed-use, and pedestrian and transit-oriented with a strong civic character.

**Passive house:** Is a rigorous, voluntary standard for energy efficiency in a building, reducing its ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

Priority Frequent Transit: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. Priority Frequent Transit differs from Frequent Transit, as it includes a semi-exclusive right of way on portions of the route for transit vehicles.

**Public art:** Works of art in any media that has been planned and executed with the specific intention of

being sited or staged in the physical public domain, usually outside and accessible to all.

Rapid Transit: Transit service designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. To improve travel time and reliability Rapid Transit utilizes an exclusive or semi-exclusive right of way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services use high capacity transit vehicle technologies such as light rail and bus rapid transit vehicles.

**Sense of Place:** The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

**Street Wall:** A generally continuous edge of building facades that collectively define streets and sidewalks, and include portions of building facades above the ground.

**Small Lot House:** A house whose lot size and design meets the requirements of the City's Small Lot Rezoning Policy.

Small Urban Village: consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixeduse buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations, serving as a local transit service hub.

**Streetscape:** All the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setbacks, pedestrian amenities, street furniture, etc.

**Townhouse:** A variety of 3 or more residential buildings where individual houses lining a street share adjacent walls in common under a strata title, with each dwelling unit having a separate entrance

and yard area. Stacked townhouses are stacked on top of each other, each with its own front door and private outdoor space.

Traditional Residential: consists primarily of residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

Transit-oriented development: (TOD) is a mixeduse residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership while dissuading the ownership of automobiles.

**Triplex:** Three units sharing a dividing partition or common wall.

Two Family Dwelling: A building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other and are not linked by a trellis, deck, breezeway or similar connection.

Urban Design: Urban design is concerned with the human-made environment. It is a discipline that is dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from a broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

Urban Residential: consists primarily of multiunit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixeduses located along arterial and secondary arterial roads. Urban Residential areas are generally located within 400 metres of the Urban Core, a Large Urban Village, Town Centre, or frequent transit route, or within 800 metres of a rapid transit station.



## Victoria West Neighbourhood Plan **Engagement Summary of Feedback on Draft Plan**

The draft Vic West neighbourhood plan was released to the community for feedback in August 2017. Every household was mailed a brochure with the plan highlights, links to the plan and online survey, and the list of events to attend. The plan was presented to the community at a series of open houses, pop-up displays and neighbourhood events.

- 188 people completed the online survey.
- 110+ people attended two open houses
- 100+ people dropped by the City's booth at the Vic West Corn Roast
- 50+ people attended three pop-up events
- 85 people attended four Pizza and a Planner events
- 25 youth participated at Skate Park pop-up
- 30 attended Land Use Committee meeting on Sep 26
- 10 Pop-up up at swim-a-Month Club
- 18 Presentation to Gorge Waterway Initiative

The following is a summary of what we heard from the community.



Overall support for the draft plan is strong. 81% of survey respondents were very or somewhat supportive and 96% of sticky dots at the open houses rated the draft plan as very or somewhat appropriate.

"I feel if the plan were implemented the Vic West area would be more active and interesting."

"This Plan keeps what is important in the community while allowing for more incremental and fine grain density growth as the population increases."

"From my reading of the plan, I see a well thought out development strategy that aims to maintain the liveability of the area whilst acknowledging the inevitable growth that is comina."

While levels of support for the plan were high, some community members expressed significant concern about new housing types introduced into areas of the community and height allowances in urban villages. There were

also concerns that these land use decisions would lead to large scale redevelopment of the traditional residential areas and a large number of people moving into the neighbourhood.

\*The following support levels combine "very" and "somewhat" supportive rankings.

#### **Urban Villages**

Support for the key initiatives related to strengthening urban villages ranged from 69% to 85%. The highest support was for establishing the Westside Village area as the heart of the neighbourhood. There was strong support for

Westside Village to become more outward facing and better integrated with its surroundings. Some expressed concern about allowing six storeys and the impact that development would have to parking in the area. The lowest level of support (69%) was for initiatives to strengthen Craigflower Village. Many expressed an interest in seeing more shops, services and housing nearby. Others were concerned about changing the character of the village by allowing 3 – 4 storeys for multi-use buildings or residential in the area. Some expressed concerns about current issues around traffic management and traffic calming and the need to make the area safer for pedestrians and cyclists. In the Catherine Street and Edward Street area, the strong support was tempered by concerns about



#### **Attachment B**

building heights and changing the character of the neighbourhood.

#### **Transportation & Mobility**

Levels of support for key initiatives for transportation and mobility were high. 100% of open house participants and 89% of survey respondents were very or somewhat supportive of the three initiatives:

- completing the pedestrian and cycling routes in the Neighbourhood Active Transportation Map
- better connecting the neighbourhood to existing regional multi-use trails
- assessing key intersections, crossings and areas for improvement

Comments included concern that traffic congestion and traffic calming should be made a higher priority. Commuter traffic continues to be an area of concern for the neighbourhood. Concerns were also expressed about the impact to safety about combining pedestrian and cycling improvements.



#### Housing - Traditional Residential

Levels of support for different housing types in the traditional residential areas of the neighbourhood ranged from 60-83% by survey respondents and 87-100% by open house participants. The lowest level of support (60%) was for reducing the size of lot where duplexes are allowed, with 24% of survey respondents somewhat or very opposed. Concerns related mostly to the loss of yards and parking and impact to the larger lot character. The highest levels of support were for protecting heritage and re-using heritage buildings by allowing additional housing. General concerns related to new housing types impacting parking availability and traffic congestion and maintaining the look and feel of the neighbourhood. Some expressed concerns about bridge capacity to support more people living in the neighbourhood.

#### Housing - Urban Residential

Levels of support for different housing types in the urban residential areas of the neighbourhood ranged from 71 –

77% by survey respondents, with similar and higher levels of support from open house participants. Concerns related to taller heights overshadowing neighbouring housing. Some respondents felt that five storeys was too tall for Esquimalt Road and Lime Point. A few respondents felt that redevelopment and taller buildings on Skinner would hurt the character of the street.



Levels of support for key initiatives to strengthen connections to the waterfront ranged from 87-96% from survey respondents, with nearly 100% support from open house participants. Feedback included prioritizing the clean-up of the shore and water, funding and installing more docks, adding more features to enhance the park areas.



#### Jobs

Levels of support for key initiatives to support jobs in the neighbourhood ranged from 72 – 81% from survey respondents, with almost 100% support from open house participants. Many expressed support for having high paying jobs in the neighbourhood. There were many concerns expressed about the environmental impact of industry in the harbour. Some expressed concern about the height of buildings proposed in the initiatives.

#### **Parks**

Levels of support for key initiatives to strengthen connections strengthen parks and food systems ranged from 78 – 91% from survey respondents and 100% support from open house participants. There were many comments about off-leash areas with mixed opinions. Some expressed concern about the loss of pedestrian walkways to cyclists. There was strong support for more food growing and community gardens.

# Q1 How supportive are you of the key initiatives to support urban villages?

Answered: 186 Skipped: 2

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Establish Westside Village area as the heart of the neighbourhood- an evolving gathering place that links old and new Vic West together with housing, employment, improved connections and more outlined in the Westside Village Area Concept Sketch	62.64% 109	22.41% 39	6.32% 11	3.45% 6	5.17% 9	174	4.61
If Westside Village Shopping Centre redevelops, retain shopping and encourage new housing and employment above, up to 6 storeys in most locations (see the Westside Village area Concept Sketch for more detail)	51.45% 89	24.86% 43	8.67% 15	6.94% 12	8.09% 14	173	4.51
Strengthen Craigflower Village through new housing, commercial opportunities and improvements to public areas, with new buildings up to three to four storeys, as outlined in the Craigflower Village Area Concept sketch.	48.84% 84	20.35% 35	11.63% 20	9.30% 16	9.88% 17	172	4.47
Designate a small urban village on Catherine Street at Edward Street to retain and allow shops and a few small apartment buildings	60.00% 108	17.78% 32	10.56% 19	8.89% 16	2.78% 5	180	4.52

#	COMMENTS FOR "ESTABLISH WESTSIDE VILLAGE AREA AS THE HEART OF THE NEIGHBOURHOOD- AN EVOLVING GATHERING PLACE THAT LINKS OLD AND NEW VIC WEST TOGETHER WITH HOUSING, EMPLOYMENT, IMPROVED CONNECTIONS AND MORE OUTLINED IN THE WESTSIDE VILLAGE AREA CONCEPT SKETCH"	DATE
1	Traffic calming required though.	9/27/2017 7:16 PM
2	It would be great to see some improvements for pedestrians and yo prevent dumping on Alston and last block of Langford sooner rather tjsn layer.	9/26/2017 8:48 PM
3	Developing plaza with storefronts facing outward is good. Max height of new bldgs should be 3 - 4 storeys, not 6! I like the idea of having storefronts facing Tyee. That would be a big improvement, since right now it's just like a big grey wall.	9/26/2017 6:55 PM
4	Feel the density and feel makes sense.	9/26/2017 4:50 PM
5	If Westside village shopping centre gets back the density bonus it gave to the Parc then the community should receive an equal financial bonus for community amenities as we so choose/	9/26/2017 3:12 PM
6	The size of the boxes in the survey are inadequate. They all imply that only a short answer will suit. And people cannot read what they have typed into the form. Very hostile survey tactics!. We believe Craigflower Village is the heart of the neighborhood Westside village looks like any other shopping mall in North America. And adding 6 stories will make it worse not better. Shadows, wind tunnels Poor idea. Not human scale. Marginalizing pedestrians.	9/26/2017 1:46 PM

7		
1	Westside village is a shopping mall, certainly not the heart of Vic West - that's somewhere in the traditional residential area where community events happen and people gather. It draws people from all over Vic West.	9/26/2017 1:42 AM
3	density from westside village was already transferred to the Parc block.	9/26/2017 12:24 AM
9	I think of all the village areas within Vic West the Westside is the best spot for more development and density.	9/25/2017 11:13 PM
10	This is an area prime for development! There's little in the way of old-time character homes here.	9/25/2017 10:25 PM
11	need more variety of shops, but good base now.	9/25/2017 10:22 PM
12	Encourage small coffe shops etc where people can easily walk to	9/25/2017 9:35 PM
13	Unfortunately, it seems different neighborhood groups are hearing different things about these neighbourhoods! I agree that strengthening these villages will be positive. However, I would like to see the commercial increase with the living spaces. Some people heard three story residencies were going in without commercial, and that would be a shame. Parking and traffic is already an issue near Craigflower (e.g pine st) and there is concern added housing will increase the existing issues. There was another concern about what "affordable housing" meant. Vic west is increasing in families, will these living quarters be suitable for that?	9/25/2017 8:02 PM
14	calm traffic throughout and make delivery trucks quiet and out of the main stream of traffic on Wilson Street especially	9/25/2017 6:33 PM
15	increase of density and delay of practical/ improved connections ( too long awaited and included in earlier plans) makes me wonder if city and planners listened to community in past. westside village as "link" and Gathering Place" needed to include social ammenities to meet community needs, i.e. medical clinicBay St. Bridge, safety for both pedestrian and bicycling was to be incorporated; low impact transportation has not been explored to Victoria through these very busy corridors. This center was to be a "soft" link that connected our community that WAS NOT considered part of the urban core to the busier high density south of EsquimaltRd., and Dockside Green east of Tyee, north of Esq. rd.; as well as the lands developed north of the Bay St. bridge. and lands.	9/25/2017 2:22 PM
16	The plan does not identify Bay St as the major transit corridor. It is used by pedestrians and cyclists and needs upgrading.	9/25/2017 9:05 AM
17	This is not the heart of Vic West. It's a mall	9/25/2017 8:55 AM
18	I am opposed to towers. as our streets of Skinner and the narrow street Wilson (where we live below Catherine) are ALREADY busy. I feel there are enough condos and enough housing in Vic West. YES we need improvements to some of the existing commercial areas such as on Catherine (Oceanic Market) I could see two stories across the street, but no more. I do not want to see more than 2 stories of commercial or residential on Alston. i do not want to see 3 stories on Skinner up the hill from Banfield park or an increase in housing much. Why? because the streets are already busy. WE LOVE our neighbourhood. Making it busier will take away the charm. It will take away WHY people love it and why people want to live here. I do approve of folks getting to raise houses up to get two floors. I DO like the potential for nicely built 'garden suites'. I want my neighbours to be able to to this to their own homes. I want to see that whoever does the amendment to their home is doing it with love and that they will continue to live there, investing in their person in their neighbourhood. I am fine if you want to make a few little commercial improvements below Spiral through to Pine Street, but no more than 2 storeys.	9/24/2017 11:52 PM
19	My decisionnot to support this idea is because it has to be seem in context with other develoments that are being proposed in the neighbouthood - such as a building that my be higher than 6 stories at Bay/Wilso/Tyee. As individually proposed, the plan proposes changes, yes, but in the wider	9/24/2017 10:47 PM
	scope, there will be many buildings going up in the neighbouthood that together will substantially increse density. Parts of this plan cannot be separated from the whole. t the whole	
20		9/24/2017 8:19 PM
20	increse density. Parts of this plan cannot be separated from the whole. t the whole  Is there a good reason why the three properties between Alston and Tyee on Langford are not defined as 'Large Urban Village' in purple? Consider including them if there isn't a strong reason	9/24/2017 8:19 PM 9/24/2017 9:07 AM

23	No more apartment buildings please. Just look up Craigflower at all the apartments and how badly they are maintained.	9/23/2017 10:08 AM
24	Would love to see appropriately scaled commercial on the West corner of Tyee & Bay, as well as something on lower Tyee other than the dark canyon that is currently the backside (Northeast) side of Westside village.	9/23/2017 9:29 AM
25	I do not support buildings taller than 5 storeys at the corner of Bay and Tyee.	9/22/2017 11:26 PM
26	Westside Village is in need of massive changes to be more friendly to its clients. The proposals here are excellent.	9/22/2017 4:12 PM
27	The commentary is INCORRECT in the Village Area Concept Sketch. It should read "Enphasize Wilson Street as a pedestrian friendly street with NO on street parking"	9/20/2017 10:38 PM
28	I don't want more crowds & trafficI like the quaint feel of Vic west now	9/19/2017 8:53 PM
29	Not sure how parking and maintaining intimacy of small community living will be maintained.	9/18/2017 11:11 PM
30	Increasing density detracts from the "neighbourhood" feel of Vic West	9/18/2017 7:35 PM
31	Love density but don't want the whole village in shade. What I live about this village ( and I live in it ) is how sunny and bright it is.	9/15/2017 3:07 PM
32	Building on the existing commercial neighbourhood mall seems reasonable and cost-effective. The location is central to both existing and newly planned housing.	9/14/2017 5:33 PM
33	Incredible how the plan ignores the Songhees area. Westdise is'nt the heart	9/13/2017 7:29 AM
34	westside village is NOT heart of community. Itb is heartb of ol;d VcWest - of those who lock out the residents at east side of vicWest	9/12/2017 9:49 PM
35	Westside Village is definitely the commercial core of the Vic West community, but this is already the case, so although I support this hub, I think city resources could be better used encouraging development and increased density in other areas.	9/11/2017 12:44 PM
36	As this area is close to downtown - I think it has great potential for people who decide to not have cars and can work/live in a walkable area.	9/10/2017 7:47 AM
37	improve the parking lot please!	9/4/2017 9:37 PM
38	Need to mange noise levels as things grow	9/1/2017 8:30 AM
39	Space limitations.	8/31/2017 9:58 AM
40	More family activities - minigolf!	8/30/2017 1:54 PM
41	Require that there be minimal surface parking, and that pedestrian circulation is prioritized within the site. Current parking is too tight, and there is not enough space for pedestrians. For an example, look at the "high street" at Uptown, where there is some surface parking, but most of it is underground.	8/29/2017 12:27 PM
42	Personally would love to see Tyee Co-op redeveloped	8/28/2017 8:49 PM
43	A little hesitant on some of the variances allowed for height - six storeys or three to four storeys in certain locations would negatively affect some existing residents.	8/28/2017 7:59 AM
44	Improving curb appeal and pedestrian connections is good.	8/27/2017 9:37 AM
45	This is mostly a private enterprise centre owned by one corporation. Instead encourage smaller satellite business area surrounding Vic West Village Shopping Centre (a few already exist. Ensure that new residential development includes commercial spaces on ground level (unlike the "dead zone" along Tyee Rd and West Song Walkway.	8/26/2017 12:57 PM
46	Seems like the best choice	8/26/2017 11:36 AM
47	Parking will have to be improved to make walking across driveways and between cars safer.	8/25/2017 8:20 PM
48	Excellent idea but ensure cycling infrastructure is fully integrated.	8/25/2017 1:43 PM
#	COMMENTS FOR "IF WESTSIDE VILLAGE SHOPPING CENTRE REDEVELOPS, RETAIN SHOPPING AND ENCOURAGE NEW HOUSING AND EMPLOYMENT ABOVE, UP TO 6	DATE
	STOREYS IN MOST LOCATIONS (SEE THE WESTSIDE VILLAGE AREA CONCEPT SKETCH FOR MORE DETAIL)"	

2	*Please make comment boxes larger, so that one may more easily review what's been written. Thanks.	9/26/2017 6:55 PM
3	Keep buildings MUCH lower close to exisiting housing. Do not build an extra high tower at the gateway (Bay st bridge) to our neighbourhood - that is not welcoming.	9/26/2017 3:12 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics! The WSV densification was already place on the apartment building next door - City of Victoria Planning Dept should make up its mind what it is doing. Who "predicted" this population growth. Could we please see the math behind it? I worked as a transportation planner for 17 years on Vancouver Island in every municipality and our estimations of traffic growth were equally suspicious tweaked up by the boss.All the old buildings in Vic West should have priority before any new building takes place. No tourists come to Victoria to view new buildings. They can seen these anywhere else they go worldwide. But since San Francisco lost nearly all its old buildings in the quake and fire of early 1900's Victoria is the largest repository of these kind of buildings. And developers find it much easier to knock down old buildings than restore them. Have you read Vanishing Vancouver?ISBN 978-1-77050-067-9 Winner of the Duthie Prize, 1991, and the City of Vancouver Book Prize, 1991. More recently https://www.theglobeandmail.com/real-estate/disposable-vancouver-are-we-throwing-away-good-homes/article24223082/?arc404=true and https://beta.theglobeandmail.com/real-estate/vancouver/as-demolitions-rise-vancouver-moves-to-protect-its-old-characterhomes/article33052553/?ref=http://www.theglobeandmail.com& the Facebook page Vancouver Vanishes?	9/26/2017 1:46 PM
5	Grade 6 story heigh down when abutting R1 zoning	9/26/2017 9:58 AM
6	Westside Village transfered its density years ago to build a high tower, the Parc. Giving back the desnsity to build 6 storeys is a HUGE bonus to the property owner. And the Plan mentions possible towers!! If the City awards the property owner such a bonus there should be a similar amount awarded to the neighbourhood for improvements as they see most appropriate.	9/26/2017 1:42 AM
7	Too many 6 storey buildings will eventually kill the area. Keep things open and don't just build up trying to create density at the expense of liveability.	9/25/2017 11:13 PM
8	I'm concerned that this is simply more people than we can handle in Vic West. Developers must be made to directly fund and install the required infrastructure: more transit, more schools.	9/25/2017 10:25 PM
9	Parking is already at a premium in busy times, parking at centre in front of Save on doesn't seem to work or encourage people to interact	9/25/2017 10:22 PM
10	The area around Westside seems like a good place for added density	9/25/2017 9:35 PM
11	Ensure the density still supports all types of people (particularly, apartments that are family-friendly)	9/25/2017 8:07 PM
12	I like the idea of the shops facing outward.	9/25/2017 8:02 PM
13	developer was allowed to increase height/density on the Parkside adjacent south of the village. was this not part of a legal trade off? Different plan may be considered, but height a poor option and needs of community met firsti.e.medical clinic, etc.	9/25/2017 2:22 PM
14	Six storeys across the space is too tall - recommend this be much shorter.	9/25/2017 9:05 AM
15	Vic West does not need anymore 6 story buildings	9/25/2017 8:55 AM
16	Our Bay Street is very very busy, as is Wilson and Skinner. We want to retain our residential as is, NO more lowrises or highrises. This will cause shadow, will block out the sun, wind tunnels, more cars and stress and pollution.	9/24/2017 11:52 PM
17	see above	9/24/2017 10:47 PM
18	6 storeys is too low. The Park residence and Dockside Green are taller, so Westside can go higher while maintaining the context	9/23/2017 12:22 PM
19	Not thrilled about the 6 storeys. Would love to see redevelopment (above), but making this area even denser is problematic with regard to traffic.	9/23/2017 9:29 AM
	I do not support buildings taller than 5 storeys near Bay and Tyee.	9/22/2017 11:26 PM

21	I don't think Vic West should have any more housing initiatives we are the most dense area in the city and it does not feel like a welcoming neighbourhood with skyrises (6 stores or more) popping up all over the place.	9/21/2017 10:02 PM
22	At 6 stories occupants are not in contact with people on the street. The maximum height that residential occupants can practically connect with people at street level is 3 stories.	9/20/2017 10:38 PM
23	No multi-housing on Skinner St.	9/19/2017 12:42 PM
24	6 stories is too much density.	9/18/2017 7:35 PM
25	Absolutely supportive of housing and employment but encourage lower than 6 storeys	9/17/2017 8:10 PM
26	Same as above. It's also critical purpose built rental housing that is income indexed is included.	9/15/2017 3:07 PM
27	Too much urbanization will likely destroy the character of the neighbourhood. Denser population of the area requires a new apprtoach to public transportation. Also, would the replacement bridge for the "Blue Bridge" be able to handle the increased traffic?	9/14/2017 5:33 PM
28	We need affordable housing to be the priority. You're pricing people out of the neighborhood.	9/11/2017 5:38 PM
29	Keep buildings tall and require adequate underground parking. Big cities like montreal are filled with underground parking to save space. Widen transportation through the area.	9/8/2017 12:54 PM
30	More cycling paths. More crosswalks. No loss of outdoor seating and hang-out areas.	9/7/2017 7:25 PM
31	No more than six storeys	9/4/2017 11:56 AM
32	Would prefer buildings lower than 6 stories.	9/3/2017 2:53 PM
33	Parking will become more of an issue and noise will increase	9/1/2017 8:30 AM
34	See above space limitations.	8/31/2017 9:58 AM
35	I don't like the idea of taller than 6 stories at Bay and Tyee	8/29/2017 9:41 PM
36	Step back from Wilson Street to keep a pedestrian scale.	8/29/2017 12:27 PM
37	Concepts look interesting, Super high rise housing (above 6 stories) would result in loss of village concept.	8/27/2017 9:37 AM
38	Although we already have a 6 story condo building, I think it would be better, due to the slopes and close proximity to houses, that we keep the height max to 3-4 stories	8/25/2017 5:48 PM
#	COMMENTS FOR "STRENGTHEN CRAIGFLOWER VILLAGE THROUGH NEW HOUSING, COMMERCIAL OPPORTUNITIES AND IMPROVEMENTS TO PUBLIC AREAS, WITH NEW BUILDINGS UP TO THREE TO FOUR STOREYS, AS OUTLINED IN THE CRAIGFLOWER VILLAGE AREA CONCEPT SKETCH."	DATE
1	Would love to see more store fronts, with living above. Along Craigflower, like cook street village.	9/28/2017 9:21 AM
2	Four storeys may be a bit too high in this area.	9/26/2017 11:22 PM
3	The link to this sketch did not open I do not agree with apartment buildings lining skinner st. It would feEl hemmed in on the hill.	9/26/2017 8:48 PM
4	Don't believe that Craigflower Rd sidewalk should be relocated inside park, in order to accommodate additional parking along E side. Traffic calming can be achieved in other ways: overhanging trees, signage close to road etc Max height along Raynor Ave should be 2 storeys, as well as along Skinner St	9/26/2017 6:55 PM
5	Not interested in seeing Craigflower Village built up. Prefer it to stay smaller, more intimate. Westside is close by, as is downtown.	9/26/2017 4:50 PM
6	The Plan's "what we heard" does NOT support "how this plan addresses what we heard". We value small shops, local flavour, friendly ambience maintain the characteretc does NOT support 4-5 storey buildings along Craigflower, at Russell and apartments all along 3 blocks of Skinner. That will totally transform our quiet little village. How can the Plan refer to this as 'small changes'? or 'maintaining the small scale of the village?	9/26/2017 3:12 PM

7	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Preserve the old buildings first - all the old buildings in Vic West should have priority before any new building takes place. No tourists come to Victoria to view new buildings. They can seen these anywhere else they go worldwide. But since San Francisco lost nearly all its old buildings in the quake and fire of early 1900's Victoria is the only repository of these kind of buildings. And developers find it much easier to knock down old building than restore them. Have you read Vanishing Vancouver?ISBN 978-1-77050-067-9 Or Facebook page Vancouver Vanishes A four storey building at Russel and Skinner would look absolutely absurd. No!	9/26/2017 1:46 PM
8	Design must compliment original buildings.	9/26/2017 9:58 AM
9	We treasure the small scale and ambience of Craigflower Village - as you admit in the Plan. To interpret that as new buildings up to 3 and 4 storeys, including blocks of densified housing and 3 blocks of apartments up Skinner is the antithesis of what this neighbouhood wants. Eliminating the responsibility of businesses to provide parking will create constant conflict between the businesses (which we love and support currently) and the residents in the area. There is not enough public parking to support increased retail and business in the area. Most of the parking along Craigflower was removed to provide bike lanes. The side streets are residential parking - many of the homes don't have driveways or parking. Suggesting a row of parking across from the heritage business building on the Banfield Park side would provide perhaps 10? parking spots? And at what expense in terms of our treasured ambience? Those two mature chestnut trees, 4 mature hornbeam trees and our green grassy boulevard? In our Transportation Plan process there was consistent and unanimous approval for more - not less - green landscaped boulevards and street trees. There's nowhere to move the sidewalk that wouldn't require removing trees.	9/26/2017 1:42 AM
10	requires too much demolition of viable housing stocks	9/26/2017 12:24 AM
11	Craigflower Village works very well right now. Housing, small scale retail, tennis courts, community gardens. It's a planners dream! Why does the City feel the urge to come in and improve it? I realize you can't let it fall into disrepair so an injection of \$ is needed, but don't ruin something that already works. 3-4 storeys on Craigflower is fine, row housing in behind that is un-necessary and will only create congestion for parking and traffic in an area that is already busy. Duplex beside Sailor Jacks should be rebuilt to match existing or planned Craigflower frontage, but don't put row housing in behind that as well. That would be too much on a standard sized lot.	9/25/2017 11:13 PM
12	Craigflower village isn't broken and we don't want or need to increase the population density! Our infrastructure is already at capacity! I strongly oppose East-side parking. It's not needed. I strongly oppose the increases to density suggested in the plan. I agree with adapting some of the character homes to commercial spaces. I strongly oppose tearing down any of the character homes to build higher-density town-homes. I also strongly oppose surrounding the remaining character homes with 3-4 story town-homes. This is a terrible idea and will destroy what most people appreciate about this area! Don't do it!	9/25/2017 10:25 PM
13	Be careful not to destroy a good thing, it works well now but not much parking	9/25/2017 10:22 PM
14	Great care must be taken to mainatin the character - the Spiral for example is a great place - a feel of community	9/25/2017 9:35 PM
15	Here I have heard mixed descriptions of the vision. I like the idea of expanding the village to both sides of the street but think the hight should stay at 2 stories perhaps. I also like the idea of refurbishing the character homes or building new ones like it. Also, apparently the existing shops here are experiencing great support from community so the housing would not "support local business" per se.	9/25/2017 8:02 PM
16	Higher density is better. I live 3 lots down from this area on Pine St. I am in favour of much higher density thru out the whole area.	9/25/2017 3:59 PM
	height of buildings / density/ infringement on park not a positive impact on community. Makes Selkirk to Village Center a dense building imposed corridor, public areas are not enhanced with	9/25/2017 2:22 PM
17	this plan.	
18		9/25/2017 9:05 AM

20	No. Victoria has had SO many condos and commercial approved in the last 15 years, and we need to SLOW DOWN. Let the buildings we have 'rest' and let the people who live in the new buildings find their life style and their needs. If there are a few more little businesses that need to pop up to support the people that ALREADY live here, I understand, and would say yes, on a piece by piece addition. But I vote NO MORE new buildings for retail, except small buildings, in small increments. I don't want to see a developer come in to make a bunch of money creating condos that are labeled 'brand new community'. you can't sell community. the heart and soul comes from the people who plant their routes. Not from rushing the building and approval of bigger money centred ventures. I know the city gets WAY more TAXES and benifit in their financial/economic porffolio when they approve condos (property tax collection) and buildings for commercial. But we people need more consideration that human beings need less 'STUFF'. Yes we need food, and education, and doctors. This community needs to 'breathe' for 10 or 15 years before increasing population. YES I like the idea of some amendments to West side village maybe to add ONE more floor of services such as doctors and I like the idea of making entries to stores at street level. But I think a lot can be done to improve services, if Westside Village only received ONE extra storey, just for 'services' but not for residential. and to have some of services/businesses accessible from the outside of the plaza would be great.	9/24/2017 11:52 PM
21	The Craigflowe village already has a nice feel to it. there are some lovely trees that canopy the street and it is already a high traffic/pedestrian/cyclist area. Adding too much more could put some real stresses on Craigflower.	9/24/2017 10:47 PM
22	Some traffic calming on craigflower, a park let infront of fry's bakery and a another pedestrian crossing light would be great!	9/24/2017 7:13 PM
23	we don't want 3-4 story buildings. This would wreck the general feeling of Craigflower Village	9/24/2017 9:07 AM
24	not supportive of the 4 storey building	9/23/2017 10:00 AM
25	4 storey buildings would completely change the character of this area that is currently working. It would add lots of traffic to this already congested area. How does that integrate with the concept of the "pedestrian friendly main street"? Creating a "small gathering space across from the village" will either wipe out the community garden there, or the tennis courts. This plan also wipes out the Raynor Shine garden. On-street parking across from the village (east side of Craigflower) might be okay as long as the garden is retained.	9/23/2017 9:29 AM
26	It is important to me to maintain the heritage buildings in this neighbourhood.	9/22/2017 11:26 PM
27	The additional on-street parking idea is not good, but otherwise I like this. Would be nice to see protected cycle tracks here (on west/south side of street) to narrow the road, reduce risks to those on bikes, and slow traffic to the limit. Two way on this side would be feasible since most destinations are on that side, or there are crossings to other destinations.	9/22/2017 4:12 PM
28	This area of Vic West is less developed so I would support this plan more so.	9/21/2017 10:02 PM
29	We don't need more housing! We need more businesses. The existing businesses are very busy. The problem is not lack of customers.	9/20/2017 10:38 PM
30	No new development at Skinner/Craigflower curve.	9/19/2017 12:42 PM
31	Looks good.	9/18/2017 11:11 PM
32	The Russell street development is too much density for the neighbourhood. Puts too much pressure on the park and services	9/18/2017 9:37 PM
33	I like the commercial opportunities, if they are small businesses. However, the 3-4 story buildings take away from our family neighbourhood, where we all know eachother, help eachother. Large buildings only invite transients and renters. One story above is great, as it maintains the feel of Vic Westsuch as the building where Fry's and Spiral is.	9/18/2017 9:31 PM
34	Higher buildings create an oppressive feel and more shade. Adding some more low commercial to the village is good.	9/18/2017 7:35 PM
35	Main concern is with Craigflower itself being a fairly popular thoroughfare. If we had more shops on both sides of the streets I'd like the city to also look into making that bit of craigflower feel a bit more pedestrian-friendly, specifically with regards to crossing the street at raynor	9/18/2017 7:23 PM
36	too high	9/18/2017 2:40 PM
37	I agree however already find the speed limits ridiculously slow - 30km is unreasonable and the	9/17/2017 8:10 PM

38	Keep the Spiral Cafe, bakery and barbershop intact as it is crucial to the community	9/17/2017 1:34 AM
39	see comments above.	9/14/2017 5:33 PM
40	if commercial, then should be higher than 3-4 storeys	9/13/2017 7:29 AM
41	Craigflower Village is far enough away from Westside Village to support more commercial space than it currently does. Increased density here would be a huge benefit for everyone.	9/11/2017 12:44 PM
42	The City should have bought the duplex next to the village stores.	9/8/2017 9:54 AM
43	What I love about this area is walking and biking. More "commercial opportunities" and more housing means more cars and more pedestrina and cycling space lost to traffic. Is there any way to keep traffic down? More crosswalks with lights would be good.	9/7/2017 7:25 PM
44	do not go past pine st/stop light	9/5/2017 1:08 PM
45	Three storeys in the smaller village areas	9/4/2017 11:56 AM
46	Need to diversity the area and not just in Westside Village	9/1/2017 8:30 AM
47	four stories may negatively impact character. 2-3 stories max is more appropriate	8/29/2017 9:09 PM
48	Keep a small neighbourhood feel.	8/29/2017 12:27 PM
49	Part of what makes that space so beautiful is the historic feel of it. New buildings should be three stories, tops.	8/29/2017 7:06 AM
50	A medium-sized grocery store as an anchor to the community should be encouraged so that people do not have to drive to get groceries.	8/28/2017 10:23 PM
51	I don't want this area becoming overdeveloped and too busy	8/28/2017 11:35 AM
52	This concept needs more work. It seems disjointed based on different competing interests. The addition of a four storey building doesn't seem in harmony with currently evolving village concept which involves converting old houses into commercial spaces retaining historic character.	8/27/2017 9:37 AM
53	Definitely disagree with 3-4 stories here. I suggest 2 stories will better fit the existing neighbourhood.	8/25/2017 5:48 PM
#	COMMENTS FOR "DESIGNATE A SMALL URBAN VILLAGE ON CATHERINE STREET AT EDWARD STREET TO RETAIN AND ALLOW SHOPS AND A FEW SMALL APARTMENT BUILDINGS"	DATE
1	Keep a friendly neighbourhood feel.	9/26/2017 8:48 PM
2	No need to go to 3 storeys along Catherine	9/26/2017 6:55 PM
3	It doesn't need 3 storey apartment buildings since there are many characterful homes in the area. Lots of people already walk to this area - don't use a small village designation to justify more densification.	9/26/2017 3:12 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.	9/26/2017 1:46 PM
5	Apt. buildings lass than 4 stories.	9/26/2017 9:58 AM
6	A small urban village on Catherine does not need "a few small apartment buildings" to flourish. Allow the few shops to grow gradually and allow the residential areas to fill in gradually - with suites or garden cottages build by property owners, not apartment buildings which are developer driven.	9/26/2017 1:42 AM
7	we have the makings of a small village centre on Catherine, we don't need it augmented with bonus density tear downs.	9/26/2017 12:24 AM
8	I would support new housing up to 2 storeys on the lot where tai chi building is.	9/25/2017 11:13 PM
^	I think this will damage this neighbourhood too. Adding people and commercial spaces doesn't	9/25/2017 10:25 PM
9	address the real need: infrastructure for living, not just buying. We need schools and playgrounds and mass transit: not more shops.	
9		9/25/2017 10:22 PM

12	I think this is a good area for higher housing, especially on the one side will industrial area behind. It will be nice to have more commercial opportunities.	9/25/2017 8:02 PM
13	Again calm traffic plus service vehicles	9/25/2017 6:33 PM
14	Again a density driven approach tosmall urban villages. I this the only way this beautiful significant area can really be vibrant and viable and full of "LIGHT"? Catherine is a main connector street for heavier traffic, therfore planning in the signifigant area would perhaps consider the future of Bella St. and how a "HEART" might really beat.	9/25/2017 2:22 PM
15	It already is, no need to expand commercial in this location.	9/25/2017 9:05 AM
16	A few small apartment building? That is not a good idea and seems kinda vague as to their size.	9/25/2017 8:55 AM
17	NO to small apartment buildings. This street is 'high elevation' and going higher than 2 storeys would block the sun for the neighbours behind .Maybe four to six small businesses. I see, there are already three. The tai chi place, the Oceanic Market and also the seed place. I think, keep the character in Vic West.	9/24/2017 11:52 PM
18	Not sure. Will single homes be demolished? How about the new business at the Oceanic market? How will that be affected? Also concerned about more traffic in the area.	9/24/2017 10:47 PM
19	Traffic on Catherine is now fast-moving and is used as a short-cut through Vic West. Redevelopment would add more traffic and a 30 km/hr zone should be established here.	9/23/2017 9:29 AM
20	I would be OK with this being even more ambitious than described. The parking lot on the east side of Catherine is an eyesore and a redevelopment here to put the cars behind would be warranted.	9/22/2017 4:12 PM
21	This is where we need redevelopment with housing over commercial spaces.	9/20/2017 10:38 PM
22	Concentrate on one area only and do it well!	9/20/2017 9:54 AM
23	With the Market Garden center already starting to take shape, this will be a fantastic start to revitalizing this small urban village	9/19/2017 1:48 PM
24	Love the urban villageagain against the small apartment ideas. Where will people park? We do not need more traffic in our neighbourhood. It is family oriented. Small houses would be a better idea.	9/18/2017 9:31 PM
25	Apartment buildings aren't a good idea	9/18/2017 7:35 PM
26	Again main concern is if the roads are well suited to it? As it stands there's poor visibility when crossing Catherine (crossing via Langford st often involves blind corners due to all the cars parked on Catherine, and the glare going up westward when the sun is setting is pretty dangerous). Would love to see that area developed further though!	9/18/2017 7:23 PM
27	parking??	9/18/2017 2:40 PM
28	Again, should be height restrictive	9/17/2017 8:10 PM
29	owr Edward. I've been contemplating building a detached garden suite. Will this be problematic because the City will say it's not dense enough?	9/15/2017 11:56 AM
30	The new Oceanic Market is going to be great, but it's unclear to me where other development would go here. The Tai Chi place and the day program are both important resources for many people, and there does not appear to be much other available space?	9/11/2017 12:44 PM
31	l own Edward. I've been considering building a carriage house. Will this new Plan preclude this over concerns that the proposal isn't sufficiently dense?	9/6/2017 10:00 AM
32	Three storeys here at the very most	9/4/2017 11:56 AM
33	This would be a great way to capitalize on an informal center that already exists.	8/31/2017 10:14 AM
34	Important to allow density on side streets, and not to put it all on collectors.	8/29/2017 12:27 PM
35	This area needs revitalization. It is a bit depressing right now.	8/27/2017 9:37 AM
36	yes	8/25/2017 5:48 PM

# Q2 Did we miss anything?

Answered: 45 Skipped: 143

#	RESPONSES	DATE
1	Looks great! I love living in Vicwest, and have lived here over 22 years. The walkability is fabulous!. Looking forward to the development of more business/urban areas to access in my neighborhood.	9/28/2017 9:21 AM
2	I'm hoping developments at Dockside Green and at the Roundhouse create additional urban villages and that these are well linked to the Westside Village area.	9/27/2017 12:34 PM
3	We moved to Vic West almost 15yrs ago because of the pleasant neighbourhood ambience and the older homes. Allowing the proposed 3-4 storeys along Raynor, Skinner & Craigflower will destroy the ambience that so many Vic West residents enjoy.and do not want to lose. This is our neighbourhood! Da Vinci Centre area should be 3 storey max, not 6. I wasn't aware that the Centre was to be removed Development of Wilson St as pedestrian-friendly is positive. That should help slow vehicles down. Please consider covered bicycle parking wherever possible. For a good example, visit the Camosun College Lansdowne Campus plaza bike shelters, constructed by students. It appears that this plan is meant to achieve an urban densification target and we don't know where that target comes from or who decided it was appropriate. I for one do not agree with much of this.	9/26/2017 6:55 PM
4	The info in the Big Moves part of the Plan does not adequately describe how the implementation will transform our neighbourhood. The changes are understated. Most people don't understand planner-lingo of FSR etc, and can't imagine the extent of the changes proposed or how they will change the liveability of our neighbourhood, especially the traditional residential areas.	9/26/2017 3:12 PM
5	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. We are not the urban core in Vic West We are a residential neighborhood Please read "Vanishing Vancouver" I drove my 92 year old mother through the City of Victoria. She has lived in Saanich since she was a 6. She asked where she was? You need to plan the City for ALL AGES. Not just young people who have recently moved here. Note that the CRD states that 3/4 of the growth in population will occur due to the inflow of people over 65! They do not do well using stairs in 3-4-5-6 storey buildings. They want homes that are flat! That is what DIVERSITY is truly about. In fact peoples "vote" should be weighted by how long they have lived here. Also what happens when we run out of water entirely? Do you know that there are cities in the US (Sante Fe, NM) where only two houses are built a year in the entire city due to the severe water shortage in a desert? But keep building we won't experience a water shortage here ,LOL	9/26/2017 1:46 PM
6	Infrastructure changes such as roads and traffic patterns.	9/26/2017 9:58 AM
7	Yes, you missed providing any real images of what this type of density would look like if built out to maximum. You didn't truthfully depict what our neighbourhood could become if this Plan is approved. You didn't provide enough time for the neighbours to discuss this in gatherings or to share information. 5 weeks is not enough time to digest and discuss this much detailed information, especially when many people were away in late summer and very busy in September.	9/26/2017 1:42 AM
8	Please consider current traffic levels and impacts on side streets from Craigflower Village (Raynor, Pine and Belton). Parking on street is already maxed out on Pine.	9/25/2017 11:13 PM
9	Increasing the population density in Vic West is going to lead to an array of problems. Traffic is already an issue and our infrastructure is at capacity. We don't even have french immersion at Vic West Elementary, which is now max'd out. Where are the children of these 10k additional folks going to go to school? Build extra schools and make our transit system more attractive/functional first - then we can talk about having room for more people! The developers need to be taxed appropriately to support the needed infrastructure. Otherwise we're just selling Vic West out and when the profits leave we're saddled with insufficient infrastructure and insufficient (albeit more) property tax to build it. Don't let your eyes get glazed over with all the extra property tax this might generate. We don't want to see Vic West overdeveloped - we moved here because we like it like this!!!	9/25/2017 10:25 PM

10	Lots of parking everywhere. I walk alot unless I don't have the timeamazing how often I don't have the time.	9/25/2017 10:22 PM
11	At the moment service vehicles take a whole lane of traffic plus are loud (reefers, etc). The noise is as oppressive as watching regular vehicular traffic (some commuters) wind their way around these stationary vehicles off-loading. Dangerous and very cycling unfriendly on Wilson Street at the moment.	9/25/2017 6:33 PM
12	The insistence of planning to approach the place Icall home as part of the "URBAN CORE" and through this designation alone insist that density and heights must be increased to accommodate growth is unfounded in reality. Tell the community that a vibrant downtown, where upper floors of existing buildings need to be considered first to meet needs. Perhaps these solutions might meet all needs. What is the balanced plan (talked about for years), that creates a magnificent neighbourhood on the east side of the Bay St Bridge, where there is an unbelievable mixed use community that easily would support many people/ higher density, and heights above existing foundations. Multiple connections are deserved in every part of Victoria. Broader thinking is important when considering keeping our beautiful setting as a wonderful place to thrive as we live, work, play and die.	9/25/2017 2:22 PM
13	I think you missed the part about that every area you designated is to increase buildings sizes and completely disregarded the neighbourhood that's there now.	9/25/2017 8:55 AM
14	As I look at the plan, it seems harmless enough in pieces, but the full picture tells me that if this plan goes ahead, the character of Vic West will be dramatically changed and not for the good. this plan has to also be seen in context with other developments that have occurred in Vic West and are ongoing. I am very concerned that rather than creating urban villages, etc. Vic West will become yet another concrete jungle.	9/24/2017 10:47 PM
15	We don't want densification to the extent you are talking about. Traffic in the area is backed up and plugged every morning. Where in the plan do you talk about dealing with this extreme issue. I have lived in Vic West for 12 years. The traffic issues started with the continued development of railyards and the westshore. We don't need more density trying to use Bay Street. Where in the plan are you going to add schools? Our schools are already overflowing, yet you want to add density without infrastructure. This is crazy.	9/24/2017 9:07 AM
16	How do you consider the existing commercial and industrial single-story development that exists on Esquimalt Road as fitting into the neighbourhood village concept?	9/23/2017 3:02 PM
17	What about the Roundhouse railroad development why was it not included?	9/23/2017 12:50 PM
18	No mention of the planned % growth (in terms of residential population) of Vic West. It seems that these plans consider enormous growth without mentioning traffic on major routes.	9/23/2017 9:29 AM
19	Please consider increasing access to the water in Banfield Park and along the Gorge. As more people enjoy water sports, I feel we could support that by providing access to the water.	9/22/2017 11:26 PM
20	Nothing in here about commercial at Dockside and Bayview - will there be mixed used encouraged at these sites as well as development continues? Or are those decisions made and progressing and beyond the scope of this project?	9/22/2017 4:12 PM
21	There is no mention of the villages of Dockside Green and Bayview/Round House. These developments both think and speak of themselves as villages and having services to serve the whole community. A comprehensive Neighbourhood Plan should include all the villages.	9/20/2017 10:38 PM
22	You have to account for lack of parking that already is a problem	9/19/2017 8:53 PM
23	Obviously Roudhouse will be a critical hub and if developed per proposed planning, would naturally become the dominant heart of the neighborhood	9/19/2017 1:48 PM
24	Add new retail w/ housing above on Craigflower between Raynor & Russel Streets.	9/19/2017 12:42 PM
25	I'm not sure that with the rail yards and dockside green that large 3 + storey buildings are needed or benneficial to neighbourhood. I wonder if smaller 2 storey co-ops would be better for our neighbourhood. Something affordable.	9/18/2017 11:11 PM
26	Amenities for pedestrians and encouraging walking and socializing spaces in village centres.	9/18/2017 7:35 PM
27	Side streets parking is already going wrong. I live on Mary, off Skinner. Why do Skinner properties have no parking now? This is not good	9/18/2017 2:40 PM

29	No	9/15/2017 3:07 PM
30	concerns about development on Suffolk St, a small quiet street where lots of families live. concerns about parking. more traffic coming through for people between Wilson and Esquimalt road.	9/15/2017 3:03 PM
31	Sounds very well-thought out to me!	9/12/2017 10:56 AM
32	More urban community garden space, allowing for growth of food by locals.	9/11/2017 5:38 PM
33	Allow shops, a brew pub, farmers market and professional businesses in the Songhees roundhouse area.	9/10/2017 9:15 PM
34	Design must blend with neighbourhood	9/4/2017 11:56 AM
35	The above ground parking lot at the westside shopping plaza can be difficult and unsafe during times of heavy traffic. The roadways in the lot are too narrow and should be widened if possible.	9/3/2017 2:53 PM
36	There should be shops on the Bayview development lands.	8/30/2017 12:00 PM
37	there is an ugly abandoned lot at the corner of Esquimalt and Rothwell. It would be nice to see that developed, this section of vic west (everything west of William st and south of Pine) is very neglected in all aspects of urban design and accessibility.	8/29/2017 9:09 PM
38	I appreciate concentrating any denser housing into certain already commercial pockets. Keeping the detached home zones as is as much as possible, to retain that very valued character.	8/29/2017 9:38 AM
39	better link westside to craigflower along skinner. Skinner is the beginning of the residential area but needs to have more recognition of the homes rather than seen solely as a thoroughfare, open up Vic West at the entrances (Bay st bridge and Johnson st bridge)	8/29/2017 12:56 AM
40	Ensure that every development has wheelchair accessible and adaptable units, be it as ground floor apartments or townhouse units. Many municipalities require 20 percent of their new developments to comply with this requirement (Sidney, Saanich, etc.), it is time for Victoria to adopt the same.	8/28/2017 10:23 PM
41	As a residen Langford St: the area is already very pedestrian & bike friendly. Please don't over-do 'traflic caming'. We don't need more traffic congestion, and we need parking for our local businesses.	8/27/2017 12:36 PM
42	Still a big question mark in relation to future plans for the Round House. I'm still hoping the Mariash group comes around to supporting a "Root Cellar" type concept for that space. Public events for Victoria Uber rich is not good enough.	8/27/2017 9:37 AM
43	Bike lanes need to be added and bike parking	8/25/2017 8:20 PM
44	No it sounds amazing!	8/24/2017 8:38 PM
45	The Bayview property should include an urban village rather than Catherine and Edward.	8/24/2017 3:50 PM

# Q3 How supportive are you of the key initiatives for transportation and mobility?

Answered: 174 Skipped: 14

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Complete the pedestrian and cycling routes shown on the Neighbourhood Active Transportation Map and develop new ones to connect different parts of the neighbourhood	70.11% 122	18.97% 33	6.32% 11	3.45% 6	1.15% 2	174	4.53
Better connect the	78.61%	10.40%	8.09%	1.16%	1.73%		
neighbourhood to existing regional multi-use trails	136	18	14	2	3	173	4.63
Assess the key intersections,	71.43%	17.26%	7.14%	2.38%	1.79%		
crossing, and areas for improvement identified in the Neighbourhood-Identified Transportation Improvements Map to make walking and cycling safer	120	29	12	4	3	168	4.54

#	COMMENTS FOR "COMPLETE THE PEDESTRIAN AND CYCLING ROUTES SHOWN ON THE NEIGHBOURHOOD ACTIVE TRANSPORTATION MAP AND DEVELOP NEW ONES TO CONNECT DIFFERENT PARTS OF THE NEIGHBOURHOOD"	DATE
1	Very concerned about safety on the shared cyclist/pedestrian paths in Banfield park. Very concerned someone is going to get badly hurt as there is not enough space/visibility on the current paths for safe sharing.	9/26/2017 8:00 PM
2	Please stop combining pedestrian and cycling 'improvements' as one often negatively impacts the other. Eg - don't pave paths that cyclists and pedestrians 'share' as that increases conflicts as the cyclists go faster.	9/26/2017 3:16 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.I didn't know that the E&N trail was completed!	9/26/2017 1:47 PM
4	Pedestrian routes and improvements should not be combined with cycling improvements as the two are not the same, and cycling improvements can even harm walkability and traffic calming (which improves walkability). An example would be removing parking on a busy street in order to install bike lanes. The street looks wider so vehicles travel faster which makes walking (and cycling) more dangerous and certainly less pleasant.	9/26/2017 1:42 AM
5	every time we say enhance pedestrian viability a fortune is spent on bicycling.	9/26/2017 12:27 AM
6	need stop sign at the corner of Kimta and Tyee, have had problems with cars not stopping	9/25/2017 10:26 PM
7	Connecting the rail trail from teh Esquimalt Road crossing to Catherine should be a priority-currently it's a wasteland where peopel don't want to walk and peopel dump garbage at night	9/25/2017 9:47 PM
8	Re-design the rail/trail/road desert crossing at Esquimalt and William!	9/25/2017 7:49 PM
9	- Bay St. Bridge needs upgrading. Alston road is not a good choice for a corridor - too steep and off the main. Make Catherine and Bay transportation corridors.	9/25/2017 9:10 AM
10	I think that there needs to be more thought needs to go into this important part of the plan. As an example, the path along the Songhees is designated as a non-cycling path.	9/25/2017 9:08 AM

11	improving pedestrian and biking connectors is good. and also good for disabled or elders who use scooters (many of us don't do well on bikes anymore).	9/25/2017 12:02 AM
12	I support initatives to create commuter means that are not car oriented. However, given the amount of traffic that flows through Vic WEst and the ongoing growth of the neighbourhood, I am concerned that there will be more cars going through the neighbourhood - and more accidents involving bikes.	9/24/2017 10:54 PM
13	Include a 'blue line' from Barnard Park north along Rothwell, Herward to Dominion and Arm to Arm Park. This is a 'water to water' pedestrian/cycle route.	9/24/2017 8:27 PM
14	Dominion/Hereward is an eyesore and is not safe. Improvements should be made.	9/23/2017 8:05 PM
15	There are key areas that are not identified on the NAT map for new areas of connectivity (e.g., connecting Barnard Park to Selkirk via Rothwell and Hereward streets).	9/23/2017 3:10 PM
16	Please focus on the Galloping Goose. Trestle requires work, garbage cans, widen the trail where possible.	9/22/2017 11:34 PM
17	While it's nice to have two AAA facilities in the neighbourhood, they are on the periphery. It'd be great if the plan, which seems to reach far into the future, would include north-south and east-west AAA facilities. I suggest the route near Vic West Elementary School for north-south (less of a grade to climb than routes to the east, and the school and Craigflower Village connections). East-west is trickier due to the grades, but Wilson would connect to Westside Village.	9/22/2017 8:08 PM
18	Work with Esquimalt to ensure routes align with plans for craigflower road through to Tillicum Rd.	9/20/2017 6:45 PM
19	Unsure what it means to me	9/19/2017 8:56 PM
20	The neighbourhood is already very accessible on foot/bicycle, so while these could always be improved, there may be more important priorities at this moment.	9/11/2017 12:49 PM
21	Better options rather than using cars	9/10/2017 7:49 AM
22	Please ensure that you don't make drivers suffer with these changes.	9/8/2017 9:55 AM
23	We need more pedestrina controlled crosswalks on Esquimalt and Craigflower.	9/7/2017 7:26 PM
24	Keep the cyclists off the Westsong walkway from the bridge to head st. it is a dangerous mix on a path that is very narrow in places and enforce it as per the sidewalk bicycle bylaws. I,pound bikes as the walkway is well used by walkers and cyclists need to walk their bikes not ride them. Bad mix as many bike riders are too fast and come up quickly on walkers. Refresh the signs all the way to head st. paint all of the walkway with no cycling signs.	9/5/2017 10:34 PM
25	Please add signage to the trails, esp where people enter the trail to warn about bicycles passing	9/4/2017 9:39 PM
26	Better flow of traffic is essential as the area grows	9/1/2017 8:32 AM
27	Wilson and Hereward/Rothwell are treacherous to pedestrians and bikes at the moment.	8/29/2017 9:29 PM
28	The safety of the Galloping Goose along Harbour Road should be improved. This is Victoria's signature biking route. Changes to traffic should be made that discourage the use of Harbour Road as a high speed cut through. Eliminating right turns onto Harbour Road at the south end and eliminating left turns off of Harbour Road onto the bridge would improve traffic flow and improve safety for bikers	8/28/2017 4:42 PM
29	Please make sure that cycling paths and pedestrian paths are clearly separate. Presently there are a number of places where cyclists clash with pedestrians. Very annoying. In Amsterdam cycling paths and pedestrian paths are side-by-side, but clearly delineated to avoid clashes. It's a rotten feeling to have to jump aside for a fast moving cyclist ringing a bell behind you, and as a cyclist having to slow down for pedestrians. Keep them separate, keep them safe and happy.	8/27/2017 9:52 AM
30	As long they don't impede vehicles on these streets.	8/26/2017 1:15 PM
31	We must develop world class cycling infrastructure.	8/25/2017 1:43 PM
#	COMMENTS FOR "BETTER CONNECT THE NEIGHBOURHOOD TO EXISTING REGIONAL MULTI-USE TRAILS"	DATE

1	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.Craigflower and Esquimalt Rds act as a barrier to access the trails. Building denser housing along them will reinforce this. I propose that the Galloping Goose needs better connection to the Bay St. bridge like occurs in Calgary (where they can only cycle 4 months a year) circular ramps like in the parkades paid for by the developers.	9/26/2017 1:47 PM
2	However, please don't interpret 'better connect' as pave pedestrian/bike pathways so the bikes go faster. And please do not light the trails in parks and on the trestle as that makes the trail users extra visible but not anyone who people fear might be lurking in the bushes. Also it is harmful for the fish and other wildlife who share our parks and waterways.	9/26/2017 1:42 AM
3	it is already adequately connected to regional trails.	9/26/2017 12:27 AM
4	Pine and Craigflower intersection is the entry point to the Galloping Goose through BanfieldPark. Why isn't there better crosswalks and lights controlling all forms of traffic in every direction thru this intersection?	9/25/2017 11:25 PM
5	What is planned for Milne Street- we have seen people scaling the rock to cross -the neighbours treat it as thier private property- if it is park perhaps a staircase to allow foot traffic	9/25/2017 9:47 PM
6	Alston is a terrible choice. Many easier upgrades possible - look to the E&N access at Wilson St.	9/25/2017 9:10 AM
7	I'm wondering what is meant by improving pedestrian experience? What does that entail?	9/25/2017 9:08 AM
8	Always consider the physically challenge and older members of the community,noy all will be able to bike everywhere	9/24/2017 9:38 AM
9	Connecting Hereward to E and N on the bike is very awkward. A better path up that park would be a great help.	9/23/2017 8:05 PM
10	Connection to E&N Rail Trail from Sherk Street should be put in right now!	9/20/2017 10:59 PM
11	Consider connection to Esquimalt Rd.	9/20/2017 6:45 PM
12	Signage would dobut we can't have bikes & more transients walking g through our street. Theft is already a problem	9/19/2017 8:56 PM
13	Again, these connections are already quite strong, so not sure how much they need to be strengthened.	9/11/2017 12:49 PM
14	More other options needed not just cars	9/1/2017 8:32 AM
15	crossing improvements at Wilson and Hereward must happen as soon as possible before someone is killed.	8/29/2017 9:29 PM
#	COMMENTS FOR "ASSESS THE KEY INTERSECTIONS, CROSSING, AND AREAS FOR IMPROVEMENT IDENTIFIED IN THE NEIGHBOURHOOD-IDENTIFIED TRANSPORTATION IMPROVEMENTS MAP TO MAKE WALKING AND CYCLING SAFER"	DATE
1	Very concerned about the intersection at Craigflower/Pine re cyclists accessing Banfield park	9/26/2017 8:00 PM
2	Intersection at Hereward ad Old Esquimalt is unsafe for cyclists, pedestrians, and vehicles. A number of children take this route to Brodeur or Macaulay.	9/26/2017 5:17 PM
3	Include the Alston/Skinner safe crossing that this community has been lobbying for for years - it was identified on your map in the open houses.	9/26/2017 3:16 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Traffic circles are dangerous for cyclists.	9/26/2017 1:47 PM
5	Assess and actually implement the crosswalk improvements people have been asking for for years. Examples include safe crossings at Alston/Skinner, Alston/Henry/Bay - Alston is a Greenway and should be safe to walk. Most of these improvements are already in our Transportation Plan but have not been implemented.	9/26/2017 1:42 AM
6	time to spend the money on the common denominator of pedestrian infrastructure.	9/26/2017 12:27 AM
7	Wilson/Hereward needs help. Lots of kids going to Ecole Brodeur, Vic West Elementary and Macaulay Elementary would all benefit from improved crosswalks here.	9/25/2017 11:25 PM

8	Finish the rail trail for peopel to connect to Kimta- riding a bike on Esquimalt Road isn't great and there is a godd alternnative.	9/25/2017 9:47 PM
9	Please fix huge problem areas NOW. Langford STfrom Alston to Tyeecars parked next to car lot fence on what used to be the "sidewalk", (south side)., therefore no safe way to walk this street. Road itself amazingly unsafeto transit because of surfaceavoiding pedestrians priority. City refuses to change this dangerous route until zoning and planning for lot is in place. Are we waiting for someone to trip/fall or get mowed down by a car here.?????????????????	9/25/2017 2:36 PM
10	Many easy items have been missed - one is signal timing. Try crossing Esquimalt Rd. Signal takes very long time to switch result - jaywalking. Make intersections pedestrian friendly, and increase pathways.	9/25/2017 9:10 AM
11	It seems to me that some of these ideas are ok but some seem designed by people who don't live in Vic West.	9/25/2017 9:08 AM
12	Yes, but give some ideas on how this could happen. Ideas like this are vague at best; perhaps some notes on how other cities have tackeled bad intersections so that we residents can get a concrete idea of what might be done. Bay/Tyee is a terrible intersection!!	9/24/2017 10:54 PM
13	As noted above, identify a north/south dotted line along Victoria's neglected most western streets.	9/24/2017 8:27 PM
14	So awesome!	9/24/2017 7:18 PM
15	The intersection at Bay and Tyee needs improvemnt. Especially true as a pedestrian movign north, south across Bay on the East side of the intersection	9/24/2017 10:05 AM
16	Not everyone can or wish to bike	9/24/2017 9:38 AM
17	Key areas are missing from the map, but are identified in the draft plan for future assessment (Rothwell-Hereward-Wilson streets).	9/23/2017 3:10 PM
18	At the Harbour Rd and Esquimalt Rd intersection, is it possible to let bikes go first, then pedestrians, then the cars? It's very congested and bikes thread through pedestrians.	9/22/2017 11:34 PM
19	More roundabouts would be nice; on most Vic West streets, they could slow vehicles while still permitting smooth traffic flow. Crossings and better design on Bay are crucial; it divides the community as is.	9/22/2017 8:08 PM
20	Critical: 4. 12. 14. 20. Should do asap: 1. 17. 22. 23.	9/20/2017 10:59 PM
21	Facilitate walking and cycling between Vic West Elementary and residents in Esquimalt around Esquimalt High.	9/20/2017 6:45 PM
22	Integrate with the eventual train	9/17/2017 10:39 PM
23	Catherine and Skinner is weird - twice crossing as a pedestrian a car turning left from Catherine onto Skinner almost hit me - drove toward me as if they could not see me. As a driver, I always check this intersection carefully now it's after dark when this happened something about the angle?	9/17/2017 9:50 PM
24	Agree with safer travel for pedestrians and cycling, however overly restrictive speed limits for drivers won't increase the # of pedestrians and cyclists - it will just increase frustration and congestuoj	9/17/2017 8:11 PM
25	implement more/any speed calming measures	9/17/2017 3:38 PM
26	What about making the west side of Edward at Catherine a dead end? Bikes could get through but not cars? Let's get rid of the grid!	9/15/2017 11:58 AM
27	#15: Tyee Cooperative is not a public thoroughfare, especially for cyclists: there are already dangerous near miss accidents between cyclists and resident children on a regular basis. Refrain from this pathway, and respect the families that live in the area.	9/11/2017 5:43 PM
28	Incredible waste of money on E &N intersections in the region as it is DEAD!	9/5/2017 10:34 PM
29	Definitely improve signage telling people which side is for bikes and which side is for pedestrians	9/4/2017 9:39 PM

30	I don't really get all the pedestrian stuff, just make getting to the save on foods easier, don't impede vehicle traffic!	9/2/2017 12:58 PM
31	Traffic slow down/calming is needed for Craigflower, Wilson, Hereward, and Catherine. Many drivers drive twice the speed limit on these streets.	8/29/2017 9:29 PM
32	there are too many major roads bisecting the community. consider how roads like Alston could be improved for pedestrians and remove the parking for walking commuters going downtown	8/29/2017 12:58 AM
33	Traffic calming on Bay Street would be a huge improvement.	8/28/2017 11:50 AM
34	Yes, pedestrians should not have to jump aside for fast moving cyclists ringing bells coming up from behind: it is so annoying and disrespectful to pedestrians. And cyclists should not have to slow down for pedestrians. Trails must be made to separately accommodate both.	8/27/2017 9:52 AM
35	Speaking as a cyclist. I think vic west already has traffic moving at a crawl we certainly don't need even calmer roads to clog it up more. Please please don't put any ridiculous protected bike lanes. sharing the road is really quite easy without any assistance, a bike lane like that on craigflower is absolutely sufficient in helping traffic flow safely. Those "bubbles" that are used at crosswalks so that pedestrians have less distance to cover always stop the bicycle lane, that does make it more dangerous for cyclists as now we're thrown into what cars feel to be their space.	8/26/2017 12:46 PM

# Q4 Did we miss anything?

Answered: 46 Skipped: 142

#	RESPONSES	DATE
1	The biggest transportation issue is getting into and out of the neighbourhood. Growth/density increases need to keep in mind the bridges and other congestion points. This seems to focus on walking and cycling - so how do we encourage this to reduce or maintain current congestion levels on entrances to the neighbourhood?	9/27/2017 12:34 PM
2	Use of side streets as thoroughfares by fast moving traffic is a concern of mine. Pine St is home to many young families and sees a significant amount of high speed and commercial traffic, connecting to Hereward and contributing to problems on that street. Some initiatives to discourage the above mentioned type of traffic would be well received.	9/26/2017 11:25 PM
3	Under 3.1.4 I believe that wayfinding is particularly important. I used to live in Germany & Switzerland. In those countries all trails, pathways etc are easy-to-use, and are well marked. In order to encourage more people to use the trail system (cyclists & peds) trail names & distances, as well as local destinations must be clearly indicated by good signage. Under 3.2.1 I completely disagree with the idea of installing a two-way bike lane along Harbour Rd. Subjecting cyclists to contra-flow traffic is unnecessary, disruptive & counter-intuitive. Leave the current bike lanes where they are.	9/26/2017 7:05 PM
4	Alston/Skinner safe crossing. Much of the transporation improvements are already part of our Transportation Plan.	9/26/2017 3:16 PM
5	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.Please consult Planning for Northern Cities wintercities.com http://www.archdaily.com/631845/4-techniques-cold-climate-cities-can-use-to-make-the-most-of-their-waterfronts "Maximizing available sun in the winter is key to creating spaces where people love to be." No one wants to walk down a dark street that is functioning as a wind tunnel. There was even a popular song written about it "the Sunny side of the street". We need a proper appropriate "entrance" to VicWest. Not that pile of logs left over from the mill at the Bay St. Bridge and Jimmy Patterson's car lot! What does this say to people?	9/26/2017 1:47 PM
ô	As Vic West is between Victoria and the western communities and is subject to extensive commuter traffic, it is essential that this plan encourage and support rapid transit initiatives that do use existing roads. The E&N rail corridor is an ideal existing location for this type of commuter movement and as such should be promoted.	9/26/2017 10:02 AM
7	The Alston/Skinner safe crossing is not on your map even though it has been a neighbourhood issue for years. It was definitely identified on the map at the Open Houses earlier this year.	9/26/2017 1:42 AM
3	yeah lots.	9/26/2017 12:27 AM
9	This is great, but I think we need include the light rail option to deal with the increasing traffic along Craigflower and Esquimalt roads. In the last 2 years we've noticed our drive from Banfield park to Quadra Elementary double in duration! Please get light rail back into the talks.	9/25/2017 10:29 PM
10	Increase mid-block connectivity within the heritage home area of Vic West. Would require working with private homeowners and Pioneer Co-op. For example, a formal link between Hereward and McCaskill would be nice (this route is already used, but not outwardly acknowledged).	9/25/2017 8:13 PM
11	Yes, PINE STREET HAS A TRAFFIC PROBLEM! I know there was a report in 2014 that told the city otherwise, but it is an ongoing struggle. Especially as young kids on the street increase in quantity. And finally there was recently an "incedent" that I think the city was waiting for. Another area indodnt hear much about in the presentation was the intersection shared with Esquimalt on old Esquimalt road where 5 streets converge. It is a route to the school but not safe for kids to walk. Traffic calming is essential in many areas in VicWest.	9/25/2017 8:06 PM
12	Please don't do a Pandora or Fort Street cycling option. Both are privileged dollars that aren't necessary to cycling safety. I cycle everyday in this area and on Pandora as well as Fort	9/25/2017 6:37 PM

13	Fix urgent problems in traffic now!	9/25/2017 2:36 PM
4	The term of improving pedestrian experience is really vague.	9/25/2017 9:08 AM
15	Yes - some details on how to make an idea real. Some examples where intersections have been modified to make them safer. Otherwise there are only vague ideas with no substance.	9/24/2017 10:54 PM
16	We are very supportive of transportation improvements relating to increased safety and connectivity, including better crossings, traffic calming and wayfinding. Vic West has become a thorough-fare community for non-residents due to the current road network.	9/23/2017 3:10 PM
17	The odd subtext of this plan is that cycling and pedestrians are one and the same. It's like combining commercial jet traffic and hang-gliding into one category.	9/23/2017 9:37 AM
18	I would like a light at the crosswalk at Turner St. and Bay St. to have a light. It's poorly lit and cars seem to have difficultly seeing pedestrians. Personally, I would like a crosswalk between the bridge and Moon Under Water pub.	9/22/2017 11:34 PM
19	Big picture - SLOW DOWN TRAFFIC! We don't want to encourage commuting through Vic West! Make Vic West a 40 kph zone through design and enforcement. Look at what Esquimalt has done! Their street designs (Esquimalt Road and Craigflower Road particularly) include planting and other subtle design elements that are beautiful and encourage people to slow down.	9/20/2017 10:59 PM
20	Work to inform, educate and enforce traffic calming measures and commercial traffic no truck zones on cycling routes and streets - specifically Pine street	9/18/2017 9:42 PM
21	A connection from Craigflower to Banfield Park down Styles St. Is missing from the plan. This route is used by hundreds of dragon boaters and swimmers and there is no marked crossing.	9/18/2017 7:39 PM
22	Covered secure lock ups are needed. Bike theft is rampant.	9/17/2017 10:39 PM
23	implement more/any speed calming measures	9/17/2017 3:38 PM
24	No. Again, you have nailed it.	9/17/2017 11:59 AM
25	Connecting areas is more than transport and routing - VicWest CA deos not treat Songhees residnets well Missed is the elephant in the room - the airport and its role in VicWest. The noise exposure forecast (NEF) should, by CHMC guidelines be of upmost consideration as the impacts of any airport should be considered at the beginning of any planning process. Why has the planning not respected this planning obligation.	9/13/2017 7:35 AM
26	yes - you missed the need for a noise exposure forecast for the airport. Planning without the noise exposure is not professional.	9/12/2017 9:50 PM
27	Don't think so.	9/12/2017 10:57 AM
28	The cross walk at Raynor and Craigflower could benefit from a flashing light. (Not a traffic light, just the kind pedestrians can activate to notify cars that they are crossing.) At night, visibility can be a problem there, and cars coming around the corner where Skinner becomes Craigflower may not have time to adjust to the lower light and see that someone is crossing.	9/11/2017 12:49 PM
29	Cars will not be gone for a few years yet. This neighbourhood is a route for commuters from esquimalt and the west shore, and the single lane bridges create a nasty bottleneck in both directions during rush hours. Widen the bay st bridge and keep major veins like Craigflower and Esquimalt growing wider while increasing bike space on quieter streets, which often offer shortcuts and are safer for kids to take on their way to school or the park. Bike lanes should focus on being friendly to young people. Not only are they unable to drive themselves but if they grow up using active transport they are far more likely to carry on using it in the future. Older folks are going to keep using cars for years to come and keep g streets narrow and congested just means that all those cars spend more time idling in traffic.	9/8/2017 1:00 PM
30	We desperately need a lighted crosswalk on Esquimalt. Many people walk up and down the final block of Russell street to get to the ocean. and there are many people who live on that block in 3 huge complexes, plus a few houses. We need a lighted crosswalk for bikes and pedestrians to get across Esquimalt rd.	9/7/2017 7:26 PM
31	Please consider more traffic calming measures at Henry @ Alston Street.	9/6/2017 11:21 AM
32	The crest of the hill on Wilson st. at Mary St. is a scary place to cross the road with children (or without). People drive really fast around the corner and up the hill - visibility isn't great from parked cars. Any sort of traffic calming measures would be appreciated!	9/5/2017 8:55 PM

33	If youve ever tried to cross bay st or johnson st bridges during rush hour it should be obvious that bay st bridge needs widening with a dedicated lane for traffic to go to craigflower. This would help busses as well as cars by not getting stuck in traffic jam for 30 minutes to go a veryshort distance.	9/2/2017 12:58 PM
34	HOW do you propose to do it?	8/31/2017 9:59 AM
35	Improve sidewalks throughout Vic West, not just at intersections identified on map.	8/30/2017 12:03 PM
36	widen sidewalks with utility pole obstructions or on streets which lack boulevards, such as hereward and william. on hereward, improve the street scape and slow traffic by creating curb extensions at Wilson and Hereward to maintain street parking while improving pedestrian visibility and visually marking the residential street to encourage motorists to maintain, rather than significantly exceed the posted 30 km/hr speed limit. Consider a midblock curb extension and crosswalk on hereward to improve access to hereward orchard and the E&N.	8/29/2017 9:29 PM
37	Better curb cuts and driveway cuts. Feather the curb cuts to the asphalt, and insert horizontal lines for sight impaired. With a lot of emphasis on walking, biking and mobility aids as folks age, the 1 to 2 inch curb cuts aren't smooth. Use best practices and design standards. I have seen these curb cuts elsewhere in the City and they are top quality. Also, I know this is outside our jurisdiction, but can we please encourage the CRD to have a long term plan to install a better, smoother surface on the Selkirk Trestle bridge? It is hell for bikes, and not necessary. Other jurisdictions have figured this out, and we need a better, smoother surface. Can you say, carpal tunnel syndrome!	8/29/2017 1:57 PM
38	Make the on-road segment of the Galloping Goose from the bridge up Harbour Rd a protected bike lane instead of just paint to properly link the Johnstone St Bridge & the start of the trail proper. Two-way lane up the west (non-shipyard) side of Harbour might be best due to truck traffic in and out of the shipyard.	8/29/2017 10:19 AM
39	There are a lot of other pedestrian and cycling improvements that you could make. Every street should have pedestrian improvements to encourage walking in, through and around the neighbourhood,	8/28/2017 3:10 PM
40	With William and Springfield Streets identified as pedestrian and cycling connection routes I would ask that you consider some means to slow traffic along these two streets. Both are obviously used as shortcuts for a neighbourhood towing company and many commuters and miscellaneous other traffic. I support these two streets as described in the plan but they need to be safer for cyclists and pedestrians to maximize their benefit to the community. My suggestion: Springfield is certainly wide enough to accommodate a planted traffic island or two while William is probably better suited for 2 or 3 speed humps.	8/28/2017 1:02 PM
41	I commute on foot. I feel the neighbourhood is already well connected to the regional trails. Please don't make changes that are 'anti-auto' regardless of how popular that stance may be.	8/27/2017 12:40 PM
12	Make the Galloping Goose section along the industrial corridor of Harbour Road more pedestrian and cycle friendly, e.g. shade trees, benches, traffic calming island.	8/26/2017 1:01 PM
43	Yes, you missed putting in a crossing at Hereward and Wilson Street. Wilson is unsafe to cross in order to access Barnard Park/seawalk and L'ecole Brodeur	8/25/2017 5:52 PM
44	Cycling is absolutely essential for a sustainable future. It's not just about transportation, it's about promoting healthy lifestyles, which reduces health care costs. It's about making our city more attractive and liveable, it's about saving tax dollars by lowering the cost of getting people around, and it's about reducing congestion. Investing in cycling infrastructure pays dividends in multiple dimensions.	8/25/2017 1:43 PM
45	Improve sidewalks in the area between Russell and Catherine, Esquimalt and Wilson. Change parking to residential.	8/24/2017 3:52 PM
46	Please keep in mind that while pedestrian and cycling paths are important, so is parking for all those working in the commercial area around alston and langford streets. Because of the shortage of parking created from the Dockside developement's lack of parking for all those buildings, parking from these buildings have simply been pushed to the surrounding area. Parking has already been restricted in surrounding streets- Edward, Catherine to allow for residential parking only, creating more of a crunch. Do not remove any more parking on these streets while accommodating bikes and pedestrians.	8/24/2017 11:29 AM

# Q5 How supportive are you of the key initatives for housing?

Answered: 166 Skipped: 22

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Support rowhouses, townhouses and houseplexes in older residential areas, focused on areas east of Russell Street. See the info sheet for more details	45.73% 75	24.39% 40	13.41% 22	7.93% 13	8.54% 14	164	3.91
Reduce the size of lot required for small lot houses west of Russell Street to support some small lot development tailored to Vic West's existing lot pattern. See the info sheet for more details	40.74% 66	25.31% 41	12.96% 21	11.73% 19	9.26% 15	162	3.77
Reduce the size of lot where duplexes are allowed. See the info sheet for more details	37.42% 61	22.70% 37	15.95% 26	13.50% 22	10.43% 17	163	3.63
Allow legal suites in duplexes, small lot houses, and town/rowhouses. See the info sheet for more details	46.34% 76	24.39% 40	10.37% 17	9.15% 15	9.76% 16	164	3.88
Protect and re-use heritage buildings by allowing additional housing (e.g. a house with multiple suites). See the info sheet for more details	57.67% 94	26.38% 43	6.13% 10	4.91% 8	4.91% 8	163	4.27

#	COMMENTS FOR "SUPPORT ROWHOUSES, TOWNHOUSES AND HOUSEPLEXES IN OLDER RESIDENTIAL AREAS, FOCUSED ON AREAS EAST OF RUSSELL STREET. SEE THE INFO SHEET FOR MORE DETAILS"	DATE
1	Again, 'what we heard' (deep appreciation for character of older residential areas, maintain it" does NOT support this massive densification and transformation of our neighbourhood. All the modest homes will be overshadowed by new developments that aren't appropriate or sensitive to the existing housing. There are many heritage value houses in the are east of Russell, and designated heritage houses as well. Double row townhouses and apartments will destroy the light, open space and ambience of the traditional residential areas. This densification is NOT supported by the OCP - or anyone I've talked with in the neighbourhood.	9/26/2017 3:28 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. The Planning Dept. has ruined Vic West already starting in the 60's when it approved the 4 plexes on Raynor St Now it has approved modern houses on Mary which look ridiculous in the neighborhood. When German cities were bombed out during WWII they were carefully reconstructed brick by brick to suit the old style. Look what the 4 plexes on Raynor at Catherine turned into. Very rundown	9/26/2017 1:54 PM
3	Supportive only if the whole area south of Esquimalt road and west of Catherine is included. High rise buildings will destroy this neighbourhood of mixed housing.	9/26/2017 10:06 AM

4	The Plantage of the Plantage o	0/00/0047.4.45.454
4	The Plan proposed a HUGE increase in density that will be developer driven, not built by property owners. Aggregating the lots necessary for double row townhouses or apartment buildings is only developer driven. It will create chaos and turmoil in our neighbourhood. Pretending heritage houses will be preserved is ridiculous. A 3-4 story apartement building next to or close to a small scale traditional house will overwhelm it aesthetically, reduce or remove the light and sunlight and generally reduce the quality of life. No houses in Vic west will be affordable because if this Plan is approved, all houses, no matter how small scale or modest as a home, will be marketed as 'development properties'. Your surveys and workshops indicated we "have a deep appreciation of the older residential areas" and "the community wants to see this character maintained" yet the Plan proposes the opposite - a massive densification including housing types (apartments/double rows of townhouses, 4 storey buildings) that are not appropriate in a neighbourhood of small scale modest houses. Although there are some houses designated heritage in our neighbourhood there are many many more that are still of heritage value even if not 'designated'. Those will be torn down and redeveloped. It will destroy the very reason most of us moved here. We chose to live in a traditional neighbourhood, not a condo/townhouse developement like the ones in Railyards etc. The apartments proposed for Skinner street, running over the highest hill in the neighbourhood, will also shade all the smaller houses on Raynor Street. This sort of encouragement for increased density and massive increase in scale is the antithesis of what you heard we wanted. It would make everyone fearfull that the neighbour's house will be next to be developed. There will be no sense of predictability, only unpredictability. It is totally misleading to only refer to 'east of Russell Street' on this survey when all housing types except apartments are allowed west of Russell too.	9/26/2017 1:45 AM
5	very opposed to tearing down viable housing and community for replacement with multi unit stratas and rental.	9/26/2017 12:35 AM
6	Be careful about the neighnouring houses adjacent to this increased density. Don't build a wall of houses up against an existing single home lot.	9/25/2017 11:36 PM
7	Keep the density down (no 5 story or up) and make sure there is parking	9/25/2017 10:29 PM
8	This can be tricky - they need to be sympathetic to surrounding heritage homes and allow as many view scapes as possible	9/25/2017 9:52 PM
9	I would support these everywhere.	9/25/2017 8:15 PM
10	Just right for our neighbourhood, Robert St, not 'urban residential' up to 5 storeys	9/25/2017 7:54 PM
11	Increase density!! Good!!	9/25/2017 3:59 PM
12	do you understand what this community's individuality and diversity is about?	9/25/2017 2:50 PM
13	I like the idea of more housing available but parking becomes challenging when an existing single family home adds a couple of suites or units. I'd like it to be a dedicated building with a plan for parking so the already busy streets aren't flooded.	9/25/2017 10:33 AM
14	I think that the houseplexes would have the least visual effect on our neighbourhood. We have enough of the other kinda of housing already.	9/25/2017 9:19 AM
15	This increase in density will result in a boon for developers and pain for residents. We have already seen some horrible designs for squishing in extra housing. This needs to be more carefully considered before making blanket plans.	9/25/2017 9:18 AM
16	I'm okay with secondary scuites, duplexes on smaller lots, and occasional house plexes. but in terms of what we've seen in Vic west in the past 15 years (the masses of traffic, I'd be slow to approve, and NOT approve them 'in mass' (eg, DON't allow a developer to buy up 3 houses and then do a mass building of 3 houseplexes in a row. We need to keep variety, character, interest, and it's when you give way to a developer the heart, generally is lost. We humans need variety and individuality, to be reminded of our diversity, so please if you do support the odd houseplex or duplex on a smaller lot, do it piece by piece, not as a mass policy that's going to make developers hungry for money.	9/25/2017 12:18 AM
17	I am concerned about the narrow streets. More people = more cars. How many buildings are you looking at? How many people do you think will move onto the street with these changes?	9/24/2017 10:59 PM
18	More houseplexes would be great.	9/23/2017 8:09 PM
19	Don't reduce FSR! This neighbourhood is within 3 km of downtown, and we should be welcoming more people, not act like it's a car-dependent suburbia. Let's work towards intensification and be a city. Along the main streets, 4 storeys should be permissible, and 3 on minor streets. Also, please make sure that houses don't have to be designed to be energy inefficient.	9/22/2017 8:31 PM

answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.Why just west of Russel why not any large lot in VicWest. This is planning by segregation and not supportive of diversity. What does "tailored to VicWest's existing lot pattern " mean quantifiably? This is a very arbitrary statement which is meaningless.  Ensure the houses retain sufficient setbacks to contribute to the open space we treasure in this neighbourhood. Do not let new houses overwhelm the existing houses.  there are no vacant lots and too few capable of subdivision, better to facilitate garden dwellings and suites etc without creating separate properties.  This is a good idea if it allows the neighbourhood to retain a certain character while allowing more density  Info sheet unavailable.info sheet unavailable. I feel as if this is not a good idea but don't have enough info I feel as if this is not a good idea but don't have enough info  See previous comment. Current small lot size should not be modified.  9/25/2017 9:18 AM			
Too many people, not enough parking spots, cookie cutter homes. Taking away from the feel of the neighbourhood, and old, unique houses.  Height restrictive 9/17/2017 8:12 PM 9/17/2017 10:58 PM 9/29/2017 10:59 PM 9/29/2017	20		9/20/2017 11:16 PM
the neighbourhood, and old, unique houses.  Height restrictive  Be careful not to mandate cutesy faux heritage architecture for the sake of fitting in. It always ends up looking cheasy.  Be careful not to mandate cutesy faux heritage architecture for the sake of fitting in. It always ends up looking cheasy.  Be careful not to mandate cutesy faux heritage architecture for the sake of fitting in. It always ends up looking cheasy.  Parking?  We need more invisible density within established neighbourhoods and on quiet streets.  8/29/2017 1:0:14 AM  8/29/2017 1:0:4 AM  8/29/2017 1:0:	21	Parking & traffic & transit is already overloaded	9/19/2017 8:58 PM
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	10		9/23/2017 3:15 PM
	11		9/22/2017 8:31 PM

12	It would depend on the street. If it is around Mcskill, Pine or Beltonabsolutely not. The large lots, and space is great for the famalies and keep our streets with less traffic. In other spaces, it could work nicely.	9/18/2017 9:38 PM
13	Presumes middle class income and may lead to disrepair	9/17/2017 10:41 PM
14	We need more space for food.	9/11/2017 5:46 PM
15	Parking?	8/31/2017 10:03 AM
16	I would prefer to see row housing or duplexes than SF on small lots if possible. Much more sustainable, and as much privacy almost.	8/29/2017 2:01 PM
17	It is important for the environment to not "pave over" the whole lot with built structures. I'm opposed to housing that doesn't preserve "raw land" in the lots.	8/29/2017 9:41 AM
18	Include a height restriction of 2 storeys	8/28/2017 9:59 AM
19	The density on this street is already really heavy. It is a quite a weird street. This idea won't help fix that.	8/27/2017 10:11 AM
<b>#</b>	COMMENTS FOR "REDUCE THE SIZE OF LOT WHERE DUPLEXES ARE ALLOWED. SEE THE INFO SHEET FOR MORE DETAILS"	DATE
1	Too much mass in too little space, unless they are very small housing units - which we need more of anyway.	9/26/2017 3:28 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Please, please city of Victoria should not plan duplexes by measurement of lot size. They should do a "visual preference survey" of a duplex and each kind of development eg townhouse, etc. and stick to that configuration. (VP survey is not included here I see)	9/26/2017 1:54 PM
3	Ensure the houses do not detract from the light or open space of the existing houses.	9/26/2017 1:45 AM
1	See my previous comments about parking	9/25/2017 10:33 AM
5	info sheet unavailable. I feel as if this is not a good idea but don't have enough info	9/25/2017 9:19 AM
3	VicWest already has one of the highest densities for SFH.	9/25/2017 9:18 AM
7	I'm okay with that. But again, could these things be approved in a 'slow and mindful' manner? So that a whole street is bought out and suddenly becomes an ugly strip of residence that has no green and no character?	9/25/2017 12:18 AM
3	Same as above	9/18/2017 9:38 PM
)	We need more space for food.	9/11/2017 5:46 PM
0	Parking?	8/31/2017 10:03 AM
11	this has resulted in very ugly, towering infills in many cities. Be careful.	8/29/2017 9:29 PM
12	Would prefer to, Allow duplexes as of right.	8/29/2017 2:01 PM
3	Again, keeping green space for water filtration and wildlife habitat is a priority for me.	8/29/2017 9:41 AM
14	Possible negative outcome: looming structures and rampant house / lot flipping	8/28/2017 11:41 AM
15	Along as off street parking for cars is included in the design.	8/27/2017 10:11 AM
<b>#</b>	COMMENTS FOR "ALLOW LEGAL SUITES IN DUPLEXES, SMALL LOT HOUSES, AND TOWN/ROWHOUSES. SEE THE INFO SHEET FOR MORE DETAILS"	DATE
1	Too much density/population in rowhouses.	9/26/2017 3:28 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Why not allow more than one legal suite it existing houses why just duplexes? Existing infrastructure preservation should come first and be held in priority.	9/26/2017 1:54 PM
3	Ensure the suites do not detract from neighbouring homes. Adding suites to rowhouses is too much density.	9/26/2017 1:45 AM

Graat idea. But if it's an endless beaucouprocratic paper trail to get approved then homeowners ell continue to rent out unofficial basement suites/mortgage helpers.  However, while lagree that short term centals need to be regulated, I do think that residential suites should be allowed to. For example, a family may use the suite when family come to town but need the revenue to afford the (ie any) home.  See my previous comments about parking 9/25/2017 8.09 PM info sheet unavailable. I feel as if this is not a good idea but don't have enough info 9/25/2017 9.19 AM 9/25/2017 9.19 AM 16/2017 9.19 AM 1		-	
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COMMENTS FOR "PROTECT AND RE-USE HERITAGE BUILDINGS BY ALLOWING ADDITIONAL HOUSING (E.G. A HOUSE WITH MULTIPLE SUITES). SEE THE INFO SHEET FOR MORE DETAILS"  Heritage bldgs should be protected under all circumstances.  9/26/2017 7:09 PM  As long as sensitive to neighbours' light, privacy, open space.  7/26/2017 3:28 PM  The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics! Yes what exactly is the definition of "heritage buildings"? Only those registered as such? Or those that are at least 100 years old? Or what? You must provide a much broader definition of "heritage buildings".  Asame as above  9/26/2017 12:35 AM  If it allows it to be economical to preserve heritage homes its a good idea  9/25/2017 9:52 PM  Good solution to double density by infilling large rear yards with second homes  9/25/2017 7:54 PM  See my previous comments about parking  Where are these heritage houses in the Craigflower Village?  9/25/2017 9:19 AM  this has worked well in Vic West. Heritage houses converted into stratas have created additional housing that is more affordable.  I like heritage and heritage houses with multiple suites, as they exist, I think its a great thing.  9/25/2017 12:18 AM	19		8/27/2017 10:11 AM
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	9		9/25/2017 9:18 AM
Only if the heritage is not ruined. Vic Wests interesting architecture needs to be preserved. 9/24/2017 10:59 PM	10	I like heritage and heritage houses with multiple suites, as they exist, I think its a great thing.	9/25/2017 12:18 AM
	11	Only if the heritage is not ruined. Vic Wests interesting architecture needs to be preserved.	9/24/2017 10:59 PM

12	Vic West used to have many older homes which had rental suites. the neighbourhood was terrible . It has improved enormously since younger families renovated and cleaned them up. We do not want to go back to lots of rental suites unless they are well maintained and controlled. No more slum landlords please.	9/23/2017 10:11 AM
13	This exists already in almost all the existing character houses. Is this not currently legal?	9/23/2017 9:41 AM
4	I would support this if the house did not have to have heritage status.	9/20/2017 11:16 PM
5	Except for the parking issues.	9/18/2017 9:38 PM
6	same parking issues	9/5/2017 1:13 PM
7	Parking?	8/31/2017 10:03 AM

# Q6 Did we miss anything?

Answered: 35 Skipped: 153

#	RESPONSES	DATE
1	Very hard to indicate support for a form/type of housing without location as to how it "fits".	9/26/2017 5:17 PM
2	The intention of the OCP is to protect the character of traditional residential neighbourhoods throughout the City. Their population projection map indicates 90% of pop increase in core areas and large urban villages. Only 10% in traditional residential areas - that would be approx 10 people a year in Vic West trad res areas.	9/26/2017 3:28 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Since the local school is already jammed full I suggest that increasing the population in the neighborhood is poor planning.	9/26/2017 1:54 PM
4	There is a massive contradiction between "what we heard" and "how the plan addresses what we heard". This plan will not "maintain the character of older residential areas", instead it would transform the character, destroying the whole reason we chose to live here. We would live in a constant construction zone, always worried that our homes and quality of life will be adversely affected. This level of densification in the traditional residential neighbourhoods is not supported by the OCP which indicates only 20% population increase in these areas over the next 30 years. Since the traditional residential area of Vic West is about 10% of Victoria, that would be about 200 people! So WHY this level of density increase?? The OCP identifies only Westside village and areas south east of that as locations for 90% of the population increase. What this Plan will do is make housing in the traditional residential areas of Vic West even more unaffordable as every property will be marketed for its development potential rather than its potential as a home in a wonderful community.	9/26/2017 1:45 AM
5	Parking can be a problem when density increases too much	9/25/2017 10:29 PM
6	Small apartment buildings and townhouses geared to low to middle income earners, and families! Design these buildings with central courtyards and informal playspaces for kids and for community gathering. These should be allowed everywhere.	9/25/2017 8:15 PM
7	As mentioned, "affordable housing" may need to be better defined. How has access? How is it affordable? Also, how will traffic and parking issues be affected.	9/25/2017 8:09 PM
8	Has this city liased with the school district to prepare for the huge influx of families talked about by planners. Seems like 25 (?or so) years when the consideration for further future space for a school was NOT allotted for this community. Cars will not be a viable mover of population. Will the city have effective rapid transport worked out to move people outward from here? Density unviable as planning stands.	9/25/2017 2:50 PM
9	Info sheets unavailable.	9/25/2017 9:19 AM
10	Denser the better!	9/24/2017 7:27 PM
11	Yes, how are you going to deal with the increased traffic. What infrastructure will you add to support these people? Where are the additional playgrounds, parks, schools, libraries? Adding just housing does not grow a community.	9/24/2017 9:10 AM
12	In the interest of maintaining housing diversity (and given low SF res stock in Vic West), we do not support the proposal for apartment building development on side streets (such as Suffolk).	9/23/2017 3:15 PM
13	This could be more ambitious and push for greater densification - three storeys are appropriate for the proximity to downtown.	9/22/2017 8:31 PM
14	The vision is missing of how much growth Vic West wants. The feeling I get from the plan is that we should jam in as many people as possible. I think a contextual statement is necessary which sets out an overall goal or vision for how many people we would like to see in Vic West.	9/20/2017 11:16 PM
15	PARKING??? It's already pretty congested on some streets. Adding more housing just increases the street parking pressure.	9/20/2017 10:13 PM

16	If there was proposals of more housing, the street parking, and turning most of the streets into residential only parking, would be a key issue.	9/18/2017 9:38 PM
17	Increasing density in this manner creates very crowded and congested streets with all of the additional cars that are the inevitable result. This plan ignores the fact that most families have two vehicles. Loading the streets with all of these vehicles creates unsafe conditions for pedestrians and cyclists and makes for unpleasant crowded neighbourhoods.	9/18/2017 7:45 PM
18	Parking	9/18/2017 2:43 PM
19	Affordable housing and increasing density is imperative to not just Vic West but ALL of Victoria. I live in a Devon Properties building and they are raising the rent as high as they can each year and when I say something, the response is, "we could get \$1,200.00 for your unit." (I currently pay \$965.00). I work for the provincial government and my salary is not increasing enough to compensate. Real estate in this city has turned everyone into greedy vultures.	9/17/2017 9:54 PM
20	I believe there is enough housing proposed in new construction and reducing lot size and increasing secondary suites will make parking harder, increase crime and congestion. New housing (strata, apartments, etc) will normally have underground parking leaving the streets less congested. Low income housing in my experience increases the crime rate and vandalism. I've seen 'slum landlords' take advantage of these situations. I believe Vic West has too much to offer to see it degraded with low income housing.	9/17/2017 12:07 PM
21	Victoria West is predominately and area of high rise condos	9/15/2017 3:44 PM
22	More space for all these new people to grow food.	9/11/2017 5:46 PM
23	Yes, we dont want more density increases.	9/7/2017 10:58 PM
24	More affordable housing for families	9/7/2017 6:45 PM
25	Concept is admirable but how do you propose to deal with inhabitants who insist on maintaining suburban level vehicle inventories?	8/31/2017 10:03 AM
26	Add taxes on investment properties that remain unoccupied	8/30/2017 1:56 PM
27	As much as possible, build where density already exists.	8/29/2017 9:41 AM
28	Ensure that every development has wheelchair accessible and adaptable units, be it as ground floor apartments or townhouse units. Many municipalities require 20 percent of their new developments to comply with this requirement (Sidney, Saanich, etc.), it is time for Victoria to adopt the same.	8/28/2017 10:24 PM
29	Some of the streerts already have a parking problem and these changes will only make the problem worse. Yes we walk and ride bikes, but most homes still have a car out front. Address this with requiring minimum parking allocations.	8/28/2017 4:37 PM
30	I support even more density in all areas of Vic West than is proposed by this plan.	8/28/2017 3:11 PM
31	How much density is too much density?	8/27/2017 10:11 AM
32	Include mandates that keep renting affordable in Vic West for families as well as single people. Not every single person wants to live in someones dingy basement and pay off their mortgage. Encourage more creative options.	8/26/2017 12:51 PM
33	Reducing lot sizes often reduces green spacesGreen space is needed with increased density.	8/25/2017 8:26 PM
34	If we densify we have to consider parking and I'm not sure this has been taken into consideration.	8/25/2017 6:06 PM
35	Increasing density is a good idea as long as we do not change the character of the area too much.  I do not think we should be reducing lot sizes at all this will just spur over development	8/24/2017 8:40 PM

# Q7 How supportive are you of the key initiatives for housing?

Answered: 161 Skipped: 27

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Enliven Esquimalt Road with residential units above employment in buildings up to 5 storeys, including a possible 10% density bonus for on-site affordable housing	49.38% 79	22.50% 36	11.25% 18	8.13% 13	8.75% 14	160	3.96
Add residential buildings up to 5 storeys in some parts of Lime Point (south of Esquimalt Road)	43.31% 68	24.84% 39	10.19% 16	10.83% 17	10.83% 17	157	3.79
Support 3 storey townhomes and smaller apartment buildings along Skinner Street, parts of Esquimalt Road, and Suffolk Street	48.72% 76	25.00% 39	9.62% 15	5.77% 9	10.90% 17	156	3.95
Adopt development permit guidelines based on the plan's Urban Form and Character Objectives for Traditional Housing to address "What we Head" about pedestrian-friendly environments, building design, green space, parking and more	55.19% 85	22.73% 35	14.29% 22	5.84% 9	1.95% 3	154	4.23
Adopt development permit guidelines based on the plan's Urban Form and Character Guidance to Urban Residential Areas to address "What we Head" about pedestrian-friendly environments, building design, privacy, green space, parking and more	51.35% 76	26.35% 39	15.54% 23	3.38% 5	3.38% 5	148	4.19

#	COMMENTS FOR "ENLIVEN ESQUIMALT ROAD WITH RESIDENTIAL UNITS ABOVE EMPLOYMENT IN BUILDINGS UP TO 5 STOREYS, INCLUDING A POSSIBLE 10% DENSITY BONUS FOR ON-SITE AFFORDABLE HOUSING"	DATE
1	Max 3 storeys	9/26/2017 7:14 PM
2	No 5 storey buildings close to or overshadowing existing housing.	9/26/2017 3:39 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.No bonus density. See comments about Northern Cities Planning. The City should present resident's with a computer model that demonstrates any new development does not block sunlight. I once had a visitor from England who took one look at the RailYards and said they had a similar development in their city. The crime rate soared and the whole thing had to be torn down. That was what they stated to me during the car ride to my house and their first impression of Vic West. What does "5 storey and possible 10" mean. This is incoherent grammar.	9/26/2017 1:55 PM
4	5 stories will create a canyon effect on Esquimalt road. Increased traffic will create long delays.	9/26/2017 10:18 AM
5	Residential units above employment is a good idea, but not 5 storeys.	9/26/2017 1:45 AM

6	necessitates demolition of viable housing stocks and destroys character and livability of the community	9/26/2017 12:39 AM
7	I prefer 3-4 storeys. Slightly smaller scale creates a more pleasant neighbourhood. Much like many other neighbourhoods in Victoria. Why does Vic West have to go to 6 storeys?	9/25/2017 11:45 PM
8	Keeping density along Esquimalt would be good as long a sufficient parking is included	9/25/2017 10:34 PM
9	Along Esquimalt Road - encourage shop fronts and good pedestrian access	9/25/2017 10:00 PM
10	I am not as familiar with this area so leave up to residents closer to comment.	9/25/2017 8:12 PM
11	Affordable housing is not fair to people with average jobs. It's frustrating that someone can get a nicer place than me while working half as much because my tax dollars subsidise it. Langford and Metchosin is full of affordable housing. You don't need to drive our prices anymore.	9/25/2017 10:43 AM
12	Esquimalt road does not need this.	9/25/2017 9:30 AM
13	All this does is encourage developers to buy property to hold long term hoping for a further relaxation of the density and height rules.	9/25/2017 9:21 AM
14	stay within 4 stories, and don't give a density bonus.	9/25/2017 8:51 AM
15	Again, this cannot be seen as a part of what is also proposed for the neighbourhood. Esquimalt road is a heavy traffic place; addingmore residences will likely icrease the number of cars	9/24/2017 11:03 PM
16	I don't think five story residential units will "enliven" Esquimalt Road! I recommend a maximum height of 3 stories so that residents can be connected to people on the ground.	9/20/2017 11:28 PM
17	How about max 4 stories with mandatory underground parking for two vehicles per residential unit.	9/18/2017 7:49 PM
18	big yes to on-site affordable housing	9/18/2017 7:33 PM
19	Traffic noise is already an issue. I live in Esquimalt road and worry about bus and train traffic causing my windows to remain closed and traffic escalating. Bike lane would help.	9/17/2017 10:43 PM
20	Why do low-income people always have to live on busy streets?	9/17/2017 9:56 PM
21	will impact some people's views.	9/15/2017 3:05 PM
22	should not builkd at lime Point until airport situation fully declared with noise exposure forecast	9/12/2017 9:53 PM
23	Enliven it with entirely mandatory (rather than incentivized) affordable housing. We don't need to continue pricing people out of this neighborhood.	9/11/2017 5:59 PM
24	Ensure adequate parking is offered for homes and businesses. Even if people are biking more and more, most households still keep a car for grocery shopping, ferrying the kids, or going out of town.	9/8/2017 1:08 PM
25	Very opposed!	9/7/2017 11:06 PM
26	Can we do anything to support people to own their own units rather than development which seems to make money for developers and does not enhance out neighbourhood?	9/7/2017 7:28 PM
27	Would prefer 3-4 stories.	9/3/2017 2:53 PM
28	The problem with these buildings is they get built right up to the edge of the street. There needs to be buffer space between street and buildings! There needs to be buffer space everywhere, what they've done to downtown Victoria is NOT a model to use. Everything is too close together.	9/2/2017 1:01 PM
29	beautify esquimalt road and slow down traffic like the town of esquimalt has done to esq rd.	8/29/2017 9:30 PM
30	Prefer 1 storey above existing	8/28/2017 10:03 AM
31	As long as this doesn't create a bottle-neck situation on Esquimalt Road for residents of Equimalt Road heading into Victoria.	8/27/2017 10:21 AM
32	Bayview has already far exceeded heights and for the area. Let's not create another downtown core of high rises.	8/24/2017 3:59 PM
#	COMMENTS FOR "ADD RESIDENTIAL BUILDINGS UP TO 5 STOREYS IN SOME PARTS OF LIME POINT (SOUTH OF ESQUIMALT ROAD)"	DATE
1	Some of the streets are too small to support this density/scale - e.g. east side of Robert Street.	9/27/2017 12:41 PM
2	Only 5 storeys where there would be NO impact on the light, privacy, green space or liveability of the existing residences.	9/26/2017 3:39 PM

3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics! see above. Please read Matthew Baldwin's thesis.	9/26/2017 1:55 PM
4	5 story apartments along Esquimalt road effectively create a wall or barrier that separates the rest of Vic west from the harbour. This barrier would discourage other residents from using the waterfront park system because of poor access as well as creating a visual barrier to the residents living north of Esquimalt road. With boulevards and set backs developers will demand variances for increased heigh to compensate, thus the area will end up with 7 or 8 story buildings leaving heritage homes cut off from sun light and living as at the bottom of a well.	9/26/2017 10:18 AM
5	There are modest homes, some with significant heritage value (even if not 'designated') which would overshadowed and overwhelmed by 5 storey buildings. We don't need a wall of buildings all along the waterfront areas.	9/26/2017 1:45 AM
6	necessitates demolition of viable housing stocks and destroys character and livability of the community	9/26/2017 12:39 AM
7	Same as above - why do you feel the need to put up all these 6 storey buildings in Vic West?	9/25/2017 11:45 PM
8	5 stories south of Ormonds Buiscuits is too high for existing lot. Development should be lower close to the water (IE Rainbow estates has high roofs blocking view but with no useful reason - not even good for storage)	9/25/2017 10:34 PM
9	Step down towards the water so many more people can enjoy a view of our wonderful harbour provide genorous setbacks near the water so people want to walk there - consider native species landscaping with a consideration fo rmaximum views - for example teh exotic pines in Rainbow Park would be better suited screening a junk yard	9/25/2017 10:00 PM
10	5 storeys is too big a change in scale from the single-family; 3 storeys is OK.	9/25/2017 8:06 PM
11	Lime Point does not need this.	9/25/2017 9:30 AM
12	Too tall	9/25/2017 9:21 AM
13	I don't think five story residential units will "enliven" Esquimalt Road! I recommend a maximum height of 3 stories so that residents can be connected to people on the ground.	9/20/2017 11:28 PM
14	should build any mre housing in Lime Bay area until NEF considered and the airport "set-backs" respected	9/13/2017 7:40 AM
15	should not builkd at lime Point until airport situation fully declared with noise exposure forecast	9/12/2017 9:53 PM
16	In 25 years, with adequate bridge connection, this area could be an extension of downtown. Treat it like a second chance at building a downtown and encourage tall buildings but with adequate service and delivery alleys and underground parking relative to the number bof homes.	9/8/2017 1:08 PM
17	5 storeys is quite tall. Please consider 3 max.	9/6/2017 11:25 AM
18	Would prefer 3-4 stories	9/3/2017 2:53 PM
19	be careful. the songhees area is terribly ugly and unwelcoming along the street scape. do not recreate this elsewhere.	8/29/2017 9:30 PM
20	Be sensitive to the West Song walkway	8/29/2017 2:06 PM
21	Bayview place will increase density there so much already. Also, preserving the views is important.	8/29/2017 9:43 AM
22	Prefer 1 storey above existing	8/28/2017 10:03 AM
23	As long as this doesn't create a bottle-neck situation on Esquimalt Road for residents of Equimalt Road heading into Victoria.	8/27/2017 10:21 AM
24	Too many stories	8/25/2017 6:17 PM
25	We need to protect single-family dwellings near the water otherwise only condo dwellers will have views.	8/24/2017 3:59 PM
26	Taller always good. With pedestrian and bike transit, high-density is the way to go to encourage transport without cars	8/24/2017 11:00 AM

#	COMMENTS FOR "SUPPORT 3 STOREY TOWNHOMES AND SMALLER APARTMENT BUILDINGS ALONG SKINNER STREET, PARTS OF ESQUIMALT ROAD, AND SUFFOLK STREET"	DATE
1	Not sure this would be good on skinner	9/26/2017 9:02 PM
2	This height is simply not appropriate for this neighbourhood. Neither is achieving greater density by removing or knocking down older homes.	9/26/2017 7:14 PM
3	This looks like a deliberate attempt to destroy the character of a Vic West neighbourhood, which currently contains heritage, Victorian, and arts & crafts character homes and turn it into a jungle of apartment buildings. Developers know that "guidelines" are meaningless. Once the character is gone, it is gone forever.	9/26/2017 6:36 PM
4	There is NO support in 'what we heard' for 3 blocks of apartment buildings along Skinner, over the highest hill in the neighbourhood and adjacent to the largest group of heritage designated houses in our neighbourhood. Those apartments would severely impact the light, privacy, green space and liveability of the existing housing (designated or not) especially on Raynor along the north side of Skinner. This type of redevelopment is developer driven and is not something any homeowner can do. The construction will severely impact our neighbourhood. Terrible idea and NOT supported by the OCP, or any neighbours I've talked with.	9/26/2017 3:39 PM
5	I live on the south side of Suffolk st. and bought my house there 2 years ago. We bought our home on this street because it was a short quiet residential street. I have some concerns about the types of developments being proposed for the block. In particular townhomes and smaller apartment buildings. I would not like to see developers move in and start buying up lots to build apartments and townhomes. I worry that this would detract from the quiet residential feel of the street which we were attracted to in the first place. We saved for a long time and found a home that suited us as a forever home and don't plan on moving in the next 25 years. I think this type of development is better suited to Esquimalt rd. and Skinner st. as they are already busier throughfares. However, with increased density in the neighborhood in general not just on Suffolk st. will come more traffic and the need for parking. Suffolk st. is a short block only having 6 lots on the south side. Without an allowance for parking on the properties that may be developed in the future I would forsee a lack of on street parking for the densities being proposed. It seems also that the neighborhood plan is counting on people driving less or not at all? This I feel is unrealistic. People may drive around town less in the future but I think will still often have a vehicle that they use on weekends etc Our street is also often used by people as a short cut to get from Esquimalt rd. to Wilson st. People often come speeding around the corner of Bowlsby st. and Suffolk st. Some traffic calming on the street could be a good idea as there are a lot of families with kids that live on the street. Please take these things into consideration. Thank you.	9/26/2017 2:23 PM
6	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.No to three storeys unless the first is the basement and underground.	9/26/2017 1:55 PM
7	There is NO support in "what we heard" to propose double rows of townhouses or apartments along Skinner. (New housing along trails and transit routes could refer to almost anywhere in Vic West - why Skinner?) The 3 blocks of Skinner from Russell to Alston includes the highest hill in the neighbourhood (making the apartments dwarf housing all around) as well as it runs right through a heritage conservation permit area where most of Vic West's designated heritage houses are located. All along Skinner there are heritage value houses even if not designated. This plan is encouraging developers to demolish the very housing types that make this community attractive. Those 3+ storey apartment buildings (including basements and roof top mechanicals they might be over 4 storeys) would severely impact the light, feeling of open space and privacy of the smaller scale homes to the north on Raynor Street, many of which have heritage value, and all of which are valued as good homes to live in. It would severely impact the livebility of that area. This sort of density in this area is not supported by the OCP. OR the neighbours!	9/26/2017 1:45 AM
8	necessitates demolition of viable housing stocks and destroys character and livability of the community	9/26/2017 12:39 AM
9	There you go! 3 storeys! Like it.	9/25/2017 11:45 PM
10	I am concerned that adding these to Skinner St. will spoil the neighbourhood. Also - where are those kids going to school? Vic West Elementary is full.	9/25/2017 10:45 PM

11	With respect to Skinner, I agree with "3 story town homes" and smaller apartments. But do not want to see anything higher than the structure in Craigflower village. I would also like to see commercial on that side of the street.	9/25/2017 8:12 PM
12	Skinner Street, Esquimalt Road and Suffolk Street does not need this.	9/25/2017 9:30 AM
3	Why the desire to make tunnels - keep the buildings short - 2 stories.	9/25/2017 9:21 AM
14	skinner street is busy enough, with traffic needing access to downtown from outlying areas like view royal, we like the quiet connection of houses / neighbourhoods with each other and banfield park on both sides of the road. don't develop up the hill, we like to see the sky. maybe raise houses to allow 2 and 1/2 stories, or allow garden houses. keep the individualize character.	9/25/2017 8:51 AM
5	I just keep hearing more density, more density. How many buildings are we looking at? More details needed.	9/24/2017 11:03 PM
16	This would completely change the already established community and destroy the good of Vic West.	9/24/2017 9:12 AM
17	See previous comments on Suffolk Street (not supportive of apt blgs). Appropriate for Skinner/Esq.	9/23/2017 3:18 PM
18	Why would we want to increase the density this much on Skinner Road? What is the driver for this? The businesses already have more customers than they can handle. People come from all over Victoria for the services	9/20/2017 11:28 PM
19	Parking and density.	9/18/2017 9:44 PM
20	3 storey on skinner will ruin feel of neighbourhood	9/18/2017 2:45 PM
21	should build any mre housing along lower Skinner until NEF considered and the airport "set-backs" respected	9/13/2017 7:40 AM
22	Three stories is good.	8/29/2017 9:43 AM
23	As long as it doesn't wreck the historical feel of old Vic West and doesn't create bottle-neck situation on Equimalt Road.	8/27/2017 10:21 AM
24	Absolutely not. The max in this older area with predominately single dwelling or duplexes is too high.	8/25/2017 6:17 PM
25	3-storeys should be the maximum here and in Lime Point.	8/24/2017 3:59 PM
#	COMMENTS FOR "ADOPT DEVELOPMENT PERMIT GUIDELINES BASED ON THE PLAN'S URBAN FORM AND CHARACTER OBJECTIVES FOR TRADITIONAL HOUSING TO ADDRESS "WHAT WE HEAD" ABOUT PEDESTRIAN-FRIENDLY ENVIRONMENTS, BUILDING DESIGN, GREEN SPACE, PARKING AND MORE"	DATE
1	Guidelines with words like "are encouraged to contain" or "avoid" are meaningless. I see developers using these terms as negotiating tools to get higher and higher densities built. "We'll keep a nice facade on one street, but you need to let us have a 5 storey parkade. Otherwise we'll just build a big stucco box."	9/26/2017 6:36 PM
2	As I stated in my comments above I do have concerns about striking the right balance between maintaining green and landscaped yards and having enough off street parking for higher density developments.	9/26/2017 2:23 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. What does "what we Head" mean? Does it mean "What we heard"? This typo makes the survey invalid for this question. Because I am the only person who phoned up the City to find out what it meant. All the rest of the survey respondents are going to provide invalid answers. Also the survey forms here are restrictive in that we cannot read what we have written.	9/26/2017 1:55 PM
1	"What we Head" sp?	9/26/2017 12:39 AM
5	Don't do it. Keep working on your plan and get some real input from actual residents. What we head?	9/25/2017 9:30 AM
6	go slow! don't make condos and townhomes. allow occasional multiplex and occasional duplexes on a small lot, but keep MOST as is. I don't want an increase in density to be significant, as we already have challenges with traffic and neighbourhood feel has ALREADY been changed enough in the last ten years.	9/25/2017 8:51 AM

7	I have no idea what you are asking here.	9/24/2017 9:12 AM
8	This is confusing.	9/23/2017 8:15 PM
9	What we head?	9/23/2017 1:00 PM
10	Setbacks where possible; don't crowd the street too much. Sky is important.	9/17/2017 9:56 PM
11	implement more/any speed calming measures	9/17/2017 3:43 PM
12	pedestrian-friendly enviropnments do not inciled being mere yards away form a runway. Need NEF to be provided before informed thought re this question	9/13/2017 7:40 AM
13	Did you mean "What we Heard"??	9/8/2017 6:58 PM
14	Especially a safe bike free zone on the Westsong Walkway. Bikes and walkers of elderly ages do not mix there as runners can be heard approaching but not bikes!	9/5/2017 10:39 PM
15	Again, be careful to avoid cutesy faux heritage design.	8/31/2017 10:17 AM
16	Achieve a net gain of tree canopy	8/29/2017 2:06 PM
17	"What we Head" ?	8/28/2017 11:51 AM
18	While this sounds good, I'd like to remind you that we went this route with a comprehensive design plan for the Railyards based on strong community input. The current developer went to council and had the design guidellines rescinded. Unfortunately developers will always push for more and we don't need another Railyard full of cheap housing that does not connect to the rest of Vic West	8/25/2017 6:17 PM
#	COMMENTS FOR "ADOPT DEVELOPMENT PERMIT GUIDELINES BASED ON THE PLAN'S URBAN FORM AND CHARACTER GUIDANCE TO URBAN RESIDENTIAL AREAS TO ADDRESS "WHAT WE HEAD" ABOUT PEDESTRIAN-FRIENDLY ENVIRONMENTS, BUILDING DESIGN, PRIVACY, GREEN SPACE, PARKING AND MORE"	DATE
1	Check for typos please.	9/26/2017 7:14 PM
2	Again. Would be nice if these were actually followed.	9/26/2017 6:36 PM
3	concerns about parking as stated in the above comments.	9/26/2017 2:23 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!."What we Head" ???????? make no sense. What does "what we Head" mean? Does it mean "What we heard"? This typo makes the survey invalid for this question. Because I am the only person who phoned up the City to find out what it meant. All the rest of the survey respondents are going to provide invalid answers. Also the survey forms here are restrictive in that we cannot read what we have written.	9/26/2017 1:55 PM
5	"What we Head" sp?	9/26/2017 12:39 AM
6	Enforcement of 'guidelines' can be arbitrary and unfair to all parties; developers must agree with the premise before they start.	9/25/2017 8:06 PM
7	Don't do it. Keep working on your plan and get some real input from actual residents. What we head?	9/25/2017 9:30 AM
8	because I don't want significant increase of population, and I don't want to loose the flavour of each unique home, I don't want across the board allowances for big changes like you propose.	9/25/2017 8:51 AM
9	I think all parking requirements for new developments should be reduced. Car overnership is falling and will continue to decline.	9/24/2017 7:33 PM
10	This is confusing.	9/23/2017 8:15 PM
11	What we head?	9/23/2017 1:00 PM
12	pedestrian-friendly enviropnments do not inciled being mere yards away form a runway. Need NEF to be provided before informed thought re this question	9/13/2017 7:40 AM
12		9/8/2017 6:58 PM

15	I do not support building taller buildings in Lime Bay. We are already losing the water views at Bayview. Allowing developers to build even 5 storeys will lead to further erosion of the views.	8/30/2017 12:13 PM
16	Would prefer to see Significant Trees. Please no flowering plums/cherries.	8/29/2017 2:06 PM
17	See comments above. I believe each development should be judged on its own merit based on the site location, denisty and consideration to existing neighbours	8/25/2017 6:17 PM
18	Same question as above?	8/24/2017 3:59 PM

## Q8 Did we miss anything?

Answered: 24 Skipped: 164

#	RESPONSES	DATE
1	Very concerned about the 700 block of Tyee where it states General Employment with limited residential. This should not support light industry - too many people and not enough space or road access for commercial vehicles. Albion has been a nightmare for residents across the road in the Railyards.	9/27/2017 12:01 PM
2	Yes - providing us with images of what this type of increased density will really look like in our community. We need computer modelling of a massing model. Most people don't understand FSR. A two row townhouse development might look pretty from a birds eye view, and might garner many green dots at an open house but most people will have no idea of how that will transform our community. You forgot to mention this level of development in the traditional neighbouhood is not supported by the OCP. This should be called the Vic West Development and Density Plan. It will destroy the affordability of homes in Vic West - everything now, even the most modest little home, will be marketed as development potential.	9/26/2017 3:39 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.This survey will have inaccurate results.I have no more time to do this survey having devote 5 hours to it.	9/26/2017 1:55 PM
4	This type of planning for Robert street is regarded as regressive in other cities. Explain the value of this density increase to the Robert St. area community. The best example is the effect of high-rises on Maitland and Seaforth - a sterile street.	9/26/2017 10:18 AM
5	Yes, you missed explaining why this level of dense redevelopment is required in the Craigflower village/Skinner area which is part of a traditional neighbourhood. When people talked about 'enhancing' Craigflower village they talked about preserving the friendly ambience, not transforming it with blocks of apartments and 4 storey buildings.	9/26/2017 1:45 AM
6	lots	9/26/2017 12:39 AM
7	Yes - missing from all of this is infrastructure beyond commercial space. We're going to need additional schools. Period. We're already building 'permanent-portables'. So where are you going to put the schools needed for all these families when they move in?	9/25/2017 10:45 PM
8	We ARE NOT the Urban Core. We are Victoria Westpart of Victoria as a whole with our own sense of identity and diversity. It feels like we are being parceled, one by one, our different small communities, into whole that perhaps our population of the whole doesn't concur with let alone know about. One by one we find out the planning department's wish for our community, and not even concurrently. Next comes Fernwood; then comes ? and ?. Perhaps Victoria needs to vision us as the people we are, and what complements each and all! Where are the real bridges and CONNECTIONS?	9/25/2017 3:06 PM
9	I think we need to protect our neighbourhood from unscrupulous development. It should be councils job to keep our functioning neighbourhoods out of the control of real estate agents and developers. It seems to me that this plan is designed to do the opposite.	9/25/2017 9:30 AM
10	You only give a choice of 'somewhat disagree' and 'strongly disagree'. I prefer the straightup wording as 'disagree', to take the emotion out of it. generally, I want very little extra development as we have seen so much change in the past 10 years. Let this neighbourhoood KEEP its population, with tiny changes, and simply improve the bike lanes and pedestrian ways. Consider, we are limited by surrounding waterways, and have connectors via bay street and johnston street to downtown. ALREADY, so many cars travel through from our neighbourhood and outlying communities to get downtown. We feel too busy. Don't need any new neighbours. How about send the developers over to the uplands?	9/25/2017 8:51 AM
11	The overall vision of how many additional housing units we are targeting. What is the right target to maximize the benefits to Vic West (versus what is the maximum number we can jam in.)	9/20/2017 11:28 PM

12	I feel like I am being redundant, but the BEST thing about Vic West is the family, community feel of it. Not multi apartments, tons of people. I understand the need for affordable housing and housing problems, ,but Vic West is for family homes, single/double story, with the possibility of suites, or garden suites.	9/18/2017 9:44 PM
13	No. I like the idea of 'new' as there is more pride in ownership and rental.	9/17/2017 12:09 PM
14	Missed the central planning too - the NEF should guide all and mitigative work based on the NEF to ensure land compatibility with the airport	9/13/2017 7:40 AM
15	WestSong way is awful - not healthy because of extreme noise levels and float plane emissions.	9/12/2017 9:53 PM
16	Urban food gardens should be created in residential areas.	9/11/2017 5:59 PM
17	A lot of old people are worried about noise and too tall of buildings. They won't be here anymore by the time the plan makes any of those changes happen. Allow density for our growing population and for those who will actually live here in 25 years.	9/8/2017 1:08 PM
18	This will work IF the residents can access their places of employment via public transportation. It will NOT work (e.g. much of the "harbour side industries"); if people must use vehicles every day to go to-from their places of employment. This concept simply creates a twice-per-day traffic nightmare, and is why I question the entire "harbour industries" view. Are condo dwellers on lime bay going to work in a cement plant?	8/31/2017 10:10 AM
19	I do not support variances to the plan for new towers in the Bayview development exceeding 8 stories. The buildings close to Catherine Street need to be stepped down from the high rises on the hill.	8/30/2017 12:13 PM
20	Give incentive / compel the Roundhouse development to build the promised commercial spaces	8/29/2017 2:20 PM
21	Ensure that every development has wheelchair accessible and adaptable units, be it as ground floor apartments or one-level townhouse units. Many municipalities require 20 percent of their new developments to comply with this requirement (Sidney, Saanich, etc.), it is time for Victoria to adopt the same.	8/28/2017 10:26 PM
22	I support even more density throughout Vic West than is proposed in this plan.	8/28/2017 3:12 PM
23	In keeping with my previous comment, finalization and subsequent implementation of the plan needs to take into account the impacts of vehicular traffic on the character of choice for Vicwest, that being a cycling and pedestrian focussed orientation.	8/28/2017 1:11 PM
24	Please see notes above. I agree with development, but not in the way it has happened so far in Vic West (exception being the small lot developments). Consideration has been given to developers and NOT the residents.	8/25/2017 6:17 PM

## Q9 How supportive are you of the key initiatives for the waterfront?

Answered: 160 Skipped: 28

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Improve access to the waterfront through public docks and trail improvements (e.g. community- led docks at Arm, Burleith or Banfield Park, subject to environmental constraints)	76.58% 121	16.46% 26	4.43% 7	0.00%	2.53% 4	158	4.65
Add features and improvements along waterfront trails and parks to encourage gathering and animate the waterfront	76.58% 121	11.39% 18	8.86% 14	1.90%	1.27% 2	158	4.60
Continue to work with partners to restore water and environmental quality in the Gorge Waterway and Harbour	91.08% 143	5.73% 9	2.55% 4	0.64% 1	0.00%	157	4.87

#	COMMENTS FOR "IMPROVE ACCESS TO THE WATERFRONT THROUGH PUBLIC DOCKS AND TRAIL IMPROVEMENTS (E.G. COMMUNITY-LED DOCKS AT ARM, BURLEITH OR BANFIELD PARK, SUBJECT TO ENVIRONMENTAL CONSTRAINTS)"	DATE
1	Access for kayaks, paddle boards, etc. also important.	9/27/2017 12:41 PM
2	This exists already. It looks like you want to pat yourselves on the back for something that is already there. Yes we like this. Please don't take it away.	9/26/2017 6:41 PM
3	Support for public docks does NOT include large scale marinas for luxury yachts. Also, since Parks funds and builds playgrounds and bike paths, why not fund a swimming dock? Why would the community have to raise funds for that?	9/26/2017 3:46 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short answer will suit. And people cannot read what they have typed into the form. Very hostile survey tactics!.I think that the City of Victoria has sadly neglected Banfield Park. You just have to look at the garden beds up against the community centre. Would the Parks dept. do this in Beacon Hill Park? Then why should they do it in Vic West. We are the City of Victoria's dumping ground. The garden beds look awful. We left someelses garbage in Banfield park behind our house(on purpose) and it was still there one year later! The dock in Banfield Park is awkward to use because anyone carrying a canoe or kayak has to lift it over the height of the hand rail. Access should be improved Why is a dock not funded by the Parks Dept. or developers? Like playground equipment. I think that Banfield Park should get priority over Arm, or Burlieth. Fix one thing at a time please. And they are much smaller parks.	9/26/2017 1:55 PM
5	SMALL public docks for swimming or small craft. This is NOT support for huge marinas. Do not pave paths that are used by bikes and pedestrians because this will cause cyclists to go faster and increase the conflict between cyclists and pedestrians.	9/26/2017 2:00 AM
6	what happened to the 50 year plan to create a small craft boat launch, tie-ups and boat docks in Vic West?	9/26/2017 12:45 AM
7	Parks don't have to stop when you get to the shore. Docks are a great idea.	9/25/2017 11:47 PM
8	Great to let the public enjoy the space but be mindful of nature, stone walls and path on harbour hurt the ecology of the waterfront	9/25/2017 10:36 PM
9	These types of initiatives need funding. This should be funded by developers if they intend on developing in the region.	9/25/2017 10:23 PM
10	Consider a dock at Rainbow Park - the launch ramp is a bit difficuly and unusable at low tides-could also act as a ferry stop.	9/25/2017 10:08 PM

	_	
11	These are good for our hood!	9/25/2017 9:33 AM
12	realize that bikes are transportation and need their own network. This not the same as putting them on pedestrian pathways.	9/25/2017 9:22 AM
13	I think most of the trails to the waterfront accesses are good as is, really. maintenance and a few improvements would be good, like the development of a bit of a beach. and a couple of picnic tables/garbage cans.	9/25/2017 8:54 AM
14	has to be done right so that there is minimal impact on the environment.	9/24/2017 11:04 PM
15	Especially public docks, consider a small boat ramp somewhere? Is there an opportunity of creating accessible shoreline, modfiying existing mud beach access?	9/24/2017 10:07 AM
16	How about Rainbow Park? Does it exit or is it only in the minds of those who use it?	9/24/2017 9:48 AM
17	there is also great interest in renewing the beach at Banfield Park.	9/20/2017 11:33 PM
18	Work with a Esquimalt to connect waterfront access from Bamfield Park to Esquimalt Gorge Park.	9/20/2017 6:48 PM
19	should not create more comflict with airporis it safe to have pedestrians on West Song Way - safe meaning too close to airport for safety, noise and kerosene-like fumes	9/13/2017 7:46 AM
20	enforce the no moorage bylaw at existing docks. Currently many dinghies are moored long term	8/28/2017 4:48 PM
21	Provision of small watercraft (e.g. non-motorized craft including canoes and kayaks) launch points onto the Gorge waterway and the inner harbour would be fantastic.	8/28/2017 1:15 PM
22	no more docks in the inner harbour	8/28/2017 10:04 AM
23	Access for kayaks and paddle boards is key all along the waterfront - even at the new super yacht marina.	8/27/2017 10:23 AM
24	I would like to see Burleith park revitalized and a small kayak/canoe dock put in place for public use. Also the bank area should be reinforced to stop the bank erosion.	8/24/2017 8:43 PM
#	COMMENTS FOR "ADD FEATURES AND IMPROVEMENTS ALONG WATERFRONT TRAILS AND PARKS TO ENCOURAGE GATHERING AND ANIMATE THE WATERFRONT"	DATE
1	Do not pave paths that would encourage faster cyclists. Do not light paths through parks, over trestle as this makes the users visible but not the people lurking in the bushes that the users are afraid of. Also lighting negatively impacts fish and wildlife and really, can't we support some dark areas of the City?	9/26/2017 3:46 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short answer will suit. And people cannot read what they have typed into the form. Very hostile survey tactics!.	9/26/2017 1:55 PM
3	"features" is much too general for a survey question - what features am I approving? Not lighting, if that's one of them.	9/26/2017 2:00 AM
4	animate the waterfront, at what environmental expense?	9/26/2017 12:45 AM
5	What makes Banfield park so unique and lovely is the lack of 'features'. There is a very rare natural feel to the park and, as such, it should be left alone. Please do not make modifications to Banfield park beyond increasing the size of the public dock.	9/25/2017 10:49 PM
6	What kinds of features? Restrooms in Bamfield park and along the waterfront are desperately needed. Again, who will fund this?	9/25/2017 10:23 PM
7	Lighting and signage to feature wildlife and history- foot of Mary Street it's possible to build tide pools - there are a few natural ones there and our daughter loved watching the sea life in them	9/25/2017 10:08 PM
8	Kayaking and canoeing facilities!	9/25/2017 8:18 PM
9	depends if you remember to nurture nature at all costs.	9/25/2017 3:23 PM
10	These are also good for our hood.	9/25/2017 9:33 AM
11	How can you animate the waterfront more?	9/24/2017 9:48 AM
12	Not sure what this means!	9/20/2017 11:33 PM
	Look at Montréal for dense areas with public use of the canal etx	9/17/2017 10:45 PM
13		

	-	
15	This is way to vague to agree to. What does it mean?	9/7/2017 7:30 PM
16	Walk only on Westsong walkway period! The city has almost abandoned maintenance and landscaping along the walkway west of Spinnakers pub!	9/5/2017 10:42 PM
17	Allow some limited commercial along trails.	8/29/2017 2:07 PM
18	Some more docks intended for swimming like the Banfield park one	8/28/2017 4:48 PM
19	If gazebos or similar structures are considered, there should be a noise time limit to avoid disturbing nearby residents.	8/26/2017 11:44 AM
20	As long as no commercial enterprises are added to that environment	8/25/2017 8:31 PM
21	Lights along the path in Bamfield park, public washrooms, improve beach and swimming access, remove derelict boats	8/24/2017 8:43 PM
#	COMMENTS FOR "CONTINUE TO WORK WITH PARTNERS TO RESTORE WATER AND ENVIRONMENTAL QUALITY IN THE GORGE WATERWAY AND HARBOUR"	DATE
1	Remove derelict boats	9/27/2017 7:19 PM
2	Would be great to have some support in building more docks for the popular swimming destination of Banfield Park.	9/26/2017 6:41 PM
3	This is NOT support to remove the live-aboard people and their boats north of the trestle.	9/26/2017 3:46 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short answer will suit. And people cannot read what they have typed into the form. Very hostile survey tactics!.YES - remove moored boats from the Gorge	9/26/2017 1:55 PM
5	I do not support "restrictions on motorized water craft north of the trestle bridge" if by that you mean evicting the people living on boats in that area.	9/26/2017 2:00 AM
6	what partners? the city has ruined by allowing autobody shop pollution of cecilia creek and vast oily and micro plastic debris from the metal recycling facility.	9/26/2017 12:45 AM
7	yes please - we swim here with our kids all summer long (and sometimes in the winter!)	9/25/2017 10:49 PM
8	The Gorge has come a long way -it was considered a gem in the 1860s and still is if ite is kept clean	9/25/2017 10:08 PM
9	actively find the culprits polluting and destroying this habitat. NO MORE DISASTROUS YACHT PARKING LOTS paving paradise, no matter the developer or federal/provincial govt. "control" as excuse. We did say NO all the way, and yet my joy of walking by the waterway has been not only dampened by this development but destroyed. No partners with ulterior motives and adgendas please!	9/25/2017 3:23 PM
10	Absolutely!	9/25/2017 9:33 AM
11	yes, continue	9/25/2017 8:54 AM
12	This is really important!	9/24/2017 11:04 PM
13	Yes please.	9/23/2017 8:16 PM
14	Continue with what?	9/20/2017 11:33 PM
15	High Priority!	9/20/2017 10:16 PM
16	Restore the environment in the total harbour	9/15/2017 3:46 PM
17	gave neutral response because without considerayion of airport improvements are limited and \$ downt he drain. Stop the pretense, do the planning needed for airport siting	9/13/2017 7:46 AM
18	This should be the primary priority.	9/11/2017 6:01 PM
19	The Gorge, and getting rid of the derelict boats should be a high priority.	9/8/2017 9:59 AM
20	A careful study of the environmental impact of float plane noise and emissions is long overdue.	8/31/2017 10:20 AM
21	I would like to see some of the smelly seaweed removed (perhaps monthly) to eliminate the foul ordors, particularly between Maitland Rd and Esquimalt boundry.	8/26/2017 11:44 AM

## Q10 Did we miss anything?

Answered: 26 Skipped: 162

#	RESPONSES	DATE
1	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.	9/26/2017 1:55 PM
2	Details in your survey questions so I know what I'm supporting or not.	9/26/2017 2:00 AM
3	lots, your abysmal sincerity in this regard is apparent	9/26/2017 12:45 AM
4	The rail bed between the Round House and the bridge could be a major walk way and wide enough to host special events similar to street markets - add power outlets and places for stalls and good lighting	9/25/2017 10:08 PM
5	Along with docks, it would be nice to see other uses of the coast we have available. Perhaps a beach at Banfield park? Perhaps some cafes or restaurants on the water? Although not VicWest, the car graveyard actress the way is not only unattractive but time and time again a threat to the water quality of the gorge (eg. Fire, barge tipping over).	9/25/2017 8:15 PM
6	The most interesting thing about living here is the incredible 'privilege' that we all live with. In light of the disasters reporting around the world our privilege needs to be 'tempered' i.e. recognition of how opulent our dollars are in the greater sense.	9/25/2017 7:46 PM
7	Noise and "odour" pollution from business on the waterways impacting population might need city assistance to improve situation / or new buildings potentially impacted might require ie. soundproofing or ?.	9/25/2017 3:23 PM
8	Please can we find a way to get rid of the floating tent city?	9/25/2017 10:45 AM
9	Connect Selkirk and Barnard/West Song by enhancing pedestrian and cyclist connectivity along Hereward/Rothwell.	9/23/2017 3:19 PM
10	The E&N railway trail is a huge asset to our neighbourhood. I would like to see more emphasis on access to that trail.	9/22/2017 11:41 PM
11	These are great "Motherhood" statements that most people would agree with. It would be useful to have more detailed actions for each potential location: Arm, Burleith, Banfield Dock, Banfield Beach, Railyards dock, Dockside Green Dock, etc.	9/20/2017 11:33 PM
12	Plan for water holding system for community emergency preparedness	9/18/2017 10:13 PM
13	Clean up the Gorge water by pressuring the City to remove the derelict boats, enforce no smoking in all the parks, and have more patrolling on the issue. Banfield is being used for drug usage with needles, and a smoke havenespecially by the dock and on the dock.	9/18/2017 9:47 PM
14	Put some funds into developing a safe swimming beach in the bay at Banfield Park	9/18/2017 7:50 PM
15	Consider a water taxi service that has more hours for commuter traffic. A 9 am start does not help many downtown workers.	9/17/2017 10:45 PM
16	No. People really do enjoy waterfront whether walks, picnics or patio style restaurants.	9/17/2017 12:12 PM
17	NEF needed and understood so that professional planning with mitigation could occur (solving the problem of noise and emissions, i.e. mitigation, may mean re-purposing of building near-by the airport)	9/13/2017 7:46 AM
18	yes you forgot to assess the emissions issue (float planes) and noise impacts which are not healthy for people or birds (bird sanctuary)	9/12/2017 9:55 PM
19	As a resident near Banfield Park, I would really like to see community engagement with the people living on boats in the Gorge. So far, everything I've heard has been about injunctions, penalties, etc. I would love to learn more about the people who live there and why they've made that choice. Perhaps engaging with them in a less confrontational way could have benefits for water quality in the area, if the city and these residents could work together to find solutions to some of the current issues.	9/11/2017 12:56 PM

20	Please let people continue to live aboard their boats in the Gorge. You could put in some services nearby - a bigger dock and toilets and a shower. That would be great.	9/7/2017 7:30 PM
21	Recommend a kayak/paddleboard launch along boardwalk in vicinity of Barnard park.	9/3/2017 2:55 PM
22	All very noble plans and concepts But the entire plan missed a very important point, and that is that an official plan must now find ways AND SUPPORT to create what is planned. And based upon what I have seen, you will NOT accomplish this unless the City of Victoria (and other levels of government) decide, and clearly communicate - to those who now obviously believe that it is they and not the City, that control the harbour - that "this is the plan, and in _ years, you WILL willingly be adhering to this plan". THAT IS THE PURPOSE OF AN OFFICIAL GOVERNMENT PLAN, ELSE "EXCEPTIONS" WILL SPROUT UP, AND THE PLAN WILL BE USELESS. [e.g. refer to "The Official Songhees Plan".]	8/31/2017 10:22 AM
23	Encourage the city to collaborate with the provincial and federal governments and the GVHA on a long overdue master plan for the harbour that establishes a long term vision and strategies for achieving it.	8/31/2017 10:20 AM
24	The residents on the boats have little care for the neighbours. They create wake for paddleboards on purpose, are loud at night and tie their boats to community use docks for longer than allowed. I also sometimes see human feces floating around them when paddling by.	8/29/2017 9:47 PM
25	secure storage facilities for kayaks and canoes for those residents in the area.	8/27/2017 10:07 AM
26	Clean up the gorge so that locals swim in it. That way we don't have to leave our community and go to different beach access locations to swim.	8/26/2017 1:22 PM

# Q11 How supportive are you of the key initiatives to support jobs in the neighbourhood?

Answered: 161 Skipped: 27

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Maintain the Upper Harbour waterfront for industry	55.00% 88	23.75% 38	9.38% 15	6.25% 10	5.63% 9	160	4.16
Encourage the retention and renewal of light industrial spaces. Add new commercial and office spaces up to 4 storeys in certain locations near the E&N Trail and the Alston-BayTyee area	44.72% 72	27.95% 45	10.56% 17	8.70% 14	8.07% 13	161	3.93
Support a mix of residential or commercial development above artisan and light industrial businesses, up to 5 storeys, along parts of Esquimalt Road and near Westside Village	51.28% 80	27.56% 43	5.77% 9	8.33% 13	7.05% 11	156	4.08
Support a mix of employment and residential uses south of Tyee Road, transitioning to the Railyards residential area	50.00% 77	31.82% 49	7.14% 11	5.84% 9	5.19% 8	154	4.16

#	COMMENTS FOR "MAINTAIN THE UPPER HARBOUR WATERFRONT FOR INDUSTRY"	DATE
1	The industry should also be sensitive to the residences in the area.	9/26/2017 3:55 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.Ridiculous. How can you guarantee that any of this will have the slightest impact on employment? In my business we are going head to head with the Chinese. You will not win in Victoria against kilometer long factories. Have you done any research into what goods can be produced in a 1000 square foot area or less? I doubt even a high tech firm could exist in such a space. We can only have so many coffee shops, breweries and bakeries in the neighborhood.	9/26/2017 1:56 PM
3	non exclusive mixed-use including recreation, tourism, vessel parking and non-exploitative industrial uses must be compelled to common stewardship of the waters around vicwest.	9/26/2017 12:54 AM
4	The auto-wreckers across the water (near Glo) have had multiple large spills and recently a barge fire. We are always seeing debris (plastic/foam car parts) floating away from this facility. I would like them to clean up their act!	9/25/2017 10:51 PM
5	Victoria is a working city, we should retain the already established shipping industry.	9/25/2017 10:28 PM
6	What we have seems to be working- I always enjoyed riding past Point Hope on the way to work and seeing what they were working on	9/25/2017 10:15 PM
7	While I support some industry, some is not compatible neither residential living. Seeing as industry is not the only form of occupation as it once was, the percentage may be a touch high for such a neighborhood (eg, waterfront advantages, proximity to downtown)	9/25/2017 8:18 PM
8	It's fine!	9/25/2017 9:37 AM
9	yes, I like walking at night and seeing the industry in this area, at about the same level as it exists now, part of a neighbourood	9/25/2017 9:04 AM
10	Any balance between industry and the environment has to be front and centre.	9/24/2017 11:11 PM
11	I love walking by Point Hope Shipyards everyday. Their industry is fascinating.	9/22/2017 11:45 PM

	industrial site is too close to residential for many of the existing industrial activities (sand blasting and barge breaking). At his site would be light industrial only.	
14	Point Ellice car crushing and Rock Bay gravel lot are definite eye sores, produce unwanted smells & dust.	9/19/2017 2:02 PM
15	It is a harbour and no longer an industrial port	9/15/2017 3:50 PM
16	compatible with residential community demands lower noise levels than created by RalMax and the car-crushing across the harbour.	9/13/2017 7:51 AM
17	crushing cars in upper harbour - really !!!	9/12/2017 9:56 PM
18	Get rid of heavy industry and garbage dumps	9/10/2017 9:22 PM
19	if noise/dust pollution can be kept to a minimum	9/8/2017 10:15 AM
20	I love that I live near a working harbour - it is an economy that is strong.	9/4/2017 9:42 PM
21	A firm decision must be made is the Victoria harbour "a working harbour"? (Seriously, has anyone ever seen an unemployed harbour?) Or is the official harbour plan going to be truly bold, approved by government, and the result will therefore be a source of beautiful human habitation and huge revenue for the City of Victoria?	8/31/2017 10:28 AM
22	What other city chooses to maintain industrial uses on valuable waterfront land within walking distance of the downtown core? Industry is not a critical component of Victoria's economy. How many of the people working in these industries actually live in Victoria and contribute to its economy?	8/31/2017 10:25 AM
23	While it is a working area, when an industrial building is right across the street from residential, it is not a great mix. Especially if their park their work vehicles on the street and take up all the parking.	8/29/2017 9:50 PM
24	The giant ship facility proposal is too big and incompatible with new environmently friendly residential developments.	8/29/2017 9:47 AM
25	As long as they blend into, contribute and are sensitive to the community. Noise from shipyard can be excessive at times.	8/27/2017 10:26 AM
26	Why ask? You are already doing that.	8/26/2017 1:11 PM
27	The older types of industry (Lafarge, compost sites, car scrap facility, etc.) should be relocated away from the waterfront an replaced with light industry or residential.	8/26/2017 11:48 AM
#	COMMENTS FOR "ENCOURAGE THE RETENTION AND RENEWAL OF LIGHT INDUSTRIAL SPACES. ADD NEW COMMERCIAL AND OFFICE SPACES UP TO 4 STOREYS IN CERTAIN LOCATIONS NEAR THE E&N TRAIL AND THE ALSTON-BAYTYEE AREA"	DATE
1	Need to consider impact to adjacent residences if building taller than current.	9/27/2017 12:42 PM
2	Max of 2 storeys	9/26/2017 7:17 PM
3	4 storeys is very high for this neighbourhood.	9/26/2017 6:50 PM
4	Renewal doesn't always have to mean higher denser buildings. Keep buildings low so they don't negatively impact residences or existing businesses in the area.	9/26/2017 3:55 PM

5	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics! For what? When we purchased our building for our business in Victoria we looked only rarely at VicWest. It was much more appropriate to be located in the Douglas Blanshard corridor. You need to be realistic about what kind of business will locate in VicWest. People are not going to create a manufacturing centre and lift heavy weights up to a 5th storey office. You need to figure out what kind of business is going to be there and design the planning accordingly. BTW our business paid \$30,000 in taxes to the City last year. Do you know that when a business changes ownership or moves into Saanich they get a letter from the mayor congratulating them??? We did not get any such letter from the mayor of the City. If you want businesses to locate in Vic West you need to cut them as much slack as possible instead of piling on the regulations. It is already difficult to get to VicWest even from the rest of the City due to all the bridges so manufacturers are going to have to operate largely through online sales	9/26/2017 1:56 PM
3	Design and height control is essential.	9/26/2017 10:22 AM
7	This is two questions. Less height than 4 storeys. Don't overshadow existing residences. "certain locations" is not specific enough	9/26/2017 2:11 AM
8	conversion should not be encouraged with bonus density public subsidies and ultimately, the competing residential value is quickly destroying the viability of even clean light commercial and industrial activity in VicWest	9/26/2017 12:54 AM
9	This area would be a great place to put another school to support the current Railyards, Dockside Green and Bayview developments.	9/25/2017 10:28 PM
10	As above	9/25/2017 8:18 PM
11	try to use the rail trail as an access to these spaces with 'industrial lanes' - low-speed, short, allowing the trail to have public faces on the adjacent buildings, rather than miles of blank concrete - even though some of these walls once had murals.	9/25/2017 8:13 PM
12	4 stories might be toomuch/ locations need to be reviewed on an individua basis.Alston/ Bay/ Tyee. This area might be conducive to other offerings. In past places for entertainment and other social / musical/ library/ school/ teaching/ theater/ the arts etc.have been thought of.Why are we concentrating ( on the main thoughfare )businesses that always require and complain about lack of parking, when we need the green spaces and light in our community? We DO NOT want a parking lot OR a car lot!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	9/25/2017 3:37 PM
13	This would change the areas feel. It's bearable as is.	9/25/2017 9:37 AM
14	Why the need for height?	9/25/2017 9:24 AM
15	I would like to limit to a mix of 2 and 3 storeys and to be very careful about NOT increasing density and don't favour increase in 'office space'. maybe a bit of careful 'commercial', as suites the basic living needs of the existing residents of vic west and esquimalt. be mindful to reduce consumerism and support food growth and ethical, socially respectul and enriching (educational/caring) living. Eg. don't make huge developements. Slow down. Wait ten years?	9/25/2017 9:04 AM
16	there are already lots of vacant retail-commercial spaces fro rent here. Whey build more? Some spaces in Westside have been vacant for a while now.	9/24/2017 11:11 PM
17	I support as long as parking minimums are adhered to at these sites and no more, and especially if parking at sites can be limited to the greatest extent possible and placed behind/below buildings.	9/22/2017 8:50 PM
18	Why do we want to do this? Are we sure this is what the community wants or NEEDS? If we have light industry will they be allowed to operate 24X7? Will there be any sound or emmissions rules they have to meet?	9/20/2017 11:39 PM
19	A little confused by this one, encourage retention and renewal of light industry but also build commercial and offices in an existing light industry area? I guess the idea is to add the former in such a way that it coexists with the latter?, If so then yes I support the idea.	9/18/2017 7:41 PM
20	Should be height restrivtive	9/17/2017 8:15 PM
21	There are no future jobs of an industrial nature that pay a living wage	9/15/2017 3:50 PM
22	Get rid of industrial messes	9/10/2017 9:22 PM
23	if noise/dust pollution can be kept to a minimum at industrial sites	9/8/2017 10:15 AM

24	No thanks. Need more green spaces there.	9/6/2017 11:26 AM
25	Alston is fine. But adding industrial along Esquimalt near Lime Bay is not. This area needs to have more of a community feel, not industrial.	8/30/2017 12:20 PM
26	As long as they blend into, contribute and are sensitive to the community.	8/27/2017 10:26 AM
27	Not in favour of light industrial in the area. It detracts from community feel and creates "dead zones" in evening.	8/24/2017 4:03 PM
28	Why stop at 4 storeys? there are already some taller buildings. Keep it going. Density reduces sprawl and reduces the need for cars.	8/24/2017 11:05 AM
#	COMMENTS FOR "SUPPORT A MIX OF RESIDENTIAL OR COMMERCIAL DEVELOPMENT ABOVE ARTISAN AND LIGHT INDUSTRIAL BUSINESSES, UP TO 5 STOREYS, ALONG PARTS OF ESQUIMALT ROAD AND NEAR WESTSIDE VILLAGE"	DATE
1	Need to consider impact to adjacent residences if building taller than current.	9/27/2017 12:42 PM
2	limit to 4 stories	9/27/2017 12:03 PM
3	Supportive only at a lower max height: 3 storeys	9/26/2017 7:17 PM
4	5 storeys is too high for this neighbourhood	9/26/2017 6:50 PM
5	Keep buildings low so they don't negatively impact the light, privacy or green space in neighbouring residences or businesses.	9/26/2017 3:55 PM
6	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.5 stories in not appropriate human scale.	9/26/2017 1:56 PM
7	4 stories only	9/26/2017 1:43 PM
8	5 stories is too high considering the surrounding environment. Building must grade into existing development.	9/26/2017 10:22 AM
9	Too vague - 'parts' of Esquimalt road and "near" westside village?	9/26/2017 2:11 AM
10	three story max for mixed industrial residential	9/26/2017 12:54 AM
11	3-4 storeys is enough.	9/25/2017 11:50 PM
12	Again, where are the new schools going to go? and the rest of the supportive infrastructure?	9/25/2017 10:28 PM
13	Seems to be what we have now and it looksl like its working	9/25/2017 10:15 PM
14	As above	9/25/2017 8:18 PM
15	Hope you can find these 'artisans' maybe just a nice dream???	9/25/2017 8:13 PM
16	Where? Have you been there lately? It's pretty much been done already.	9/25/2017 9:37 AM
17	This city already has enough vacant ground floor commercial space - why not town houses where your proposing this.	9/25/2017 9:24 AM
18	4 or less. and be mindful not to over-develop. we are busy enough.	9/25/2017 9:04 AM
19	I keep hearing the drumeat of more density, more density. Any details on what light industries might come here?	9/24/2017 11:11 PM
20	I support the mix of residential and commercial, but not up to 5 stories. Three should be max.	9/24/2017 12:04 PM
21	To continue on limiting parking, work with BC Transit to increase transit service to the neighbourhood.	9/22/2017 8:50 PM
22	I don't think five story residential units will "enliven" Esquimalt Road! I recommend a maximum height of 3 stories so that residents can be connected to people on the ground.	9/20/2017 11:39 PM
23	no light industrial at west side village.	9/20/2017 6:51 PM
24	Not happy about the 5 storey ideas, but perhaps 2. Keep it simple.	9/18/2017 9:49 PM
25	Again, height restrictive	9/17/2017 8:15 PM

27	No to industrial.	9/10/2017 9:22 PM
28	This is the kind of development that should be encouraged on the Upper Harbour.	8/31/2017 10:25 AM
29	Not along Esquimalt, which already has too many tall buildings around waterfront.	8/30/2017 12:20 PM
30	How about 4 stories.	8/29/2017 9:47 AM
31	max. 4 storeys	8/28/2017 10:05 AM
32	As long as they blend into, contribute and are sensitive to the community.	8/27/2017 10:26 AM
33	Only if this means businesses that help give VicWest a vibrant street scene, not commercial businesses that impede public gathering (example: Freshwater Fisheries Society of BC at the Railyards)	8/26/2017 1:11 PM
34	Don't we already have enough density near Westside Village. 5 stories is too high. Perhaps 3?	8/25/2017 6:18 PM
35	Not in favour of increasing height along Esquimalt but okay near Westside. Keep view corridors in mind.	8/24/2017 4:03 PM
36	Higher. 8 storeys max	8/24/2017 11:05 AM
#	COMMENTS FOR "SUPPORT A MIX OF EMPLOYMENT AND RESIDENTIAL USES SOUTH OF TYEE ROAD, TRANSITIONING TO THE RAILYARDS RESIDENTIAL AREA"	DATE
1	This is not a viable light industrial space	9/27/2017 12:03 PM
2	South of Tyee road IS Railyards. IF you mean the areas between Alston and Tyee then yes only if the buildings are low - 2-3 storeys max next to or across from traditional housing. Mixed development is great, but must be sensitive to neighbouring residences and businesses - their light, privacy, green space, liveability.	9/26/2017 3:55 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. Yes BUT only south of Tyee east of Alston.	9/26/2017 1:56 PM
4	SOUTH of Tyee Road? Do you mean west, between Tyee and Alston? IF so, yes.	9/26/2017 2:11 AM
5	what are you talking about south of Tyee Rd?	9/26/2017 12:54 AM
6	Encourage employment compatible with residents - for example the area that was Vic Van and Storge is a bit of an eyesore - which unfortunately sets a tone for a neighbourhood	9/25/2017 10:15 PM
7	Once again to propose more density? this is getting to be a bit much.	9/25/2017 9:37 AM
8	too loose of an explaination. too soon to 'commit' to an unknown. We have enough people at present and we need to slow down and listen to the needs of the majority of the population who already live here	9/25/2017 9:04 AM
9	Is this Dockside part 2, or something else? I like the urban farm that is below the Goodlife Gym. this idea I strongly support!! Does all the landhave to be developed??	9/24/2017 11:11 PM
10	The Albion building is already industrial, I think it would be most efficient to keep industry there. There is a huge population increase in the railyards. It needs 2 years to settle and then see what to develop nearby.	9/22/2017 11:45 PM
11	Why do we want to do this? Are we sure this is what the community wants or NEEDS? If we have light industry will they be allowed to operate 24X7? Will there be any sound or emmissions rules they have to meet?	9/20/2017 11:39 PM
12	Very laudable and exciting goals.	9/12/2017 11:14 AM
13	An increased incentive for employment and business uses that reflect the financial reality of the people who live here, rather than increasing focus on luxury and other such items would be nice.	9/11/2017 6:04 PM
14	No industrial	9/10/2017 9:22 PM
15	Okay if they are industrial uses that don't add to the noise and smells that are already in the area. In the end, we also want this to be a beautiful place to live.	8/29/2017 9:50 PM
16	It is good to keep commercial and mixed use in pockets, to preserve single family homes and tree lined streeets.	8/29/2017 9:47 AM
17	As long as they blend into, contribute and are sensitive to the community.	8/27/2017 10:26 AM

## Q12 Did we miss anything?

Answered: 15 Skipped: 173

#	RESPONSES	DATE
1	On your plan the Westside mall, none of the hotels and restaurants, Dockside Green, and the offices along Tyee are not identified as businesses that employ people.	9/26/2017 6:50 PM
2	Yes - 800 TYEE, the tip of the Alston Bay Tyee triangle, is zoned industrial and an active part of the employment zone. It is not residential as shown on your map. Ensure there is adequate parking provided for industrial, retail and housing.	9/26/2017 3:55 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. This has taken me one hour so far. You are not going to get any sensible input to this survey because we all have lives to live. I haw now spent four hours on this survey. I should be doing my mother's income taxes as the executor to her will. The CRA will be calling on me to do so and has given me a deadline in a month.	9/26/2017 1:56 PM
4	Details so I know exactly what I'm supporting.	9/26/2017 2:11 AM
5	yeah basic geography	9/26/2017 12:54 AM
6	Overall vision for how much business and industrial space we want or NEED in Vic West. It seems like the more the better without a justification.	9/20/2017 11:39 PM
7	No. You nailed it.	9/17/2017 12:13 PM
8	Yes, the major employment in Victoria West is in high technology. High tech is a vital part of Victoria's future.	9/15/2017 3:50 PM
9	Again, airport impacts being ignored. Airport is not compatible with residential so near. Need to respect TP1247 which provides compatibility comments and solutions (maybe not correct number of TP)	9/13/2017 7:51 AM
10	Missed the negative impacts of some industrial and transportation operations. Negative impacts on quality of life. Should have been assessed	9/12/2017 9:56 PM
11	The future of the Upper harbour should be included in a long term harbour plan by the city, province, feds and GVHA. It's unlikely a visionary plan would include heavy industry.	8/31/2017 10:25 AM
12	encourage an improved streetscape of industrial buildings next to hereward orchard. current buildings are ugly and make the street ugly and unwelcoming.	8/29/2017 9:30 PM
13	Ensure all are green operations with no impact to the environment.	8/27/2017 10:07 AM
14	It is important to match the types of jobs with the types of homes you are mixing together. If you put in low wage jobs don't put in expensive homes, if you put in mid range jobs then make sure they allow pets and BBQs (seems to me more mid-wage job people like these things) I work in one of the dockside green buildings and there is no way I can live anywhere near here, everything is available to buy or the rent to way too high.	8/26/2017 1:01 PM
15	Keep in mind the view corridors. We live here to see the water, not be hemmed in by tall buildings (if we wanted that we would live downtown).	8/24/2017 4:03 PM

# Q13 How supportive are you of the key initiatives to strengthen parks and food systems?

Answered: 157 Skipped: 31

	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Create a park improvement plan for Banfield Park to protect and restore natural areas, update amenities and improve pedestrian and cycling safety, improve delineation of off-leash dog area, and more	72.26% 112	19.35% 30	7.10% 11	1.29% 2	0.00%	155	4.63
Continue to support the growing of food in public places, neighbourhood-led community gardens and orchards, and encourage the creation of new allotment or community gardens through private multi-unit redevelopment	73.72% 115	9.62% 15	10.26% 16	3.85% 6	2.56% 4	156	4.48
Identify publicly-accessible gardens as a desired community amenity on certain properties (e.g. housing cooperatives) if they redevelop to higher densities	62.99% 97	14.94% 23	11.69% 18	4.55% 7	5.84% 9	154	4.25

#	COMMENTS FOR "CREATE A PARK IMPROVEMENT PLAN FOR BANFIELD PARK TO PROTECT AND RESTORE NATURAL AREAS, UPDATE AMENITIES AND IMPROVE PEDESTRIAN AND CYCLING SAFETY, IMPROVE DELINEATION OF OFF-LEASH DOG AREA, AND MORE"	DATE
1	Swimming and small vessel acces to water critical!	9/27/2017 12:45 PM
2	Separate improvement ideas for pedestrians and cyclists - they are not the same. Paved bike paths create conflicts as cyclists go faster. Do not light the park paths as this makes the users more visible but not the people who might be considered a threat.	9/26/2017 3:59 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.No one pays attention to the off leash rules. They are not enforced. I heard that the Province owns Banfield Park. If so purchase it immediately. They could take it back.	9/26/2017 1:57 PM
4	Do not "improve" pedestrian safety by paving the paths please. We don't need any more speeding cyclists in the Park.	9/26/2017 2:18 AM
5	based on experience, I now read all intent to improve parks as moves towards excluding pedestrians from formerly pedestrian byways.	9/26/2017 1:02 AM
6	Don't put dogs ahead of people. Is there really that much demand for off leash areas compared to to other demands? Make the park a place for people to gather together, play, picnic, and get fresh air. Don't give the park away to people's pets.	9/25/2017 11:56 PM
7	what I see listed above in specifics: yes. But the vague "update amenities" concerns me. Please do not do anything that will change the natural surroundings of Victoria's best park (not the biggest, but definitely the best). Washrooms near the playground would be great!!!	9/25/2017 10:53 PM

8	Banfield Park needs washrooms. Other than that there is no other park in Victoria with the same sort of feel and appeal. Don't add a stage, don't add ovens or BBQs. The wild nature of this park is part is fantastic.	9/25/2017 10:46 PM
9	be mindful of nature	9/25/2017 10:37 PM
10	Love what has happened to now - good direction so far	9/25/2017 10:25 PM
11	The bike path at bottom of hill by playground is a death trap. My kids have had close calls there and at the bottom of the dog park from bikes whizzing by.	9/25/2017 8:20 PM
12	But recognized our unbelievable privilege!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	9/25/2017 7:49 PM
13	I'm not sure what updating amenities really means. It seems to me this park functions pretty well. We need to have the tennis courts re-surfaced and swimming areas improved	9/25/2017 9:51 AM
14	sounds good, but I should say, the park is sweet as it is, and I can't think of any developement that is in dire need of attention re improving the plan, except maybe a 'community garden or expansion of the orchard?'	9/25/2017 9:12 AM
15	This havily used park needs to be treated delicately.	9/24/2017 11:16 PM
16	Beach and swimming access would be wonderful!	9/23/2017 8:22 PM
17	No off leash dog area	9/23/2017 1:02 PM
18	Please consider a bocce court. Or a flat lawn area that would be suitable for bocce.	9/22/2017 11:48 PM
19	Yes please, especially re: delineation of off-leash dog area (I didn't know it existed).	9/22/2017 8:52 PM
20	When is the lease up on Banfield Park? Should renewing the lease be in the plan/vision? Should include swimming infrastructure in the park improvement plan.	9/20/2017 11:42 PM
21	pave the path in Banfield park and reduce the slope of the hill just west of the trestle bridge leading into Banfield Park.	9/20/2017 6:53 PM
22	Yes! And get rid of the derelict boats	9/18/2017 9:50 PM
23	everywhere can't be for dogs	9/18/2017 2:51 PM
24	I walk home from work every day through this park and I walk off the main path because it is so unpleasant with cyclists zipping by and dust	9/17/2017 9:58 PM
25	Don't take away the field as dog park only, should remain mixed use	9/17/2017 8:16 PM
26	cycling through the park to the goose is very dangerous as cyclists fly down trails past walkers	9/17/2017 1:52 AM
27	Stop letting specail interets groups such as dogsoff-leash control the afganeda. Don-play areas should be on the edges, on marginal property, not in the middle of public parks and not taking prime areas of the city	9/13/2017 7:54 AM
28	Off-leash should be small dog park areas outside of main parks. Use marginal areas	9/12/2017 9:58 PM
29	These sound nice, but with the possible exception of cyclist/pedestrian safety on the trails, Banfield seems to work pretty well already.	9/11/2017 1:01 PM
30	I have a dog and would love more off leash areas near the trails as I often walk along there but just leash walking never seems enough for my dog	9/10/2017 7:59 AM
31	Enough with the cycling. This is getting ridiculous.	9/7/2017 11:13 PM
32	Very supportive of off-leash dog areas.	9/6/2017 11:27 AM
33	Clean up Westsong Walkway and ban bicycle riding! Landscaping badly needed as one person has been cleaning up invasive species and cleaning up an are west of Rainow Park for three months.	9/5/2017 10:45 PM
34	Mini golf?	8/30/2017 2:01 PM
35	DO NOT recreate the disgusting dust bowl that replaced the lovely off-leash area in Vic West park. What a travesty! gove people and their dogs room to breathe!	8/29/2017 9:34 PM
	It seems fine as is. I would focus on other prirorities. Although a washroom facility and more	8/29/2017 9:53 AM
36	garbage cans would be nice.	

38	Improving and expanding play areas for children and families is a priority for me and my family.	8/28/2017 3:16 PM
39	It's a pretty great place the way it is.	8/27/2017 12:53 PM
40	Supportive of improving pedestrian and cycling safety, NOT of off-leash dog area unless by-laws strictly enforced.	8/25/2017 1:49 PM
41	off leash dog area in banfield park would be a wonderful community asset!	8/24/2017 9:45 PM
42	YES PLEASE! This park could be so much more with a little investment	8/24/2017 8:44 PM
#	COMMENTS FOR "CONTINUE TO SUPPORT THE GROWING OF FOOD IN PUBLIC PLACES, NEIGHBOURHOOD-LED COMMUNITY GARDENS AND ORCHARDS, AND ENCOURAGE THE CREATION OF NEW ALLOTMENT OR COMMUNITY GARDENS THROUGH PRIVATE MULTI-UNIT REDEVELOPMENT"	DATE
1	Increase support of community lead food growing in public places.	9/26/2017 3:59 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. I do not know how you are going to reconcile small lots and food growth. The deer eat anything growing in our garden. City of Victoria should consider doing something with the deer.	9/26/2017 1:57 PM
3	Yes, always support the growing of food in public places and by "support" I'd include financial support for community garden and orchard infrastructure. Parks builds playgrounds etc so why do communities have to raise funds for community gardens, orchards or swimming docks? Also, if a neighbourhood invests the huge time commitment required to develop a community garden, it should be for that community, not the whole City.	9/26/2017 2:18 AM
4	opposed to the transaction of density in return for amenity that could be better directly funded by the city from taxes on public land.	9/26/2017 1:02 AM
5	Always a good plan - consider planting fuit trees alond some city streets mixed with native trees	9/25/2017 10:25 PM
3	add green roofs	9/25/2017 8:14 PM
7	yes!	9/25/2017 7:49 PM
8	Orchard/garden in Triangle Park not wanted. Park is too small - a nice oasis for relaxing.	9/25/2017 10:29 AM
9	I support supporting everything but the private multi-unit redevelopment.	9/25/2017 9:51 AM
10	I don't know what 'private multi-unit developement' has to do with supporting the growing of food in public places, community gardens/orchards. I would LOVE to see funding and initiatives for more edibles to be grown on our boulevards and green spaces.	9/25/2017 9:12 AM
11	This I like very much, but it is very unfortunate that the City of Victoria did not set aside a couple of acres in the Dockside area for a small urbanfarm. Right now, if I want to buy local produce that is organic, I either fo to the Glanford greenhouses, or to one of the farms on Oldfiled road. It is very unfortunate that Victoria council did not set aside an urbangrowing area where people could walkt to buy their organic produce froma farm in their neighbourhood. It seems that the plans for Vic West are more about development than setting aside ares to really grow some food and retain some natural habitat.	9/24/2017 11:16 PM
12	City of Victoria needs to step up to create the community garden proposed for the Wilson St. Park area. This is a major project that cannot be left to volunteers alone.	9/24/2017 12:06 PM
13	Motherhood statement. It would be useful to have some specific areas or critieria for finding new spaces or expectations on new developments.	9/20/2017 11:42 PM
14	allow people to grow whateveer they want in allotment gardens,flowersnd/or vegatables.	9/20/2017 8:16 AM
15	Do NOT use public boulevards and parks for food production. Only a small noisy click supports this.	9/19/2017 1:01 PM
16	flowers are good too	9/18/2017 2:51 PM
17	abused as much as used	9/17/2017 1:52 AM
18	allotment gardens/plots on public land should not exist unless in marginal areas (not in exisitng parks) and if the charge-for-land rate includes all costs such as water.	9/13/2017 7:54 AM
19	"Community gardens" should not include allotment plots which asre de facto privatization of public lands	9/12/2017 9:58 PM

20	This should be a primary priority	9/11/2017 6:06 PM
21	Again, sounds nice, but implementation of existing spaces for this has already been problematic.	9/11/2017 1:01 PM
22	I think Topsoil is a great initiative and am very encouraged that they will soon sell their excess. More farmer market-type initiatives would add to the character of the area of the newer area of Vic West	9/10/2017 7:59 AM
23	Community gardens can get overgrown and not look good.	8/29/2017 9:51 PM
24	finish the ugly fence at banfield orchard	8/29/2017 9:34 PM
25	Funding some support staff (maybe a teen job initiative) might be helpful to keep food parks looking tidy.	8/29/2017 9:53 AM
26	Provide community allotment garden in Vic West Park according to the original plan	8/26/2017 12:27 PM
27	I like this idea. I think a lot of people that are apartment or condo bound would enjoy having a plot of gardening land.	8/26/2017 11:50 AM
#	COMMENTS FOR "IDENTIFY PUBLICLY-ACCESSIBLE GARDENS AS A DESIRED COMMUNITY AMENITY ON CERTAIN PROPERTIES (E.G. HOUSING COOPERATIVES) IF THEY REDEVELOP TO HIGHER DENSITIES"	DATE
1	should not be a trade off for higher densities	9/27/2017 12:03 PM
2	Why limit publicly-accessible gardens to ppties only if they redevelop? That's unnecessarily limiting.	9/26/2017 7:19 PM
3	I'd be happy if the people in the properties used the food gardens. Public access to pleasure gardens only if it doesn't invade the privacy of the housing coop residents.	9/26/2017 3:59 PM
4	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. These should be a desired community amenity whether there is densification or not.!!!	9/26/2017 1:57 PM
5	public gardens on public land are good, private gardens on private land should not be paid for through bonus density or public subsidies.	9/26/2017 1:02 AM
6	Why do ee have to give in to density demands in order to get gardens?	9/25/2017 11:56 PM
7	Not sure what you mean here?	9/25/2017 10:46 PM
8	Depends on the location some locations might be right for more height and sammer footprint and allow for greenspace	9/25/2017 10:25 PM
9	Yes!	9/25/2017 7:49 PM
10	Orchard/garden in Triangle Park not wanted. Park is too small - a nice oasis for relaxing.	9/25/2017 10:29 AM
11	Why should any of this be leveraged with higher density. These are misleading ideas.	9/25/2017 9:51 AM
12	yes to gardens - but no to the horse trading for higher density. Just require the gardens.	9/25/2017 9:25 AM
13	I don't think there should be mandatory higher density to get support for publicly accessible gardens I think publicly accessible food gardens / plants should be in all of our green spaces, unless they are privately owned, in which case they should be cared for and enjoyed by the owners.	9/25/2017 9:12 AM
14	I'll wait and see how this goes!	9/24/2017 11:16 PM
15	why put a condition of developing to a higher density?	9/24/2017 9:54 AM
16	Don't dictate to housing co-operatives!	9/19/2017 1:01 PM
17	You can have community gardens without the density.	9/18/2017 9:50 PM
18	Only if they pay for water and other costs	9/12/2017 9:58 PM
19	Only if these gardens are for the production of food.	9/11/2017 6:06 PM
20	public gardens are a better option than public art pieces	9/8/2017 10:16 AM
21	Perhaps make a condition of new developments or modifications to properties, that gardens be attached.	9/6/2017 11:27 AM

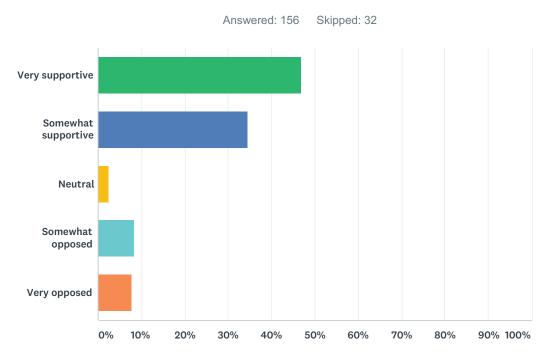
# Q14 Did we miss anything? The draft plan proposes improvements to other parks. Use this comment space to provide feedback on any other park improvements proposed in the draft plan.

Answered: 21 Skipped: 167

#	RESPONSES	DATE
1	I frequently use Barnard park with my children and we are almost always pedestrians. Improved pedestrian access off Esquimalt rd. would be a welcome addition. All of the suggested improvements to this park in the plan are great! I would love to see a path from Esquimalt rd. to the playground.	9/26/2017 2:35 PM
2	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey And people cannot read what they have typed into the form. Very hostile survey tactics!.	9/26/2017 1:57 PM
3	yeah some enthusiasm for the public commons	9/26/2017 1:02 AM
4	Consult youth on what they need- for example on lower Russell Street kids play on the road- parents claim they have nowhere else to have basketball- it's good to see kids playing and making lots of noise but it would be better suited and far safer to be in a park.	9/25/2017 10:25 PM
5	Require LARGE street trees in new developments.	9/25/2017 8:19 PM
6	To have these initiatives lumped in with increased population density is a sleazy disrespectful initiative To say do you support this food and garden initiative only with the increase in population is ridiculous and very misleading. For Shame!!	9/25/2017 9:51 AM
7	Access from Hereward onto E & N needs improvement shortly, not in 10-15 years.	9/23/2017 8:22 PM
8	There is an adequate number of dog parks servicing Vic West. Focus on other park amenities.	9/23/2017 3:23 PM
9	There are a shockingly small number of parks in this area. Some focus on creating new green spaces would be appreciated.	9/22/2017 11:48 PM
10	What about boulevard gardening?	9/20/2017 11:42 PM
11	No. You nailed it.	9/17/2017 12:15 PM
12	Fence in the green space around the playground in Banfield park. Stop kids from running onto the bike path or towards the bluff edge.	9/8/2017 3:36 PM
13	Add a crosswalk between Vic West skate park and the bus stop across the street so the kids will stop jaywalking and darting through traffic	9/8/2017 1:10 PM
14	concerned about fruit trees in the "public gardens". unless maintained for things like cherry moth and other pests these can affect trees in the entire neighbourhood	9/5/2017 1:21 PM
15	1. Need a doggy bag dispenser in Barnard park. There is a lot of dog traffic in the park and no bags. As a result I've often noticed waste that wasn't picked up. Recommend at the entrance at the end of Barnard by the garbage can. 2. Would love to see the grassy off leash dog park at vic west park fenced in. I've talked to some physically impaired pet owners who have a lot of trouble getting around on the stones in the current fenced park. They expressed that they would be better able to maneuver on the grass.	9/3/2017 3:04 PM
16	How do you propose to accommodate this very admirable concept, with "industry" on the harbour? In fact, you cannot, and this is what is basically wrong with your "plan" and why I hope your CURRENT concepts do not appear in an OFFICIAL City Plan. i.e. You are trying to accommodate ALL current inhabitants, and are avoiding messaging some, telling them that they should begin looking for a new location for their "businesses", because in _ years, their businesses will no longer be able to cohabit with the new and improved Victoria West & Victoria harbour sides.	8/31/2017 10:35 AM
17	Very much would like to see family-style amenities like mini golf or a small water park	8/30/2017 2:01 PM
18	improve hereward orchard by planting young trees, added benches etc and adding another waste receptacle.	8/29/2017 9:34 PM

19	Allow some trail-side stands to sell produce!	8/29/2017 2:09 PM
20	Encourage Tyee Co-op to redevelop with increased housing.	8/28/2017 8:57 PM
21	I see Alston green everyday, with no-one using or enjoying the space. Can this be a community garden space?	8/24/2017 11:36 AM

# Q15 Overall, how supportive are you of the draft Victoria West Neighbourhood Plan?



ANSWER CHOICES	RESPONSES	
Very supportive	46.79%	73
Somewhat supportive	34.62%	54
Neutral	2.56%	4
Somewhat opposed	8.33%	13
Very opposed	7.69%	12
TOTAL		156

## Q16 Tell us why

Answered: 101 Skipped: 87

#	RESPONSES	DATE
1	I like the accessibility of getting to and from various areas not using a vehicle. I look forward to more urban areas and businesses I can access on foot or bike.	9/28/2017 9:29 AM
2	Some concerns with density (urban residential) in areas with current street size and parking concerns. No information on traffic in and out of the neighbourhood - e.g. over bridges - as people from other neighbourhoods and communities transit the neighbourhood.	9/27/2017 12:47 PM
3	Overall we need to keep the character of the area and balance commercial with residential. Light industry does not belong on Tyee or Skinner St. Harbour Road should be the only area with industry.	9/27/2017 12:05 PM
4	From my reading of the plan I see a well thought out development strategy that aims to maintain the liveability of the area whilst acknowledging the inevitable growth that is coming.	9/26/2017 11:32 PM
5	I like the Catherine/Edward village plan and the development around langford and Alston. Would be great to have interim improvents in that area to improve for pedestrians and prevent duming.	9/26/2017 9:12 PM
6	I agree with some aspects of the Plan (read above). However, I disagree strongly with the neighbourhood densification plans and accompanying multi-storey bldgs.	9/26/2017 7:30 PM
7	It looks like the city has chosen this plan as an opportunity to jam a huge number of new people into our neighbourhood without regard to the people who live here already.	9/26/2017 6:57 PM
8	The level of density for housing and increased commercial seems too high in some locations, particularly at Craigflower Village. This is a concern that has been expressed in several feedback sessions. Smaller scale fits with how those of us living and working in this part of the neighborhood (in contrast with westside or dockside), particularly because of existing traffic and safety issues on Craigflower and side streets. Part of the street's current charm is that it is understated and small - we can get to westside for more commercial needs or downtown easily. It works really, really well right now and will likely to continue to do so without additional efforts to create "gathering places" and other ideas cited in the plan.	9/26/2017 5:25 PM
9	The Big moves, especially #1,3 and 4, are overly simplified (and understate big changes) and in the three listed above, the plan proposals directly contradict 'what we heard'. The important details are in the body of the plan but especially in the case of land use, are not easily assessable for many people. FSR is not a generally understood concept. It took me hours, actually days, to throughly understand the extent of the changes proposed in Land use and density. There were not enough images to accurately depict how this level of densification and housing type will transform the liveability of our neighbourhood. Pretty birds eye images do not accurately portray what it would be like to live next to a double row townhouse development or a 3/4/5 storey apartment building. The density increase in the traditional residential neighbourhoods is not supported by the OCP which indicates only 2000 extra people total, in ALL of Victoria's traditional residential areas - that's maybe 10 people a year in Vic west traditional residential areas. This densification is unwarranted. It would encourage massive demolition and redevelopment of our traditional neighbourhood. There will be nothing in the traditional neighbourhood, not even a modest house that will be an affordable home because if this plan is approved, every property will be marketed as development potential. Goodbye to the neighbourhood I chose to live and invest in for the past 15 years. If I had wanted to live in a dense urban type area I would have chosen to buy in Railyards or Dockside, not where I currently have my house in the lovely, quirky, diverse traditional neighbourhood. This document would more accurately be called the Vic West Development and Density Plan.	9/26/2017 4:20 PM
10	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!. See survey.	9/26/2017 2:00 PM
11	I am concerned that the area south of Esquimalt Road will be developed into high-rise city akin to St. James Town in Toronto. It will become sterile with no sense of community or ownership.	9/26/2017 10:34 AM

12	It seems to be more like a Vic West Development and Densification Plan than a Neighbourhood Plan. There are already very densely developed or planned areas of Vic West. We need to retain the traditional residential areas, not densify and add inappropriate housing types such as apartments and double rows of townhouses. This plan will reduce the affordability of Vic West because all the properties in the traditional residential area, even the modest homes will be marketed for their development potential. This massive development in the traditional residential areas is not supported by the OCP, or by the people who chose to live here. Green dots on a open house info board might suggest people are interested in different housing types, but it does not support encouraging them everywhere. Also we haven't had enough time to discuss this draft plan - hopefully there will be questions about the process later in this survey.	9/26/2017 2:27 AM
13	it is a lot of fluff decorating an initiative to use density bonuses to compel the liquidation of many existing properties to the benefit developers while destroying the integrity of our community that I have worked for many years to protect and enhance.	9/26/2017 1:19 AM
14	I think it has potential but am worried that too many "improvements" could take away from a neighbourhood that is already working pretty well.	9/25/2017 11:59 PM
15	I've been really clear in specifics: any increase to population density in Vic West is going to spoil our neighbourhoods: we don't have the infrastructure (and there's nothing in the plan to deal with that: where are the extra schools going to be built?) also traffic is already a problem.	9/25/2017 10:59 PM
16	There is huge plans for increased density and NO plans for supportive infrastructure such as schools, playgrounds, parks, bridges to downtown, etc.	9/25/2017 10:55 PM
17	Some of the suggestions are too high density	9/25/2017 10:48 PM
18	I think it's trying to balance growth with employment and the environment - also considering walkways	9/25/2017 10:28 PM
19	I would actually be between somewhat and very. So much hard work has gone in and I think everyone did a great job of reaching out, listening, and creating. Overall I think it looks great!! I just have those few hesitation but realize that it is just a guide. I have heard the fear that once one development comes in the residents behind will lose property value and the developments will continue. Additionally, what makes Vic West such a great community is the size. What happens when parts of the neighborhood double or triple in density? Will it look like James Bay? Become busier and less personal? I realize population growth is inevitable and prefer increased density to urban sprawl, but noticed a sad feeling to think of the community possibly losing the "small town" feel. Thanks for always listening to us! And good luck compiling the rest of the opinions:)	9/25/2017 8:26 PM
20	If there is no recognition of the 'privilege' experienced by those of us in Victoria we become isolated from world humanitarian conditions.	9/25/2017 7:51 PM
21	I do not agree with the premise that my home is in the "Urban Core" and the impact this designation brings for higher density and heights. Former involvement in the consultative process has allowed for multi-meeting; highly personal involvement/ interactive communication and consultation/debate with all the community players in the same room, over many months, defining the WHO? WHAT?, WHEN?, WHERE?, WHY?, HOW? of community need. Coming to agreement was always a process that included mass meetings where we all could speak and define our priorities and wishes and sense of what it meant to live and/or work here. This plan, although it includes some of the best from earlier planning processes (that have not yet been implemented but have been supported by community) seems to come from no prior community- city discussion. Former plans have in some areas have asked for a completely different perspective on growth. I have written my comments on specific comment space where appropriate in previous pages. In some areas I am very supportive.	9/25/2017 5:23 PM
22	Increased density and walkability is great!!	9/25/2017 4:01 PM
23	All for improvements! Just slightly concerned about more traffic coming through with more residential and commercial being added too quickly	9/25/2017 10:35 AM
24	All this seems to address, except for a few crumbs thrown to us from the city, is the need to get more Tax payers for the city in our already doubled in size neighbourhood. We have maxed out our schools and transportation roots and frankly there are quite enough people in our hood.	9/25/2017 9:56 AM
25	Too much focusing on giving developers strips of land to buy up and plan taller buildings.  Transportation network has too many issues. Vic West already has a high density - current lot sizes should not be changed - this does not make the case for it.	9/25/2017 9:27 AM

bike and pedestrian thoroughfares and yes maybe some rejigging of 'pre-existing industry spaces to support pre-existing residences with groceries, food growing, education, activity. I don't want to see a significate increase in population or vic west employment much, only if it is in the area of education, food growing, health community (rec centre or schools) activity, health care. The ONLY idea I have in terms of 'adding' to that list is: add a dramatic theatre (not movie) or a dance / art school. But those things might be developed in the pre-existing light industry areas. Honestly, if a theatre was proposed for building, I might look at it seriously as one way to support arts in our community, and I know it would have huge ramafications on traffic certain times of day. but being a love of the arts, I'd be interested in the possibilities for a community like Vic West.  27 This plan if it goes ahead, will totally transform Vic West. This neighbourhood is witnessing a huge explosion of development with more to come -m much more! I see a lot of stresses coming to this neighbourhood as more high rises are built and the character is changed from single dwelling homes to these high rise, townhouses and such.  28 The Plan keeps what is important in the community while allowing for more incremental and fine grain density growth as the population increases.  29 I like the improved cycling and walking infrastructure. I also like the support of more dense housing development.			
explosion of development with more to come -n much more! I see a lot of stresses coming to this neighbourhood as more high rises are built and the character is changed from single dwelling homes to these high rise, townhouses and such.  The Plan keeps what is important in the community while allowing for more incremental and fine grain density growth as the population increases.  I like the improved cycling and walking infrastructure. I also like the support of more dense housing development.  Vic West is an historic neighbourhood, full of character homes, targer lots, trees and gardens and a diversity of people. We like it this way. We live here because it's not gentrified; close to downtown, and beautiful. I do not want to see higher density - we already have Songhess, Rallyards and Dockside. While I would support some more businesses, I do not support more housing, especially not high apartment buildings. There is no need for 5 story buildings which would cast shadows and create wind tunnels and an undue additional amount of traffic. Yes to bike lanes and walkability, yes to water access for everyone. No to high-rises, apartment buildings or industrial businesses.  I wou are changing the communities in which people have lived for over thirty years and have chosen these communities in which to live. You are encouraging developers to snap up the homes to develop them and make enormous amounts of money.  I ime Point should stay as it is.  Great ideas for increased density, pedestrian- and bike-friendly pathways, park and waterfront improvements, small villages to keep shopping walkable.  Do not try and invent the wheel. Cook Street village has been ruined due to redevelopment. Vic West right now is perfect in most areas. Most of us do not want more apartment buildings. Row houses, a big yes. The community right now is wibrant, lets not spoil what we have by modernizing to much. You need to concentrate more on the areas sround Esquimalt Road. The large condos which are owned but not occupied, no community there	26	bike and pedestrian thoroughfares and yes maybe some rejigging of 'pre-existing industry spaces to support pre-existing residences with groceries, food growing, education, activity. I don't want to see a significate increase in population or vic west employment much, only if it is in the area of education, food growing, health community (rec centre or schools) activity, health care. The ONLY idea I have in terms of 'adding' to that list is: add a dramatic theatre (not movie) or a dance / art school. But those things might be developed in the pre-existing light industry areas. Honestly, if a theatre was proposed for building, I might look at it seriously as one way to support arts in our community, and I know it would have huge ramafications on traffic certain times of day. but being a	9/25/2017 9:18 AM
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	39		9/20/2017 10:21 PM

40	There is alot of potential in Vic West, it is already a great neighborhood to live/work in, and with some plan will only get better.	9/19/2017 2:03 PM
41	I support most of plan but have specific objections as per my approval ratings and comments. I feel strongly about the issues identified.	9/19/2017 1:04 PM
42	Protection and improvement of parks, natural areas, waterway, and encouraging mixed use artisan "maker" opportunities.	9/18/2017 10:17 PM
43	I like the maintaining, creating, of trails, for the use of bikes. Cleaning of parks, and increasing the commercial on Craigflower. However, I am firmly opposed to all the housing suggestions. They are not what Vic West is about. It would turn into a downtown Vancouver feel, rather than the unique, community, family feel of Vic West. WE need daycare, preschools and playgrounds, not more apartments.	9/18/2017 9:55 PM
44	just generally in favor of new infrastructure and development, especially with regards to parks and enabling cycling/pedestrian transport methods! I would love to see Vic West grow in the ways that have been outlined here.	9/18/2017 8:39 PM
45	Too much housing density in an area already burdened by too many cars. No provision is being made for commuters who park in the neighbourhood and for increased traffic on the roads.	9/18/2017 7:53 PM
46	Skinner development sounds bad, parking is already a problem and pretending that everyone is going to be on bicycles is unrealistic. There should be parking on the properties as a requirement.	9/18/2017 2:57 PM
47	Builds on strength and proximity to downtown expansion.	9/17/2017 10:47 PM
48	Because it's integrating business with residential and light industrial - it's urban, AND it's also recognizing the value of the unique green spaces in this area. Density is the only way we will get affordable housing back to this city but giant condo towers are not the best way - so all the low-rise restrictions are smart. Improving cycling and pedestrian use may hopefully reduce traffic and encourage people without cars to live here. Now all we need is a regional transit plan!!! lol.	9/17/2017 10:01 PM
49	Concern about height of new buildings, speed limits that are already unreasonable being dropped	9/17/2017 8:18 PM
50	Other than row housing, smaller lot sizes, basement or backyard suites, etc. If you did go this route, heaven forbid, the rules for rentals like airbnb should then be reduced from one month minimum to one day minimum.	9/17/2017 12:18 PM
51	Worried about existing businesses forced out because of future developers.	9/17/2017 1:56 AM
52	The myth of a working harbour needs to die. This reminds me that when Henry Ford was questioned about his surveying the public on what they wanted. He said no because they would have asked for a faster horse.	9/15/2017 3:57 PM
53	Let's get on with it! Development, amenities, trails and shops are good for our property values and our quality of living.	9/15/2017 12:01 PM
54	Pedestrian and bicycle friendly plans, maintenance of green spaces, increased density of residential units without increasing height of buildings unnecessarily, therefore avoiding light tunnel and claustrophobic "downtown" effect.	9/14/2017 9:26 AM
55	Basic planning principles not respected. The Nan. Disclosure of impacts should be the start, with mitigation worked into the planning	9/13/2017 7:58 AM
56	The public is being deceived by the City. The noise exposure forecast is a vital planning tool. Without it, the City is not disclosing to the public	9/12/2017 10:07 PM
57	I like your forward thinking plans. Would be wonderful to see even a few of them brought to fruition. It would transform the neighbourhood!	9/12/2017 11:17 AM
58	The plan should be putting a much higher focus on affordability of housing, and drawing more affordable businesses and services to the area. There should be a much higher emphasis on food production by local citizens in urban gardens.	9/11/2017 6:08 PM
59	Increased density and commercial space along existing transportation lines will benefit everyone in the community.	9/11/2017 1:02 PM
60	it seems very 'green' orientated and I think the best way to keep a vibrate downtown is to keep the nearby areas vibrate to be able to shop, exercise, go to work, socialize, without having to use my	9/10/2017 8:02 AM
	car, all within walking, would be an amazing lifestyle.	

62	Old people are afraid of noise and big buildings and they need to understand that this is a city and those things are going to exist. We should plan to include wide enough roads and parking to allow for those thi hd where density is already increasing, while maintaining the quiet single home streets where they are for those that don't want density. Also consider that Craig flower especially us a main path from other communities and it should maintain quick travel down the corridor as those communities our ours continue to grow.	9/8/2017 1:20 PM
63	reasonable growth with an eye to the future.	9/8/2017 10:17 AM
64	I walk through Vic West quite a bit and have come to appreciate the neighbourhood. Overall the plan has the right direction. I would like to see the changes be organic and not too structured just to fit into a plan. You have to proactively develop the village centers. I said before that the City missed a chance to buy the ugly duplex next to Craigflower village which could have allowed an imaginative addition to the gathering place.	9/8/2017 10:07 AM
65	Increasing the density will affect existing residential properties and their values. I did not buy a house here to be surrounded by high rise buildings or compressed tiny homes. This plan destroys the single family home concept that the homeowners of Vic West have invested in. This plan caters to people who have not yet invested in properties or the lifestyle.	9/7/2017 11:18 PM
66	There is a strong need for a healthy, interconnected community	9/7/2017 6:53 PM
67	It seeks to maintain the character but move the region forward in progressive ways.	9/6/2017 1:00 PM
68	See little city interest in cleaning up vegetation and removing bicycles from a world class Walkway used by walkers safely. Invasive vegetation has taken over from Rainbow park to Esquimalt. Get the police and bylaw people to enforce riding on the walkway if the signs mean anything as I was assaulted there last year.	9/5/2017 10:50 PM
69	don't go past Pine st. Don't plant trees, etc in the middle of the streets that impede the view of drivers, cyclists, and pedestrians	9/5/2017 1:22 PM
70	I have lived in the area for three years and plan on living here through my retirement years. I love the concept of a healthy and vibrant community.	9/4/2017 9:43 PM
71	Increased population density is a necessity, building up is good, but remember your plans will attract people who will drive downtown. This plan says nothing of improving transportation which I think is more important. You MUST plan for the increase in population! Widen Bay St Bridge, put a commuter train to Langford to the Roundhouse. Finish the Johnsotn St Bridge. Whatever you do in this are it will mainly NOT be a destiantion for people but something they are forced to get THROUGH to commute, you must not impede traffic and make people's lives worse. Consider transportation links BEFORE trying to attract a huge amount of people to the area! Doing it in the other order, which is all we go in GVRD, ends up in gridlock. I don't care how much you want everyone to ride a bike or walk, don't punish people for being too old to do that!	9/2/2017 1:07 PM
72	Concerned of increased density of population with increased traffic and the problems that brings.	9/1/2017 8:36 AM
73	We desperately need more housing supply.	8/31/2017 3:31 PM
74	In my opinion, [some] parts of the plan ESSENTIALLY THE 'HARBOUR SIDE CONCEPTS' lack vision and purpose, are weak, and if a bold harbour plan is not forthcoming, I predict that a mess will result.	8/31/2017 10:42 AM
75	Too many small bore initiatives. Not enough vision, especially in regard to the harbour	8/31/2017 10:26 AM
76	I appreciate the time and effort you have put into community consultation, and the emphasis on additional housing.	8/30/2017 2:02 PM
77	Based on what is happening at Bayview and in the plan, the focus is on taller buildings. This does not create a community feel, especially since some condos sit empty. West of Bay and Catherine Streets should be houses, duplexes, townhouses and low-rise buildings so that there is an even mix of housing options. We already have lots of condos along the water.	8/30/2017 12:27 PM
78	I want Vic West to be a beautiful, vuberant and desirable community to live in. Most of the ideas in the plan are great. Especially the street front stores and eateries along Wilson and Tyee as part of Westside Village.	8/29/2017 9:52 PM
79	it sets out to build upon a great neighbourhood. I hope it actually comes to pass.	8/29/2017 9:35 PM

80	I'm concerned about increasing density too much. It is often sold as "affordable housing" when it will likely just gentrify the neighborhood and put it out of reach of traditional inhabitants. I would also like to see more concern about the environment beyond parks. Backyard habitats are vital and should not be zoned out of existence.	8/29/2017 9:56 AM
81	I feel if the plan were implemented the Vic West area would be more active an interesting. The additional density and allowances for commercial space is exciting, especially along Craigflower and Esquimalt roads.	8/29/2017 7:47 AM
82	it enhances the walkability and village feel. reduces driving and parking as the priorities.	8/29/2017 1:18 AM
83	It is important that there be multiple village centres within a city in order to facilitate better livability and walkability of neighborhoods. If people can shop for groceries within walking distance and take the bus or bike to downtown, the benefits of leaving the car behind are far-reaching.	8/28/2017 10:28 PM
84	will need to attend an open house before I can comment	8/28/2017 10:23 PM
85	Strongly opposed to the E&N Rail going to the new bridge!	8/28/2017 9:37 PM
86	We need to get in front of redevelopment if this area is to become a vibrant community. Thank you for this survey	8/28/2017 8:58 PM
87	I like getting rid of some of the red tape to develop older homes and properties into higher denisity while keeping charm of neighborhood. I also like developing craigflower village. Has so much more development.	8/28/2017 6:06 PM
88	I like the focus on density on certain corridors, parks, green transportation	8/28/2017 4:50 PM
89	This plan envisions increasing residential density, but not enough.	8/28/2017 3:17 PM
90	some things go to far in terms of building height	8/28/2017 10:06 AM
91	I have serious concerns with some of the growth initiatives, in particular to height restrictions and traffic volume/flow.	8/28/2017 8:10 AM
92	I moved to this area as I like the proximity to urban environments. I'd like to see VicWest become a more vibrant and bustling area. I'm all for biking and walking, but not at the expense of traffic and parking troubles. Cars are an important part of the economy, as much as we may dislike them.	8/27/2017 12:58 PM
93	There are a lot of good ideas and concepts in the draft plan. Some of them need more work to address competing interests. Density impact analysis should also be included.	8/27/2017 10:30 AM
94	creates a safe, enjoyable neighbourhood. the increase of residents is important and vital.	8/27/2017 10:09 AM
95	It sounds as though you are really planning for the future with a solid approach, not just about packing in people or making money. As long as the overall feel of the neighbourhood is kept, including important draws that this neighbourhood already has like LEEDS certified buildings, community events, etc, and build on culture then this is going to be an even more amazing neighbourhood. Being so close to downtown it would be easy to make it slummy and commercial so it is great this seems to be keeping away from that.	8/26/2017 1:04 PM
96	Seems good.	8/26/2017 11:52 AM
97	The city desperately needs more housing, we can't build out so we need to build up. The transportation system also desperately needs a huge upgrade, commuting can be a nightmare. I would love to see more community food gardens.	8/25/2017 6:35 PM
98	I'm not opposed to development but I am cautious about density in the form of higher stories. This is not downtown. I also don't think parking has been taken into consideration. Nor has the fact that Craigflower is a major artery for Westshore residents to come into town. I'd like this to be considered in terms of safety, noise and long-term effects on the neighbourhood.	8/25/2017 6:22 PM
99	Victoria should be a village of villages connected by world-class cycling and pedestrian infrastructure.	8/25/2017 1:50 PM
100	I like the idea of creating more of a community feel, but I don't think all the ideas will do that. Increasing light industrial and adding to height of buildings will have the opposite effect.	8/24/2017 4:04 PM

101	Vic West is quite varied. It has small, older residential areas as well as tall commercial buildings,	8/24/2017 11:10 AM
	tall hotels, and large condos. Make more room for the taller buildings to spread and encourage	
	more multi-use buildings near the eastern side of Vic West and Westside Village. I agree with	
	keeping the character areas where they are, but near where tall buildings have already gone in	
	there should be the ability to create more buildings with condensed living above and storefronts on	
	the ground level. Density is walkable. Density is the future.	

Q17 We haven't asked about everything in the draft Vic West Neighbourhood Plan. Do you have any comments on other sections of the draft Plan or other general comments? Other sections:

Infrastructure and Green Development· Neighbourhood Wellbeing· Arts, Culture, and Placemaking· Action Plan

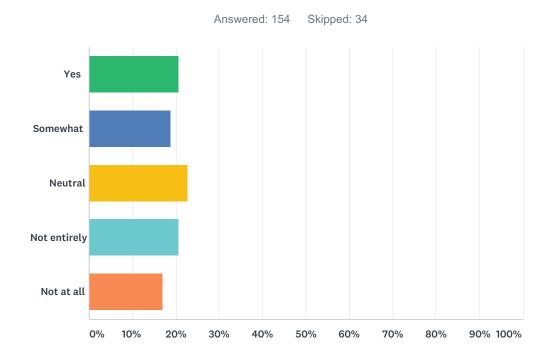
Answered: 35 Skipped: 153

#	RESPONSES	DATE
1	I agree with most aspects of the Neighbourhood Well-being part. Under the Action Plan, I disagree strongly with the sentence beginning with: "Create Zoning to support ground-oriented" I agree with 'Complete the E&N Trail segment through the Roundhouse development'. There are other objectionable inclusions in the plan, but it would take many hours to include all of them	9/26/2017 7:30 PM
2	By throwing a 101 page document and a lengthy survey at residents, it has become clear to me at this point (only 45% through the survey and 3 hours later) that you hope to discourage response to the plan.	9/26/2017 6:57 PM
3	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics!.Way way too long. No one has time to read all this unless they are retired. We run a business and are expected to pay taxes to the City of Victoria. We cannot stop to fill in surveys like this. Everyone has lives.	9/26/2017 2:00 PM
4	I have concern regarding the water lots in the Lime Point area. These must be designated was parkland with no possibility off development. Otherwise the West Song walkway and other parks are in danger of being surrounded by development. The same can be said of the Milne Street right way on lime point. The Rainbow Park section must be officially designated as parkland to prevent the possible destruction of the park in the future. The right-of-way between Russell and Mary should also be designated as parkland.	9/26/2017 10:34 AM
5	the part of the plan that is important to vicwest citizens is the very same part as what is important to the developers and the city planning collaborators and that it is establishing bonus density windfalls convertible into cash with which to underwrite the acquisition of single family dwellings in the transformation of the core traditional residential areas into a profitable blight of uncomfortable and expensive murbs which are as usual affordable only for people who don't currently live here. I would prefer that the use of public incentives including density bonus bribes be abandoned in favour strict regulation of the development ambit.	9/26/2017 1:19 AM
6	As I said before: we need more attractive transit. I would love to see something like a performance space somewhere in/near the Craigflower village area.	9/25/2017 10:59 PM
7	Infrastructure part of the plan has no new ideas. We should be thinking beyond natural gas and thinking about incentives to include solar energy production. Natural gas is not green energy.	9/25/2017 10:55 PM
8	Milne street rock could be developed as a walkway for public instead of private use by closest neighbour. Please protect Coffin Island as both a burial island and a sensitive ecological area. Damage to the first Island continues in the form of erosion where the city removed the bridge but didn't do proper restoration. This island is an important part of Victoria West and First Nations History.	9/25/2017 10:48 PM
9	The historic Songhees Village is a major part of our history - anything to honour that would be good	9/25/2017 10:28 PM
10	Yes! Please include improved signage to VicWest from all access points!	9/25/2017 8:26 PM
11	The city still needs a comprehensive Boulevard plan for all. Hopeful that I can comment in these areas later doing this survey in this format is tiring and time consuming. I would really like another opportunity to be surveyed on the "Other Sections", some the most important to me.	9/25/2017 5:23 PM

12	yes, as mentioned, I am skeptical about this plan. It seems that it is a plan unto itself - and while it mentions other developments such as the Railyards, city officials have told me that this and other developments are separate from what is being proposed. As such, the inflow of people, cars and such into the neighbourhood needs to be totally accounted for - and you cannot forget that this neighbourhood sits between 2 major arteries into Victoria that will also be impacted as more people more here. already, I have seem more traffic along Esquimalt and Tyee. Bay St. is a mess - and it goes on and on. I fear that the sum total of all of the projects slated for Vic West will destroy any ideas of urban villages and such. Instead, Vic West will become like any other major urban area - choked with cars with a landscape of concrete.	9/24/2017 11:27 PM
13	I would like to see a Urban Forest/Street Tree sub Plan for Vic West. A strategy for improving the overall tree canopy in the neighbourhood while identifying which sub-neighbourhoods can be improved with more consistently laid-out trees.	9/24/2017 8:37 PM
14	William st, where Phillips brewery used to be, would be a great walkable, brewery and food district. Large garage doors could open onto lively patios in the summer.	9/24/2017 7:42 PM
15	Improvements to Vic West Community centre would be great, particularly expansion for daycare for infants (1-3 years old). Also, allowing development/renovations for more daycare spaces in the area.	9/23/2017 8:26 PM
16	Need more arts spaces.	9/23/2017 11:48 AM
17	Since you mention placemaking, has thought been given to how to create plazas that are inviting for people to walk to and linger at, with commercial surrounding a pedestrian area (similar to what you'd find in Spain, Italy or France)? The redevelopment near Alston might make for an ideal location for something like this.	9/22/2017 8:54 PM
18	The City through its RFP and Dockside Green through its response to the RFP established a world wide reputation for Vic West as having the greenest development in the world. It would be great to have a neighbourhood plan that continued that legacy. Some developments in Vic West are successfully doing this without help by building Passive House and Net Zero housing. Other developers need some help. It would be great to have a plan to help them.	9/20/2017 11:53 PM
19	It would be nice if this plan was developed in partnership with Township of Esquimalt. Vic West and Old Esquimalt along Craigflower (up to Tillicum) are really one community and should be planned as such.	9/20/2017 6:54 PM
20	Methods for continued input and involvement as the plan changes over time	9/18/2017 10:17 PM
21	Daycare center, Preschool, playgrounds are missing. Keep it simple, beautiful and not dense. Density can be for the core of downtown, not Vic West.	9/18/2017 9:55 PM
22	1% for Art policy implements with open call for all municipal building. include the gateway VIC WEST signage at Bay and Johnson/Esquimalt St. All new parks and amenities require art as a budgetary item. speed calming assessments i.e speed bumps/humps roundabouts etc need to be implemented with further densification.	9/17/2017 3:53 PM
23	All good so far.	9/17/2017 12:18 PM
24	When I look at the GVHA website I see references to Victoria being held back by in the past by views that were "unimaginative" and "lack vision". Nothing has changed.	9/15/2017 3:57 PM
25	Neighbourhood well-being must include considerations of quality of life such as healthy air and community noise levels. This has not been addressed throughout the plan. The impacts of the airport must be included, and resolved	9/13/2017 7:58 AM
26	Action Plkan: need the noise exposure forecast AND projection. need emissions monitoring. Need a safety/aeronautical study for the airport as the area is made dangerous by the float-planes mixing with marine and pedestrian and residential	9/12/2017 10:07 PM
27	Encourage more local business and less large franchise businesses especially in Westside village	9/7/2017 6:53 PM
28	I expected more information about the plans for the Dockside Green and Bay View developments, since these areas are undergoing massive redevelopment. Is this element lacking because these development plans are already approved and details available elsewhere?	9/6/2017 1:00 PM
29	Lots already happening so wait until Bayview place is fully operational.	9/5/2017 10:50 PM

30	Victoria West & Esquimalt are two beautiful and unique places which potentially can be the most desirable places in the Capital Region. So where is the "harbour clean up"? The transit INCLUDING WATER TRANSPORTATION (e.g. what happened to the Lime Bay and other north harbour ferry services and stops? Ferry service from the western communities into Victoria's core? etc.)	8/31/2017 10:42 AM
31	Strongly opposed to the E&N Rail going to the new bridge!	8/28/2017 9:37 PM
32	What is the timeline and what are some immediately actionable items that can be worked on without waiting on market forces? Alston St. sidewalks and connection to the Selkirk seems like a primary easy fix.	8/28/2017 8:10 AM
33	Density impact assessments for planned changes should be provided.	8/27/2017 10:30 AM
34	I didn't see any mention of expanding the Bay St. bridge. It's very congested now and it's only going to get worse; it may be wise to plan for expansion now by identifying land requirements for the expansion.	8/26/2017 11:52 AM
35	See note above	8/25/2017 6:22 PM

# Q18 Were you as involved in the development of this plan as you wanted to be?



ANSWER CHOICES	RESPONSES	
Yes	20.78%	32
Somewhat	18.83%	29
Neutral	22.73%	35
Not entirely	20.78%	32
Not at all	16.88%	26
TOTAL		154

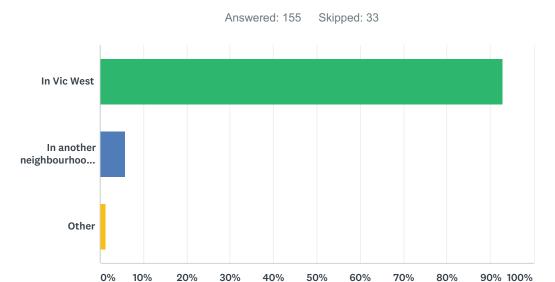
#	COMMENT	DATE
1	Many other competing concerns have diluted my ability to contribute meaningfully to this plan.	9/26/2017 11:34 PM
2	I was unable to attend the 'open houses' at DaVinci etc, but took part in the Meet the Planner event at the Town Hall a few days ago. The time permitted for reading, asking questions about & responding to this important document was way too short.	9/26/2017 7:32 PM
3	Would welcome more time to contribute now that a draft can be discussed and made more concrete. Much of what is included in plan continues to be undefined or ambiguous, creating a sense that the plan is not representative of what residents see as optimal.	9/26/2017 5:25 PM

4	I attended many of the early workshops, also since the draft, a pizza planner event and an open house. There were no opportunities for neighbours to exchange experiences and ideas - other than in very small pizza groups. We learn from each other in this community, we are used to exchanging ideas in town hall meetings. Surely it could have been one of the forms of engagement and feedback? There has been insufficient time since the draft was posted for people to properly read this complicated and important document, talk with neighbours and consider the effect of the changes, especially densification and housing types in the traditional residential areas. People were away in the summer, going back to school/work in September. Our community association isn't even scheduled to meet until tonight, when the survey closes. There has not been enough time for informed consideration of this plan. Green dots on big boards don't mean people can actually conceptualize how a double row of townhouses overshadowing a few modest homes will affect the liveability of our neighbourhood. This survey is a cumbersome and oversimplified feedback mechanism. It has taken me 3 hours to complete. I also started last night and after 2.5 hours survey monkey became "unavailable' and lost all my data.	9/26/2017 4:33 PM
5	Busy work life schedule prevented me from attending the open houses.	9/26/2017 2:36 PM
6	The size of the boxes in the survey are inadequate. They all imply that only a short restrictive answers will suit. There is no way to attach a page of written comments on the survey to the survey. And people cannot read what they have typed into the form. Very hostile survey tactics! This survey is way too long and difficult to fill in and the plan is way too long as well. No one is going to ready 101 pages of the plan and spend 4 hours filling out a survey. The survey is its own barrier to participation. The survey does not ask if we own a business in the City of Victoria just VicWest. And why we located where we did. Unless you have done a study on the feasibility of locating businesses in VicWest and what type of business is ideally suited to VicWest (financially feasible) you cannot expect to count on people to be walking to their place of employment.	9/26/2017 2:00 PM
7	not at all, I was not aware of this travesty taking place because I believed I would have been alerted by the community association and or its land-use committee or the media that this plan is not a plan neighbourhood design and enhancement but an initiative for wholesale core residential area liquidation and corporate rather than community centred urban renewal.	9/26/2017 1:23 AM
8	Not entirely your fault as there were plenty of opportunities. But at times your consultation seemed endless and therefore the urgency to get involved was lost.	9/26/2017 12:02 AM
9	It was not clear what the development plan was and how long this would be in place. No one from the city came to my door to talk. Public meetings were largely at night (when families could not attend) or during weekdays (when working folks could not attend. Everyone in Vic West should have been listened to.	9/25/2017 10:57 PM
10	I used to work on committees with planning for the neighborhood. I spent a lot of time on the Russell Street Co-op years ago, When everyone came to a consensus the project started, but then another building was added where the playground was planned. For years the kids played on the street until a solution was found, but now there is very little parking on the street and I feel that all the time I spent with the planners was wasted and I feel betrayed by the city.	9/25/2017 10:48 PM
11	I missed a couple meetings due to family emergencies but was quite involved throughout and kept in the loop from neighbours and friends.	9/25/2017 8:28 PM
12	Only found out about it on last day for feedback (my fault, I moved to Vic West this week)	9/25/2017 8:20 PM
13	We lived in Fairfield 30 years ago. We've live in Vic West for the past year still orienting but find it the place to be.	9/25/2017 7:52 PM
14	Lack of communicating in large discussion groupings with all playersa problemneighborhood consults with friends and neighbours and nearby businesses to hear those points of view because of timelinetoo much packaged info.with narrow timeline when new info to comment on. Not everyone that needs to be consulted has been given the opportunity. More people need to be involved at the most basic level. Representation/ consultation school district, etc. The rush to be surveyed when many were on summer holidays and many away now gives less opportunity for informed responses. Realize this planning is vital. Do you know how many community members knew of this plan? How many have replied? Can you define the demographic of these responses? Will I be informed specifically of what you've gleaned from the response and surveys in the consultative process? Participation is ongoing?! I of course say I made the opportunity to talk to many of those from the planning dept., with whom I was able to interact; ask questions and become informed. That at times was not enough due to the needs of others to become informed/ or the amount of paper documentation that was impossible to digest in the short amount of time. Thank you for your time and info. that could be communicatedOpen HousesPop UPSglad they wereBUTtoo little timelinenot conducive to some demographics.	9/25/2017 5:23 PM

15	Was away for the end of summer and just got back into the swing of things. We need more time and input into this plan.	9/25/2017 9:58 AM
16	I've only moved here in the past 3 years, though have spent time with friends here for longer. So now, as a newer resident, am wanting more involvement based on the changes I've seen in Vic West and in Victoria and surrounding areas. We're growing too fast.	9/25/2017 9:27 AM
17	I attended some of theopen houses. When talking with officials, I felt that decisions about the future of Vic West has already been decided and that the open houses were more about convincing us what the City thinks is good for our neighbourhood. I often felt that I was talking to bobble heads that only pretended to listen. I am deeply skeptical about city hall's intentions because these open houses seemed to be more about PR than actually listening to my and other people's concerns.	9/24/2017 11:31 PM
18	I wish I would have known about it sooner!	9/24/2017 7:42 PM
19	No one from city hall even informed anyone about what was happening. I learned about it from a concerned neighbor. Why wasn't I sent any information. As a tax payer in this community I should have been sent some information.	9/24/2017 10:02 AM
20	Appreciate the opportunities for engagement. Personal time constraints limited the number of times we attended.	9/23/2017 3:25 PM
21	Not through the City's fault, but the challenges of engaging while having family demands, especially with a young child.	9/22/2017 8:55 PM
22	I wasn't able to make the meetings even though I really wanted to. Perhaps a webinar or teleconference phone call would be an option for people who can't get out as easily in the evening.	9/21/2017 10:16 PM
23	I should have made it a priority to serve on the community team.	9/20/2017 11:54 PM
24	I doubt that any of my inputs will make any difference to the final plan.	9/19/2017 1:05 PM
25	Would have liked to go to the open houses and/meetings but young family made coordinating logistics difficult.	9/18/2017 10:19 PM
26	Hadn't heard of it until I noticed the signs recently introducing the plan and mentioning the survey. So I guess not as involved as I would have been if I'd happened to hear about it earlier in its process, but still pleased with the amount of community consultation that seems to be going on!	9/18/2017 8:41 PM
27	Notices of plans not reaching everyone	9/17/2017 1:58 AM
28	I accept that the City staff did a good job of collecting input from a subset of the community. Planning is an on going process. More input from those that are creating well paying jobs in the community is needed.	9/15/2017 4:00 PM
29	there has not been a session focused on the impacts of the airport	9/13/2017 7:59 AM
30	The "engagement" game was insulting. there must be a better way to plan.	9/12/2017 10:08 PM
31	I regret not taking more of an interest and would like to be as involved as I physically can from here on in.	9/12/2017 11:18 AM
32	This is the first I heard about it.	9/7/2017 11:19 PM
33	Thanks for the opportunity to weigh in!	9/7/2017 7:32 PM
34	It was difficult to find the time to make it to public forums. It would have been better to have more online options for public consultation	9/7/2017 6:59 PM
35	I think the City has done an excellent job at engagement, I just wasn't able to find the time to contribute more.	9/6/2017 1:01 PM
36	Would prefer more events to talk and hear others.	9/6/2017 11:28 AM
37	Didn't know it was being developed, but then again even if I did not sure I would have gotten involved as was busier than usual over the past few years.	9/4/2017 9:44 PM
38	I found out about meetings and surveys (other than this one) too late or couldn't attend due to work. More suggestion boxes in parks/public areas would have been helpful.	9/3/2017 3:06 PM

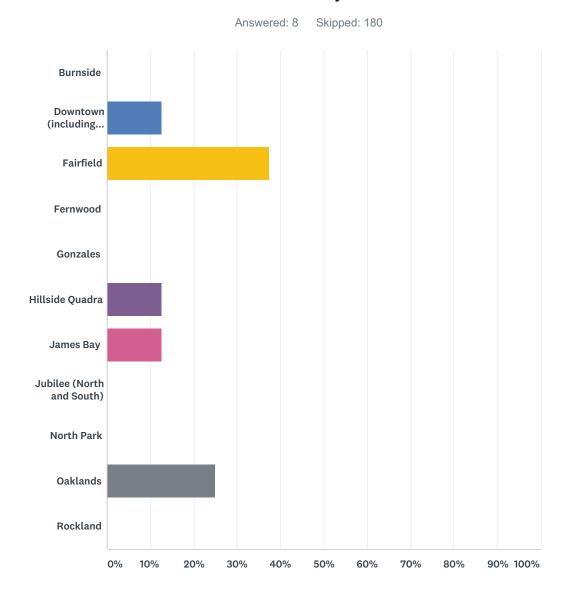
39	PERHAPS your planned community consultations may stimulate more community involvement? Are you communicating/coordinating with the Bayview/Roundhouse people? e.g. The Bayview/Roundhouse plan included a ferry stop near the corner of Kimta Road where is this ferry stop, and provision for water transportation?	8/31/2017 10:48 AM
40	Strongly opposed to the E&N Rail going to the new bridge!	8/28/2017 9:37 PM
41	Disheartened and discouraged with the course of action Tyee Co-op has engaged in as a rebuild instead of total redevelopment. Gave up trying	8/28/2017 9:00 PM
42	But this is my failure, not yours.	8/28/2017 1:20 PM
43	The public outreach could have been better advertised	8/24/2017 8:45 PM

## Q19 Where do you live?



ANSWER CHOICES	RESPONSES	
In Vic West	92.90%	144
In another neighbourhood in the City of Victoria	5.81%	9
Other	1.29%	2
TOTAL		155

## Q20 Where do you live?



ANSWER CHOICES	RESPONSES	
Burnside	0.00%	0
Downtown (including Harris Green)	12.50%	1
Fairfield	37.50%	3
Fernwood	0.00%	0
Gonzales	0.00%	0
Hillside Quadra	12.50%	1
James Bay	12.50%	1
Jubilee (North and South)	0.00%	0
North Park	0.00%	0
Oaklands	25.00%	2

### Victoria West Draft Neighbourhood Plan

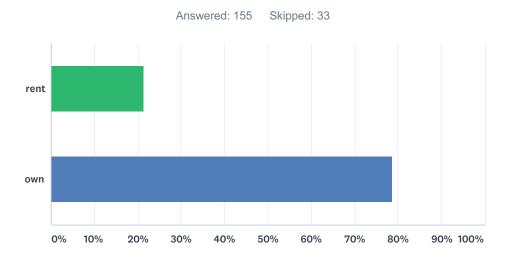
Rockland	0.00%	0
TOTAL		8

## Q21 Where do you live?

Answered: 7 Skipped: 181

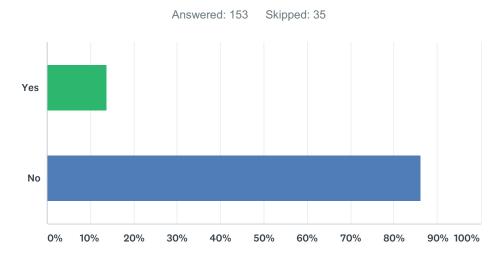
#	RESPONSES	DATE
1	victoria	9/8/2017 10:17 AM
2	Saanich	8/29/2017 10:20 AM
3	Coquitlam, BC. We are interested in moving back to Victoria and observe what is happening from afar in order to be able to make an informed choice about where to live in the future in terms of not needing a car.	8/28/2017 10:30 PM
4	Victoria	8/28/2017 4:51 PM
5	Victoria. I already told you that in a previous question.	8/28/2017 3:18 PM
6	Esquimalt	8/24/2017 2:09 PM
7	Victoria	8/24/2017 11:37 AM

## Q22 Do you own or rent your home?



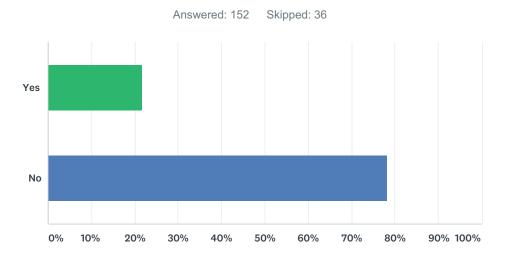
ANSWER CHOICES	RESPONSES	
rent	21.29%	33
own	78.71%	122
TOTAL		155

## Q23 Do you own a business in Vic West?



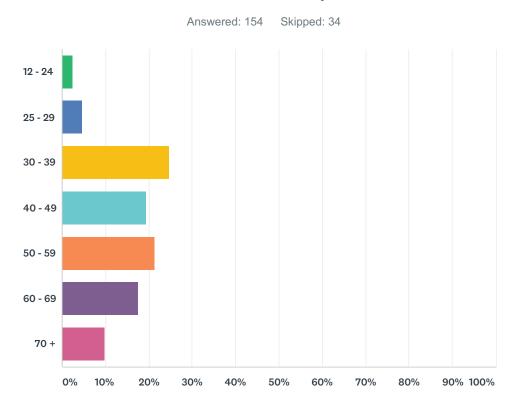
ANSWER CHOICES	RESPONSES	
Yes	13.73%	21
No	86.27%	132
TOTAL		153

## Q24 Do you work in Vic West?



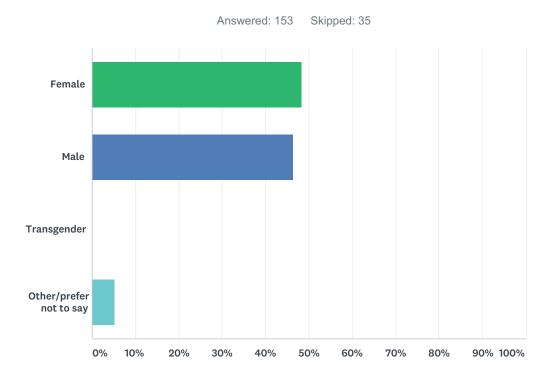
ANSWER CHOICES	RESPONSES	
Yes	21.71%	33
No	78.29%	119
TOTAL		152

## Q25 How old are you?



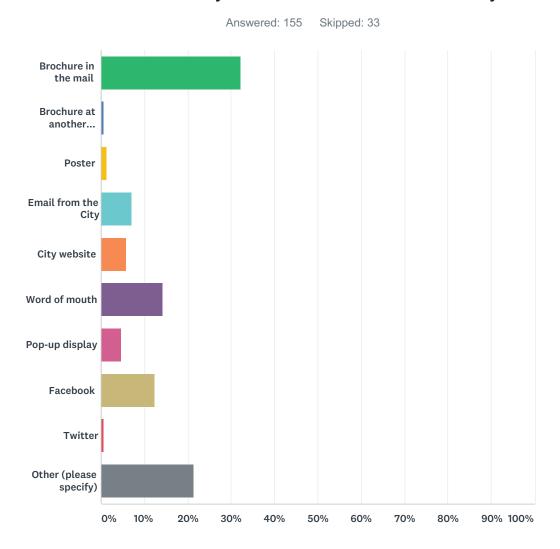
ANSWER CHOICES	RESPONSES	
12 - 24	2.60%	4
25 - 29	4.55%	7
30 - 39	24.68%	38
40 - 49	19.48%	30
50 - 59	21.43%	33
60 - 69	17.53%	27
70 +	9.74%	15
TOTAL		154

## Q28 Do you identify as



ANSWER CHOICES	RESPONSES	
Female	48.37%	74
Male	46.41%	71
Transgender	0.00%	0
Other/prefer not to say	5.23%	8
TOTAL		153

## Q29 How did you find out about this survey?



ANSWER CHOICES	RESPONSES	
Brochure in the mail	32.26%	50
Brochure at another location	0.65%	1
Poster	1.29%	2
Email from the City	7.10%	11
City website	5.81%	9
Word of mouth	14.19%	22
Pop-up display	4.52%	7
Facebook	12.26%	19
Twitter	0.65%	1
Other (please specify)	21.29%	33
TOTAL		155

### Victoria West Draft Neighbourhood Plan

#	OTHER (PLEASE SPECIFY)	DATE
1	found out through community association	9/26/2017 7:34 PM
2	Many of the above but that's not an option on this survey.	9/26/2017 4:34 PM
3	It was just by chance that a neighbor came by three days before deadline and spoke about this plan. Otherwise we would have not known about it at all. People have lives. They are too busy fighting rats, leaking roofs and termites in VicWest properties.	9/26/2017 2:03 PM
4	it has been the sole emphasis of all meetings and dealings with the planners, apparently to achieve sufficient "survey" density as to evidence a travesty of public participation as though it were appropriate and fully informed public participation.	9/26/2017 1:28 AM
5	Meeting at vic west community centre.	9/25/2017 10:59 PM
6	Neighbor, Robert Street Pizza session	9/25/2017 10:49 PM
7	Many of the above and from a recent neighborhood meeting	9/25/2017 8:29 PM
8	Newspaper article	9/25/2017 8:21 PM
9	Victoria News!!!!	9/25/2017 7:54 PM
10	Neighbour hosted meet and greet with Victoria planner	9/25/2017 10:48 AM
11	Neighbours hosted a meeting with a city planner	9/25/2017 10:36 AM
12	Newspaper directing to website	9/25/2017 10:30 AM
13	city planner and brochure in the mail	9/23/2017 3:26 PM
14	Vic west community centre	9/23/2017 10:21 AM
15	Vic West Community Assn.	9/20/2017 8:17 AM
16	Text from neighbour who went to open house	9/18/2017 10:20 PM
17	Vic West Community Center and the planning committee	9/18/2017 9:56 PM
18	Vic News	9/18/2017 2:59 PM
19	email AND brochure.	9/17/2017 10:03 PM
20	vic west community	9/17/2017 3:54 PM
21	customers to my business	9/17/2017 2:00 AM
22	VWCA	9/15/2017 4:01 PM
23	print media	9/13/2017 8:00 AM
24	Saw posting on poles along Songhees Walkway.	9/10/2017 8:04 AM
25	Bayview Place Residents emails	9/8/2017 7:00 PM
26	Many of the above (Facebook, Twitter, email from the City, pop-up displays,)	9/6/2017 1:02 PM
27	Brochure in the mail, followed by email from the VWCA.	8/31/2017 10:50 AM
28	email from vic west community group	8/28/2017 10:25 PM
29	VicWest Community Center	8/28/2017 9:02 PM
30	Vibrant Victoria website	8/28/2017 4:51 PM
31	Email from the community association.	8/28/2017 3:19 PM
32	Brochure at work	8/26/2017 1:05 PM
33	Email from neighbor	8/24/2017 1:37 PM

### **Community Feedback:**

Victoria West Draft Neighbourhood Plan Open Houses and Other Events

Date: September 9, 2017

**Event Type: Open House** 

**Location: Lawn Bowling Club** 

# of attendees: 55

#### **Notes**

## **Create Strong Village Hearts**

Establish Westside Village area as the heart of the neighbourhood – an evolving gathering place that links old and new Vic West together with housing, employment, improved connections and more.

- Very Supportive 8
- Somewhat Supportive 0
- Neutral 1
- Somewhat Opposed 0
- Very Opposed 0

If Westside Village Shopping Centre redevelops, retain shopping and encourage new housing and employment above, up to 6 storeys in most locations (see Westside Village area Concept Sketch).

- Very Supportive 7
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### Additional Comments

- Plant more trees and shrubs, especially on Wilson St. and other boulevards and in parks do so creatively, with style and flair using different layer, heights, and textures.
- Drainage for cycle/pedestrian path between Esquimalt and Wilson along chain link fence.
- Pave cycle/pedestrian path
- Do whatever possible to enhance safety for pedestrians/people on bikes within Village and push towards non-motorized plaza on-site.
- Increase Save On Centre fill unusual stores

- It's not important to try to connect Songhees residents with Craigflower Village residents
- Better to focus on connecting Vic West and the rest of Victoria.
- Pedestrian/cycle access from Roundhouse area through to Gorge Walkway
- Library (Even Annex)
- Path between apartment at 55 Bay and Vic West Bowling need lights
- Wilson St. Development ensure lighting for safety
- Orchard/resting sitting area in Triangle Park
- Wilson St. make more pedestrian friendly perhaps adding a "snackery" or Spiral Café style

Strengthen Craigflower Village through new housing, commercial opportunities and improvements to public areas, with new building up to three to four storeys as outlined in the Craigflower Village Area Concept sketch.

- Very Supportive 9
- Somewhat Supportive 2
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Designate a small urban village on Catherine Street at Edward Street to retain and allow shops and a few small apartment buildings.

- Very Supportive 9
- Somewhat Supportive 2
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Not crazy about the title "Craigflower Village". Craigflower goes a long way west of here! No residents that I know would call it Craigflower Village it's a planners' term I guess. "Downtown Vic West" or "by the Spiral" is what I say.
- Keep a heritage feel to Craigflower section.
- Very much like plans for commercial ideas for Craigflower preserve friendly, small scale, affordable.
- Love what's happening at Oceanic Market area a creative centre for our part of town.
- Please raise and pave the dirt path at Vic West Park between Wilson and Esquimalt as every winter it turns into a lake!
- Allow mobile (bike based) food entrepreneurs on the Banfield Park fringe bordering Craigflower across from the Spiral, etc. to enhance the commercial, festive feel of the village.
- Would be happy to see four to six storeys and more mixed use.

## **Connect the Community**

**Neighbourhood-Priority Transportation Improvements** 

Comments

- Bay Street Bridge needs sidewalks (plural emphasized) and a cycling lane
- Install pedestrian controlled light (overhead blinking like the one at Bay & Dowler)
- Widen sidewalk on north side of Bay St. between Catherine & Wilson
- 24/7 residential only parking on Catherine near Skinner
- Designate more residential parking south of Esquimalt Rd. e.g. Robert St., Maitland, etc.)
- Sidewalk extension and a crosswalk on Hereward at Hereward Orchard would greatly improve access to the E & N Walkway and slow/calm traffic
- Re: Wilson St. at Herewood Rd. study volume/speed/pedestrian safety/ease of crossing
- Slow traffic on Catherine St.

# Assess the key intersections, crossing and areas for improvement identified in the Neighbourhood-identified Transportation Improvements Map to make walking and cycling safer.

- Very Supportive 6
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Specific to Wilson St. & Trains Tracks
- · Speeding cars and trucks, large traffic volumes
- No stop sign at tracks
- Yield sign not at high level
- Blind corner, speed zone change
- Pedestrians/bikes don't have a formal crossing
- Industrial traffic equals dangerous conditions

#### **General Comments**

- Would like to see enhancements on North/South routes planned signage, lighting, landscape and surfaces
- Provide a theme (network trail)?
- Parking Perhaps centralized parking e.g. parkades, temporarily unused land, after-hours access to public space could be considered to avoid building living space to accommodate a vehicle
- Re: Bay St. pedestrian environment needs a wheelchair crossing at sidewalk presently precarious
- Lighting along Esquimalt to Wilson cycle/pedestrian path needed for safety
- Bus stop at Craigflower and Raynor
- Cyclists need to ring their bell
- Pedestrian crossing at Styles St.
- Banfield Park improvement suggestion Lighting
- Add speed bumps at Bay St. Bridge stairs and off trellis to ensure pedestrian safety.
- Install pedestrian controlled light on Tyee and Wilson
- E&N Rail Trail near Delta Hotel Use for markets and fairs and other community events

Complete the pedestrian and cycling routes shown on the Neighbourhood Active Transportation Map and develop new ones to connect different parts of the neighbourhood.

- Very Supportive 8
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### Better connect the neighbourhood to existing regional multi-use trails

- Very Supportive 8
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Pedestrian improvements for Langford from Tyee to Alston would be great!
- 500 block William Street not good for bike lane, very narrow, lots of delivery trucks, etc.
   Suggestion lane go down Springfield or stay on dedicated bike lane to Wilson St. over
- Signage is important for non-resident visitors on cycle paths
- Improve pedestrian and cycling access across Bay St. Bridge it's terrible! Local residents feel
  cut off.
- Prioritize cauliflowered paths already in budget

## Add Housing That Fits the Neighbourhood Character in Older Residential Areas

Row houses, townhouses, and houseplexes in older residential areas, focused on areas east of Russell Street.

- Very supportive 7
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very opposed 1

#### **Additional Comments**

- Need a mix of private and common green space
- Houseplexes yes 1
- Two row townhouses no 1

#### Housing – What's Proposed in the Plan?

Consider views

- All new buildings
- Include two or more accessible suites
- Small home "communities"

#### Allow legal suites in duplexes, small lot houses, and town/row houses.

- Very Supportive 8
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 2
- Very Opposed 1

## Protect and re-use heritage buildings by allowing additional housing (e.g. a house with multiple suites).

- Very Supportive 9
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 1

#### **Additional Comments**

- Re: Heritage property with multiple suites YES! incentive for Heritage preservation
- What about existing suites? Non-conforming density and street loading?
- Money incentives for seniors wanting to live in own home to convert to separate suite in home?
- Parking cars Could lots awaiting remediation (old gas stations lots) be rental parking?

## Reduce the size of lot required for small lot houses west of Russell Street to support some small lot development tailored to Vic West's existing lot pattern.

- Very Supportive 11
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### Reduce the size of lot where duplexes are allowed.

- Very Supportive 8
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Re: Duplexes on smaller lots maybe tiny houses in driveways as well as duplexes
- Parking needs to be considered; some houses have too many vehicles parked per house
- Parking is a big issue. Houses converted to multiple dwellings need to provide proper parking for their tenants

## Create more places to live near transit and amenities

Enliven Esquimalt Road with residential units above employment in buildings up to 5 storeys, including a possible 10% density bonus for on-site affordable housing.

- Very Supportive 5
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed − 2
- Very Opposed 0

Add residential buildings up to 5 storeys in some parts of Lime Point (south of Esquimalt Road).

- Very Supportive 1
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 2
- Very Opposed 0

Support 3 storey townhomes and smaller apartment buildings along Skinner Street, parts of Esquimalt Road, and Suffolk Street.

- Very Supportive 5
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Five storeys is too tall for Esquimalt Road
- Lower to waterfront; not five storeys immediately
- Five storeys is too tall on Roberts St. in Lime Point; three or four maximum same on Russell keep the five storeys close to Esquimalt Rd.
- Height down to waterfront so all get views
- Keep tall buildings (five storeys) away from the waterfront (not by Lime Bay)
- Prefer four storeys maximum

Adopt development permit guidelines based on the plan's Urban Form and Character Objectives for Traditional Housing to address "What we Heard" about pedestrian-friendly environments, building design, green space, parking and more.

- Very Supportive 6
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Adopt development permit guidelines based on the plan's Urban Form and Character Guidance to Urban Residential Areas to address "What we heard"

about pedestrian-friendly environments, building design, privacy, green space, parking and more.

- Very Supportive 5
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Balance approach needed
- How can we encourage development without overloading existing capacity (social, transport, services and parks)

## **Strengthen Waterfront Connections**

Improve access to the waterfront through public docks and trail improvements (e.g. community-led docks at Arm, Burleith or Banfield Park, subject to environmental constraints).

- Very Supportive 8
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Add features and improvements along waterfront trails and parks to encourage gathering and animate the waterfront.

- Very Supportive 2
- Somewhat Supportive 4
- Neutral 0
- Somewhat Opposed 1
- Very Opposed 0

Continue to work with partners to restore water and environmental quality in the Gorge Waterway and Harbour.

- Very Supportive 9
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

• Re: Songhees – Kayak/Canoe launch location with 4+ hour parking

- Docks for swimmers and beach for kids and seniors
- · Bushes at south end of Russell St. are being used for public toilets and overnight campers

## Support Jobs in the Neighbourhood

Maintain the Upper harbour waterfront for industry.

- Very Supportive 11
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Encourage the retention and renewal of light industrial spaces. Add new commercial and office spaces up to 4 stores in certain locations near the E & N Trail and the Alston-Bay-Tyee area.

- Very Supportive 10
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Support a mix of residential or commercial development above artisan and light industrial businesses, up to 5 storeys, along part of Esquimalt Road and near Westside Village.

- Very Supportive 7
- Somewhat Supportive 4
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Support a mix of employment and residential uses south of Tyee Road, transitioning to the Railyards residential area.

- Very Supportive 7
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

Comfortable with current uses in industrial areas. Do not increase or intensify.

## Strengthen Parks, Open Spaces and Food Systems

#### **Suggested Park and Open Space Improvements**

#### Comments

Get rid of East and North rails and create a linear park

Create a park improvement for Banfield Park to protect and restore natural areas, update amenities and improve pedestrian and cycling safety, improve delineation of off-leash dog area, and more.

- Very Supportive 10
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Continue to support the growing of food in public places, neighbourhood-led community gardens and orchards, and encourage the creation of new allotment or community gardens through private multi-unit redevelopment.

- Very Supportive 7
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Identify publicly accessible gardens as a desired community amenity on certain properties (e.g. housing cooperatives) if they redevelop to higher densities.

- Very Supportive 4
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Pave walkways through park from Esquimalt to Save On
- Satellite parks and recreation location for Bayview people
- Improve connections between downtown and Vic West by enhancing pedestrian destinations in Vic West. (because Victoria is a political entity, a city yet citizens outside Vic West don't know we are here).
- Support the revitalization of the Train! for commuting and tourism
- Let's bring in sand and make a kid-friendly beach in Banfield Park for the whole city to enjoy warmer ocean swims
- Victoria West is known as an artistic community. When considering new parks, how about large musical "instrument" installations? Have seen in U.S. cities – people make the music by manipulating the "instruments".
- Playground improvements in Bernard Park
- Convert a tennis court at Bernard Park to pickle ball. Add indoor pickle ball courts at Vic West Recreation Centre
- Add a speed bump for cyclists near Bay Street stairs for pedestrian safety

- Incorporate accessibility in parks for persons with disabilities. Ask for input from people with disabilities
- More trees and shrubs healing, living stuff

### Overall, how supportive are you of the Draft Neighbourhood Plan?

- Very Supportive 9
- Somewhat Supportive 5
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 1

#### Other Comments and General Feedback

- Longtime resident of Vic West very supportive of plan
- Needs help to foster cooperative ownership of community
- Affordable housing is not the same as housing for lower income people!
- Victoria needs housing that is "affordable"! Tiny homes perhaps one solution
- Great work!
- Harbour plan is not acceptable
- Been amazing watching this develop over the months well done!
- Thank you to the staff for the hard work done!!
- Leave green spaces
- Affordable housing needed for those making minimum wage for young people
- Lighting for walking/cycle path from Esquimalt Rd. to Wilson St. needed soon

Date: September 18, 2017

**Event Type: Open House** 

**Location: DaVinci Centre** 

# of attendees: 55

#### Notes

Overview and Process Timeline – Vic West Neighbourhood Plan Timeline

## **Create Strong Village Hearts**

What's proposed for Westside Village? Westside Village Concept Diagram

#### Comments

- Need lights in park for trail it feels dark
- Needle receptacle

Establish Westside Village area as the heart of the neighbourhood – an evolving gathering place that links old and new Vic West together with housing, employment, improved connections and more (outlined above).

- Very Supportive 9
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Needs Bay St. Bridge improvements first!
- Improved cycling yes but how given that there will be more traffic with higher density?

If Westside Village Shopping Centre redevelops, retain shopping and encourage new housing and employment above, up to 6 stores in most locations (see the Westside Village area Concept Sketch for more detail).

- Very Supportive 6
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 1

#### **Additional Comments**

• More trees and shrubs wherever possible – really like the idea of building up Wilson St. by

Save-On to slow traffic down and be more pedestrian-friendly with maybe seating, neighbourhood café, more like "Solstice" rather than Starbucks

- Love idea of orchard in Triangle Park fits in with making Wilson St. greener and prettier
- Green the roof at Westside Village
- Keep building supply store. Get rid of the car lot
- Community orchard maintained by City staff or partnership with farmers community volunteers should not always bear the responsibility
- A commercial mall is not the heart of a neighbourhood
- Close Wilson St. along Westside Village to cars from Bay to park edge
- Definitely commercial along Tyee at Westside Village it was originally part of the original plan but developer filled in the frontage (bricked)
- Library on top of Save-On
- Move internal parking underground and use space for more business/gathering space
- Triangle Park should not be fenced more trees and lights
- Quality of public school is an issue parents choose other schools because of reputation
- School should not be community core

Strengthen Craigflower Village through new housing, commercial opportunities and improvements to public areas, with new buildings up to three to four storeys, as outlined in the Craigflower Village Area Concept sketch.

- Very Supportive 7
- Somewhat Supportive 3
- Neutral 0
- Somewhat Opposed 3
- Very Opposed 3

Designate a small urban village on Catherine Street at Edward Street to retain and allow shops and a few small apartment buildings.

- Very Supportive 8
- Somewhat Supportive 2
- Neutral 1
- Somewhat Opposed − 3
- Very Opposed 0

#### **Additional Comments**

- Re: Catherine St. at Edward St. because Raynor & Russell at the bottom of the grade, 3 storey, townhouses, rowhouses would be acceptable. But those type of developments going up the grade along Skinner would be highly unfavourable.
- Opposed to tall buildings going up at Raynor and Skinner as you go up the hill will overshadow the R2 homes
- No 3 storeys on Craigflower that is part of the character residents that we value. Chicken on the Run is a city landmark – preserve it!
- Don't need more housing with more people and cars, 3 storey buildings will take away from the feel of Vic West and small community needs daycare.
- I object to the 3-4 storey buildings with commercial frontage at this dangerous to cross curve and to existing houses. Relocate to opposite side of road for commercial with housing above.
- · Attended two previous sessions and felt the input was heard and respected

- signage? branding?
- Updates to community centre please!
- More appeal at street level
- Draw people into parks and pathways
- What about the north end of the community centre site? Could something be done to make that part of Craigflower Village and appealing to visitors?
- Patio meeting space, outdoor living room with seating for gatherings, etc.
- Need for preschool/daycare
- Catherine/Edward urban village if built in character to the heritage houses, keep it low, especially
  if adjacent to an existing house
- A <u>small</u> urban village at Catherine and Edward is fine but apartment buildings are not. Parking is
  only just adequate now in this neighbourhood. Most houses do not have their own driveways and
  rely on the on-street parking
- Please move green and it would be nice to see Catherine St. in Oceanic Market area built up small scale please but Tai Chi Centre must remain

## **Connect the Community**

#### **Neighbourhood Active Transportation Network**

#### Comments

- Between Alston St. and Tyee Rd. bike route 0 for decades we have asked for safe pedestrian crossing including during this process, but not included in your map of neighbor suggestions??
- Bay Street and Harbour Road cycle and pedestrians paths are a problem possible solution an overpass?

Complete the pedestrian and cycling routes shown on the Neighbourhood Active Transportation map and develop new ones to connect different parts of the neighbourhood.

- Very Supportive 13
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### Better connect the neighbourhood to existing regional multi-use trails.

- Very Supportive 10
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Please explore traffic calming options for Suffolk St. It has become a short cut from Esquimalt to Wilson for drivers trying to avoid the E & N stoplights and there are several young families – total of 12 children 10 years and younger.
- Perhaps move the designated pedestrian/bike route from Pine to Belton safer
- Wilson and Mary intersection is dangerous
- Can an all-ages and abilities route be added through the neighbourhood as well? (but not Catherine!)
- Traffic calming measures for Bay St. people love to speed on the straight shot off the bridge
- If Alston does get improved for walk/bike, add garbage receptacles along route
- Please sign the way to E & N Trail better from the path behind the Delta Hotel

#### **Neighbourhood-Priority Transportation Improvements**

#### Comments

- Speed calming bumps on Selkirk Ave.
- Need speed reader on Craigflower past Belton Ave. by Banfield park
- Make Vic West 40km/h everywhere! and photo radar
- Put ramp on stairs down to Trestle from Arthur Curry
- Bicycle/pedestrian route (near #19 on chart) needs crosswalk
- Tyee Rd. (marked near #11 on chart) needs a sidewalk
- On marked priority bicycle and/or pedestrian route between Bay St. and Triangle Park (#17 and #9 shown on chart) – remove on street parking – will improve pedestrian experience and streetscape during redevelopment, make two lane road and larger sidewalks and boulevards
- Noted on chart by citizen that area along Victoria West park is a greenway as identified in appendices of Greenway Plan not properly indicated apparently

Access the key intersections, crossing and areas for improvement identified in the Neighbourhood –Identified Transportation Improvements Map to make walking and cycling safer.

- Very Supportive 9
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Eco-sensitive lighting on Vic West park Trail from Wilson to Esquimalt Rd. and Surface
- Concern with Vic West Elementary trails across playing field, linking Griffiths St. and William St.
   Greenway with the E&N Trail Concern with public access during school hour
- The E&N Rail Trail is an ugly space for pedestrians as it is; too narrow and "walled-in"

## Add housing that fits the neighbourhood character in older residential areas.

Support rowhouses, townhouses and houseplexes in older residential areas, focused on areas east of Russell Street.

#### Attachment D

- Very Supportive 12
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 1
- Very Opposed 2

#### **Additional Comments**

- Make townhomes on corner, wide, deep lots all the same height
- No flat roofs
- Green space important
- Heritage style roofs
- More progressive, forward-thinking designs for the future!
- Parking is a big issue with expansion of housing options this need to be addressed very carefully
- Please keep Area 2 for homes and duplexes NOT townhomes. There should be room for some R2 home areas close to town
- Concerned about South Suffolk topography, a three storey structure would be equivalent to 4 storeys. Would terraced duplexes/triplexes be more in character of residential street and more realistic? (It's all rock!)

## Reduce the size of lot required for small lot houses west of Russell Street to support some small lot development tailored to Vic West's existing lot pattern.

- Very Supportive 9
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 1
- Very Opposed 1

#### Reduce the size of lot where duplexes are allowed.

- Very Supportive 8
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Why not allow two storeys on small lots?
- Parking is/will be an issue!
- Policy to encourage houseplex or townhouses instead of apartment more inviting from street

### Allow legal suites in duplexes, small lot houses, and town/rowhouses.

- Very Supportive 11
- Somewhat Supportive 2
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

## Protect and re-use heritage buildings by allowing additional housing (e.g. a house with multiple suites)

- Very Supportive 11
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Suites in duplexes are long overdue. Increased rental inventory is greatly needed.
- With duplexes more must consider increased demand for parking with suites
- What would parking look like? Already a huge shortage. More "Residential Parking Only" needed!
- Allow attic space to be used for living space
- More than one secondary suite?
- Tiny houses, garden suites, More leniency on conditions in the area, More options for property owners
- Why require so much parking? Expensive increase rental rates
- In future more and more people will not own cars
- Transportation as a service means we need less space for parking
- What is enforcement process to counter short-term rentals of less than six months?
- How can we support seniors and people with disabilities with accessible and affordable housing?

#### **Housing Policies for Traditional Residential Sub-areas**

- Reducing minimum lot size for small lot houses in Area 3 will not go well with families with many people and not enough yard. Too many vehicles to no street playing.
- Raynor/Catherine is a designated <u>heritage</u> permit area not townhouses
- No to apartment blocks up Skinner by Mary or Catherine, dominating the skyline and overshadowing R2 homes
- Area 2 should stay R2 and R1 small lots, pleas no townhouses here
- How does building code treat suites in duplexes and townhouses?
- Please consider Area 2 to continue west along Craigflower to Alderman one lot deep. All are large lots with dated rundown duplexes
- Do not agree with breaking up Langford St. one side Area 1, the other side Area 2. There are several larger lots by school that would work, but leave the remainder of Langford Area 1. Why have different zones on opposite sides of street; not too bright.
- No to Skinner Area 1 plan, destroys heritage that is one of community values
- The shaded (XXXXXX) area on map of Skinner is currently mostly heritage housing <u>please</u> don't encourage apartment buildings here!
- Agree Area 1 along Skinner would destroy old heritage neighbourhood

### Create more places to live near transit and amenities

#### **Neighbourhood Land Use**

Comments

- Esquimalt/Suffolk Area we want to preserve the little green, semi-private space that exists now between houses/houseplex – already are noise problems with Seagate Apartments across Esquimalt, and a houseplex next door – densification on Suffolk would mean more noise
- Duplex okay, but 3 storeys seems too much
- It is important to retain some level of family-friendly space neighbours with young children
- Pioneer Co-op Replacement for retained units should be non-market (not "affordable") and similar bedroom configuration family friendly
- There are many vacant office/retail spaces available already. If you build more office, how do we know they will be used?

# Enliven Esquimalt Road with residential units above employment in buildings up to 5 storeys, including a possible 10% density bonus for on-site affordable housing.

- Very Supportive 6
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 1
- Very Opposed 0

## Add residential buildings up to 5 storeys in some parts of Lime Point (south of Esquimalt Road).

- Very Supportive 6
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 1
- Very Opposed 0

## Support 3 storey townhomes and smaller apartment buildings along Skinner Street, parts of Esquimalt Road, and Suffolk Street.

- Very Supportive 7
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 2
- Very Opposed 5 Additional Comment very concerned about more congestion around Esquimalt and Bay Streets

#### **Additional Comments**

- Be proactive, pre-zone to match stated land use goals (e.g. the industrial zone at Lime Bay & along Esquimalt Rd. should be changed to a new artisanal activity land use zone
- No to 3-4 storeys at Russel/Skinner character area
- Retaining light industrial uses inappropriate
- Higher buildings okay
- Want mixed use artsy area
- Try to preserve existing views when increasing building heights along water
- Would like to see housing developed in the lot right below the RR track from Mary to Catherine currently used for parking by local businesses and commuter traffic. Live work units would be great!
- Concern about Suffolk/Bowlsley and limited parking and circulation

- Suffolk St. parking is a concern
- Bowlsley St. has no parking; those residents park on Suffolk
- High Traffic area Wilton & Esquimalt
- Concern about 3 stores on south side of Suffolk would be more like 5 storeys with topography causing shadows
- On Esquimalt Rd. (south side) between Catherine St. and Mary St. large parking lot could be
  converted to low-income housing to clean up the areas along the Songhees Walkways of vagrant
  use and homeless people, maybe even drug use areas

Adopt development permit guidelines based on the plan's Urban Form and Character Objectives for Traditional Housing to address "What We Heard" about pedestrian-friendly environments, building design, green space, parking, and more.

- Very Supportive 6
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Adopt development permit guidelines based on the plan's Urban Form and Character Guidance to Urban Residential Areas to address "What We Heard" about pedestrian-friendly environments, building design, privacy, green space, parking, and more.

- Very Supportive 5
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Control light pollution as Vancouver does
- Confine site lighting to within site property
- Do not allow up lighting to the sky
- Need truly <u>affordable</u> housing not the developer's version of affordable!
- Market rental (renew/revamp old, deteriorated buildings
- Really deal with slum landlords

## **Strengthen Waterfront Connections**

#### **Future Inter-Municipal Waterfront Pedestrian Routes**

Improve access to the waterfront through public docks and trail improvements (e.g. community-led docks at Arm, Burleith, or Banfield Park, subject to environmental constraints.

- Very Supportive 11
- Somewhat Supportive 0
- Neutral 0

- Somewhat Opposed 0
- Very Opposed 0

Add features and improvements along waterfront trails and parks to encourage gathering and animate the waterfront.

- Very Supportive 10
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Continue to work with partners to restore water and environmental quality in the Gorge Waterway and Harbour.

- Very Supportive 11
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Boulevard Alston needs restoration
- Connect walking and cycle trails to trails in surrounding communities
- Please consider public toilets along Songhees (Westsong) Pathway maybe near Roberts St.

## Support Jobs in the Neighbourhood

Maintain the Upper Harbour waterfront for industry.

- Very Supportive 4
- Somewhat Supportive 2
- Neutral 2
- Somewhat Opposed 0
- Very Opposed Comment Ultimately, industry beside housing will drive down the property values

Encourage the retention and renewal of light industrial spaces. Add new commercial and office spaces up to 4 storeys in certain locations near the E&N Trail and the Alston-Bay-Tyee area.

- Very Supportive 8
- Somewhat Supportive 2
- Neutral 1
- Somewhat Opposed 0
- Very Opposed 0 Comments Allow residential units in ground floors too many empty retail spaces; concern with too many retails e.g. food stores will not allow any to make a profit

Support a mix of residential or commercial development above artisan and light-industrial businesses, up to 5 storeys along parts of Esquimalt Road and near Westside Village.

- Very Supportive 6
- Somewhat Supportive 2 Comment depends where the apt. go and will they be subsidized or not
- Neutral 1
- Somewhat Opposed 1
- Very Opposed 0

## Support a mix of employment and residential uses south of Tyee Road, transitioning to the Railyards residential area.

- Very Supportive 7
- Somewhat Supportive 2
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0 but one comment Concentrate on housing retail will follow if there is an
  opportunity to make the business prosper

#### **Additional Comments**

- Public washroom along Songhees Walkway perhaps make Mary St. Park more inviting. Family-useable open up the view so it could be a sitting area
- Support for waterfront for industry contingent on commercial uses (restaurant, etc.) for waterfront at Dockside's waterfront lot
- Reduce or get rid of asphalt/concrete in parking wherever possible make it green
- Why was 800 Tyee changed from industrial/employment to residential?
- Requirement for composting toilets in multi-unit housing
- Don't sacrifice green space for development work within existing limits
- Spinnakers garbage collection and fans create noise from 3:30 am to midnight everyday please pay attention to soundscape when mixing business and residential

## Strengthen Parks, Open Spaces, and Food Systems

Create a park improvement plan for Banfield Park to protect and restore natural areas, update amenities and improve pedestrian and cycling safety, improve delineation of off-leash dog area, and more.

- Very Supportive 15
- Somewhat Supportive 0
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

Continue to support the growing of food in public places, neighbourhood-led community gardens and orchards, and encourage the creation of new allotment or community gardens through private multi-unit redevelopment.

- Very Supportive 13
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 0

## Identify publicly accessible gardens as a desired community amenity on certain properties (e.g. housing cooperatives) if they redevelop to higher densities.

- Very Supportive 12
- Somewhat Supportive 0
- Neutral 1
- Somewhat Opposed 0
- Very Opposed 0

#### **Additional Comments**

- Continue to remove invasive species and plant native species in Banfield and other parks
- Clean up the Gorge from the boats, too many and very dirty!
- Green space is key for healthy mental well-being
- Please mark Coffin Island as a "no go" space out of respect for First Nation use and history
- Please respect the small group of homeless people who gathering place at Vic West Park is at the back of the public washroom building
- Use stronger language than "encourage" creation of allotments. Should be required. This is a 25 year plan with food becoming increasingly important
- "Neighbourhood led" needs to transition to city-led and/or shared responsibility
- Washroom and water fountain in Banfield Park
- Extend orchard to Craigflower to engage the other side of street

## **Neighbourhood Priorities**

## Given limited resources, where would you like to see investments made in Vic West?

#### Comments

- Sidewalks need improvement for pedestrians and those with mobility issues!
- Adding density to improve transit opportunities
- Decreasing and slowing commuter traffic through Vic West by 1/3 using public transit/bike/walk/carpool

Other General Comments noted by planner at Open House:

- Add a pull-out on Esquimalt Road at the Skate Park so that parents can pick up their children without stopping in traffic
- Concern about apartment buildings along Skinner Road since Catherine Street is an HCA
- How has Esquimalt been formally involved?

### Overall, how supportive are you of the Draft Neighbourhood Plan?

- Very Supportive 21
- Somewhat Supportive 1
- Neutral 0
- Somewhat Opposed 0
- Very Opposed 1

#### Attachment D

#### **Additional Comments**

- How are you planning to improve walkability and biking if our main corridors are being used as shortcuts for Westshore traffic? Does the City plan to help alleviate this flaw?
- Great job. Well done!
- Great dog parks!
- Please improve traffic calming measures (more needed)
- Love that you're planning for the future by responding to present day's problems
- Hopeful, but lots of questions; especially density and more traffic concerns
- Hopeful, but concerned about Bay St. bridge, increased traffic, lack of input by First Nations, seniors, people with disabilities, etc. make sure we retain low cost housing and facilities for artists to live and work
- Vic West needs more services for homeless/drug/alcohol addictions/PTSD all prevalent here
- Great job so far with doggie park, children's playground, skateboard park as well as overall creative ideas/plans for future thank you!
- Thank you, thank you for the NEW split-rail fence at off-leash grass area for dogs looks great a friendly, gentle divider

Date: September 7, 2017

**Event Type: Youth Engagement Event** 

**Location: Skate Park** 

# of attendees: 25

#### **Notes**

## Youth Engagement - What are Your Thoughts Board

#### How did you get here today?

- Walked 0
- Biked 0
- Skateboarded 3
- Took the Bus − 4
- Got a Ride/Drove 8
- Other Scootered 2

#### Where in Vic West do you hang out most often?

- Skate Park/Vic West Park 7
- Westside Village (e.g. Starbucks) 0
- Craigflower Village (e.g. Spiral Café) 0
- Other Parks (e.g. Banfield) 0
- Vic West Community Centre 0
- Other 0

#### **Neighbourhood-Identified Priority Transportation Improvements**

- Crosswalk at Southwest corner of park to get to bus stop!
- Repair cracked sidewalks
- We need a water fountain! (3 same replies)
- Pave the path so we can skate to the park
- Lights at the skate park
- Take down some trees to make the space more open and inviting for park and parking lot

#### What kind of housing do you see yourself living in over the next 20 years?

- A suite in a house? 0
- An apartment? 0
- Townhouse? 0
- The only reply noted was More Low Income Housing 1

Date: September 9, 2017

**Event Type: Area-specific drop-in event** 

**Location: Esquimalt Road** 

# of attendees: 10

#### **Notes**

### Big Moves in the Draft Vic West Neighbourhood Plan

#### Comments

- Designate Rainbow Park permanently (prior plans were for road to connect Robert/Russell)
- Speed Control for cyclists at Vic West side of trestle
- More signage and lighting to support Alston as pedestrian/bike connection
- Housing compact tiny houses want to have a mobile tiny home on someone's lot and hook up
- Reduce requirement for parking spaces in new multi-unit residential developments
- Support relaxation of parking requirements and encouragement of bike, walk, transit, car share, etc.
- We need more proactive city
- · Small footprint needed for starting
- Boutique shops
- Need mixture of sizes 1,000 sq. ft.
- No spaces to open small business
- Keep green spaces and walkability
- Providing less parking, more multi-use paths, charging stations, and ride shares will reduce the need/want for car use!

#### **Neighbourhood Land Use Map**

#### Comments

- Retain east side Robert St. as traditional residential (not urban residential)
- Three designated heritage homes in this area

Date: September 18, 2017

**Event Type: Area-specific drop-in event** 

**Location: Westside Village** 

# of attendees: 15

#### **Notes**

## Big Moves in the Draft Vic West Neighbourhood Plan

#### Comments

- Vic West Community Centre Could it become a hub for all of water activities (showers for swimmers, meeting space for paddlers) SUP rentals, bike rentals
- Develop Banfield Beach better access, clear out old wall
- Banfield Village instead of Craigflower Village
- Accessibility for all e.g. intersection Tyee-Wilson-uncontrolled
- Mid-block on Wilson no signal used to be bad for kids cars don't stop
- Hold on to feel of neighbourhood lots of artists; drop in music, murals, community maps
- Wayfinding on Galloping Course
- Another grocery store in Lime Bay area
- Could a coffee shop or other business be added at foot of Mary Street instead of just straight residential?
- Businesses like being in Vic West
- Concern about potential noise if train service is very frequent
- Support for more docks along Westsong Walk Way (e.g. paddleboards)
- On the right track more housing, businesses, Evergreen approach with bikes, housing above shops, keep the greenery

Date: September 10, 2017

**Event Type: Area-specific drop-in event** 

**Location: Craigflower Village** 

# of attendees: 25

#### **Notes**

# Big Moves in the Draft Vic West Neighbourhood Plan

#### Comments

- Concern about sightlines at intersections in Skinner St/Langford St. etc.
- Can we do short-term pedestrian improvements on foot of Langford while we wait for long-term development?
- · In favour of increased density
- Protect views on west side of Alston St. if Castle site redevelops
- Enforce 30km/h in 900 block Hereward Rd. speed bumps perhaps?
- Mary St. cut through traffic
- Any future development on Skinner/Craigflower should improve the sightlines at these corners as a condition of development
- Enforce 30km/h speed limit on Craigflower in front of "Village"
- Building Standards need to mitigate noise and smells along the Harbour/Tyee Rd.
- Make sure new/improved sidewalks are wide enough
- Reduce speed on Esquimalt Rd. to 30km/h all along to Esquimalt
- Concerned about cost of speed change up Esquimalt Rd. hill (Tyee Rd.) where bikes need to cross lane
- Support for trail on waterfront instead of Selkirk Ave.
- Desire for lighting from Banfield Park to Dockside
- Light at Robert St./Esquimalt Rd. change to "on demand" so light burns green when car on Robert exits or enters Robert St.

# **Craigflower Village Concept Diagram**

#### Comments

Commercial property beside church?

Date: September 17, 2017

**Event Type: Drop in meeting with Swim an Month Club** 

**Location: Banfield Park** 

# of attendees: 10

#### **Notes**

- Concern regarding traffic speed on Selkirk can Selkirk on Victoria side be traffic calmed as on Esquimalt side?
- Concern about concentration of social housing in some parts of Victoria West.
- Suggestion for add floating trash cans in the Gorge, as there are on Cowichan River.
- Desire for swim dock infrastructure. The main difference between a swim dock and a watercraft dock is more ladders. Questions about why ladder was moved at Banfield Park dock.
- Support for more docks, facilities to encourage swimming (weather protection, more room)
- Can the access to the beach area be improved? This used to be the swimming hole for Victoria. Beach is overgrown and a small pathway or staircase would help.
- Concern about dumping, on going pollution from boats in harbour.
- Happy about the human scale of development (4-5) storeys for area around Esquimalt Road.

Date: September 20, 2017

**Event Type: Presentation to Gorge Waterway Initiative** 

**Location: Victoria Canoe and Kayak Club** 

# of attendees: 10

### **Notes**

• Some concerns raised regarding traffic, parking, and building heights.

- Regarding the waterway, there was some concern for balancing public access with protection of habitat west of Banfield Park, recognizing the plan recommended a future process for this area.
- Comments highlighted importance of recognizing the "naturehood", specifically recognizing species found (many of which had recovered) in the Gorge area; mitigating stormwater impacts form development; improving water quality; and preventing new private docks (feeling that new docks were being built in Esquimalt without permits).
- Questions/comments also raised regarding how many people the neighbourhood plan would accommodate compared to today; and why 5 storeys was proposed for buildings south of Esquimalt Road ("arbitrary?").
- One comment about accommodating high tech employment.

Date: September 24, 2017

**Event Type: Pop-up event** 

Location: Vic West Corn Roast – Raynor Avenue at Craigflower Road

# of attendees: 100

#### **Notes**

#### **Comments on Craigflower Village Concept Diagram:**

- Would support a renewal/refresh of the community centre.
  - Could make better use of same building footprint
  - Need more gym space
- Would prefer to keep quieter feel of Raynor (not sure about more development traffic + people).
- Bring buildings/houses on this blocks [Skinner at Russell] close to the street so it feels like a part
  of the village.
- · We need a breakfast joint
- We need a pub ☺!
- Any affordable housing by Chicken on the Run should be affordable in perpetuity.

#### Comments on Big Moves summary board:

- More dock space @ gorge water better access to water
- Installing permanent barriers at Belton/Reno with good access for cyclists to pass through
- Concerns about speeding through Craigflower would love to see more traffic calming
- I've read the plan and I like it
- Community food garden off path (on wat to Save On)
- Chicken on the Run: Note sure about apartments right next to residential properties. Townhouses would be better.
- 30 km/h speed limit on Wilson west of Catherine is <u>not</u> respected (or enforced) some traffic calming needed better signage roundabouts.
- Would like active mixed use, something to draw people across street if Chicken on Run redevelops.
- Want assessment of Mary St. for cut-throughs Yes!!
- Castle + Pattison shared ownership of frontage on Langford Street
- Kids park that has water source (splash park)
- Harbour Road to Esquimalt Road crosswalks last on dangerous to pedestrians
- Pave path to save on shop ctr from Esquimalt Road. Light up path too.
- Study Matthew Baldwins thesis! Please!
- This needs a serious re-think; we do not want 3-4 storeys along Skinner/Craigflower! There goes the neighbourhood...
- Concern about apartments on Skinner
  - Idea: provide support/funding/grants for homeowners to have <u>legal</u> suites
  - o Adding a storey to fishplant building area would remove what little view is left for residents along Alston Street ⊗
- Expanded infrastructure at water. i.e. Public docks (larger), greenway trails improvements
- What about closing the whole intersection at Belton + Reno? Traffic concerns on Reno.
- Pave trails in Banfield park for winter cycling please!

#### Attachment D

- Concern about apartment buildings on Skinner
- What about Dominion Street plans?
- Get tenants for Save On mall or use vacant space for satellite comm. Club so we can go to classes
- More community services for promontory, Bayview area Roundhouse isn't happening for a long while
- Traffic lights at Sitkum & Esquimalt someone is going to get killed crossing there!
- Clean up Catherine/Esquimalt corner. Get retail/commercial in there a coffee shop, ice cream, place a reason to stop.
- No Church in Bayview area???

Date: September 17, 2017

**Event Type: Pizza and Planner** 

**Location: Selkirk Avenue** 

# of attendees: 14

## **Notes**

- Want more connections to waterfront
- Desire for restaurants on waterfront, add more life to Westsong Way
- · Can waterfront path be opened to bikes?
- Would like beach access improved at Banfield. This used to be a popular swimming hole. Clear the vegetation, make it easier to step down to the beach.
- Animate parks by Railyards beautiful space with very little going on, not many people using it.
- Pine Street: on-street parking is already scarce. Will the future bike route down this street make it worse?
- Pine Street: need for traffic enforcement at Pine Street at Hereward St, as people are ignoring diverter.
- Questions about short-term vacation rentals. Concern that new suites would be used for vacation rentals. [being addressed through separate, City-wide initiative]
- Housing for families is a key issue in Vic West; families from Vic West Elementary School have a
  hard time finding rental housing that is suitable in the neighbourhood.
- What does the plan envision for Vic West School fields? [better connections across the field; school is leading playground upgrades; no other policy directions for the future use of the lower field]
- The plan identifies better connections across Bay Street to link the old and new parts of the
  neighbourhood. What would this look like [discussion of better crossings and pedestrian
  improvements, adding housing along the corridor, new community facility somewhere in the area,
  giving people reasons to cross the road]
- When can the neighbourhood transportation improvements be expected? [for most improvements, the plan identifies areas that need to be assessed to determine if any future improvements are warranted and what these would be. These assessments will occur in 2019, pending budget approval. Actual improvements would happen after this, based on their level of priority].

Date: September 21, 2017

**Event Type: Pizza and Planner** 

**Location: Rothwell Street** 

# of attendees: 15

#### **Notes**

- Traffic speeds inconsistent along Wilson street too high in some places. Not safe or pedestrian friendly.
- Rothwell feels like a race track, and cars do not slow down enough when turning right off Rothwell onto Wilson.
- Turning lights may no longer be needed at Maitland Street and Esquimalt Road
- Pedestrian crossing time is too short at Rothwell Street and Esquimalt Road, and the red light is not respected if cars don't see pedestrians.
- Look at Township of Esquimalt's plans to move bike route off Esquimalt Road and coordinate bike route with them.
- Traffic calming solutions on Rothwell are not having intended effect. Cars are often driving over the island. Reconsider the existing solutions as part of assessment.
- Reconsider need for cycling connection to Barnard Park, given that you can't cycle in/through there (but pedestrian connection can be improved)
- Locally accessible transit service is no longer practical for many important trips after route changes. Look at bringing back some of the important routes to Esquimalt to help reduce need for vehicle trips.
- Consider putting boat buoys in the Gorge and renting them out to generate revenue and clean up the current situation.
- Consider putting a bathroom in Barnard park, since it is already being used for that even without a facility.
- Question about whether the City is requiring completion of buildings at Dockside Green. Another
  participant provided more information on the building plans of that development. Suggested
  following up with Vic West development planner (Miko) for more info.
- Interest expressed in setting a standard for more sustainable building of all new construction.
   Provided some information about STEP Code and indicated that the City is working on implementing it.
- Almost all condos along Kimta Road seem empty. Pursue solutions to ensure these are occupied
  as first priority before adding to traffic and parking issues with new development elsewhere.
- How would the City support community-initiated gardens projects
- Local residents have noticed drilling to test contamination levels at the gas station site, and even
  quite a distance from the site. They would like to get updates from the City on contamination
  levels from the old gas station site
- Interest in setting up a community garden on the old gas station site.

Date: September 23, 2017

**Event Type: Pizza and Planner** 

**Location: Vic West Community Centre** 

# of attendees: ~25

#### **Notes**

- When will additional schools / school capacity be added given that we are now maxed out?
- Very concerned about redevelopment in older residential area tearing down our neighbourhood and rebuilding long rows of townhouses like railyards.
- We are not seeing enough benefit accruing from developments
- Why do we need to accommodate more development in Vic West?
- What's the rationale for adding more density on Skinner?
- Don't think we need more population around existing businesses particularly at Craigflower Village
- Concern that infrastructure won't be updated to keep up with population
- Esquimalt Road works well with 4 lanes. Need more effective traffic calming
- Maintain control of the E&N throughout Vic West
- In Banfield Park, weave the path through trees rather than taking trees down
- Need to include recognition in the plan of the roles the Roundhouse development and other new developments play in the future functioning of the neighbourhood.
- Look into density transfer on the Westside Village Shopping Centre and Parc tower sites
- Consider thesis by Langford Planning Director suggesting we could accommodate all of the region's growth by adding just one more storey to each building in the downtown.

A printed statement provided by a participant is attached on next page.

# Printed statement submitted at Sep. 23 Pizza + Planner event.

# WE ARE NOT SUFFICIENTLY INFORMED TO MAKE APPROPRIATE DECISION ON THIS PLAN:

We ALL need to SEE a computer massing model or drawing that accurately conveys what our "traditional community" will look like from eye level when it is built out to maximum.

We need to see a massing model comparison between now and then - or a series of drawings from walking eye level.

Most people can't translate FSR 1.0 or FSR 2.2 into how large a building might be, or how it could sit on a lot.

Two rows of 2 1/2 storey townhouses might look fine as a drawing from a birds' eye view, but imagine that at the corner of Raynor and Catherine streets (in the middle of the largest concentration of heritage houses in Vic West). On two lots that could be 5 townhouses in a row at the street (each with a suite) and another 6 in a row at the back. Include a row of cars with that 16 unit development. Imagine it beside you.

Walk down to Railyards to see what a row of townhouses would look like or a 3 storey apartment building.

Green dots on a big board might indicate that people are interested in the idea of rowhouses or apartment buildings but that doesn't mean those dots indicate people understand the impact of that sort of development throughout most of the traditional neighbourhood.

Is the City prepared to make a massing model or drawings to properly inform the community before this plan proceeds?

Date: September 25, 2017

**Event Type: Pizza and Planner** 

**Location: Robert Street** 

# of attendees: ~35

#### **Notes**

- Comfortable with suites, home conversions, 3 storey apartments
- Townhouses, garden suites also feel like a part of a community
- Feel that low rise captures anything up to 3 storeys
- And high rise is anything 4 storeys or more
- Sidewalks on Robert St not accessible for scooters, wheels, and people walk on road
- Parking for businesses on Esquimalt Road
- People use Robert St to walk to street
- Picnic tables and community garden in Rainbow Park better maintenance of park
- Heritage Houses support to carry them forward
- Access for small boats
- Living in tiny homes
- Craigflower Village area:
  - o [add] open space
  - o Keep community feeling
  - o Evaluate dimensions of street
  - o "taming traffic" it's already 30km/h more density adds [traffic]
- More supportive of work from home.
- · Less restrictive of types of uses that impact uses in neighbourhood
- Separate cost of parking from housing
  - o Pay for house
  - o Parking if you want it
  - o Parking spot becomes adaptive flexibility of uses
- Street parking for businesses
- Bike share with technology
- Widen Bay Street between bridge and Tyee Rd
- Need retail services in core Songhees area for residents so they don't drive
- Tent city (arrow drawn to current BMW dealership site) need services, washroom
- Affordable housing
- Inclusive zoning City lands

**Sent:** Friday, Oct 13, 2017 8:18 AM

**Subject:** RE: Feedback on Vict West Neighbourhood Draft Plan

From: Kristina Bouris

Sent: October 12, 2017 2:14 PM

To: Malcolm Maclean <mmaclean@victoria.ca>

Subject: FW: Feedback on Victoria West Neighbourhood Draft Plan for inclusion in the 'public record' for Council

Hi Malcolm,

One more letter for redacting by Rob. Right on the deadline!

Thanks, Kristina

From: jane baigent personal information

Sent: Thursday, October 12, 2017 12:00 PM

To: Kristina Bouris

Subject: Feedback on Victoria West Neighbourhood Draft Plan for inclusion in the 'public record' for Council

Hello Kristina, my feedback is below, thank you, Jane

The the Victoria West Neighbourhood Draft Plan "WHAT WE HEARD" does not support, and often contradicts "HOW THIS PLAN ADDRESSES WHAT WE HEARD" in the "BIG MOVES" - examples below:

#### Big Move #1 - Strong Village Hearts

"What we heard" includes "Craigflower Village is valued for its small shops, local flavour and friendly ambiance. Neighbours would like to maintain the character while supporting the existing businesses and providing more space for a few new shops and additional housing." (italics mine)

So how did that become a Plan to extend our small scale village into 6 blocks with major density increases - buildings up to 4 storeys? encouragement for whole blocks of existing modest houses to be transformed into double row townhouses? 3 storey apartments for 3 blocks along Skinner Road up over Catherine St hill - the highest in our neighbourhood and right through the Heritage Conservation development permit area? no parking requirement for businesses? There is very little street parking now - where will the vehicles park?

Big Move #3 - Add housing that fits neighbourhood character in older residential areas "What we heard" includes "a deep appreciation of older residential areas with their low scale housing" and the "community wants to see this character maintained..."

So how did that become what seems to be an encouragement for massive redevelopment in our neighbourhood? Yes, garden cottages, secondary suites, perhaps even duplexes are forms of development that a home owner/resident might consider - a gentle increase in density that the neighbourhood can address. However, under this Plan, ALL of the traditional areas of Victoria West could see townhouses, most would see double rows of townhouses, some with suites, and in some areas, apartments. This would all be developer built, much of it would require land assembly, all would create massive disruption of life for the residents.

We are left living with unpredictability - never knowing when the properties next to us will be transformed with something out of scale, shading our houses and gardens, disrupting our lives. For the life of this Plan.

Throughout the very short feedback period of this process - a few weeks in summer and into the busy month of September - we have been informed that this Plan was intended to be 'provocative' to present 'the extreme' of density and development, to see IF people would 'push back'. This is not appropriate.

Many people do not even know this is happening. Most do not have the time to thoroughly peruse a long complicated document (it took me two days) or the experience to translate FSR or other terms into a reasonable image of what these changes in housing and density would look/feel like in context.

We have been asking for specific indication of how much development this plan will encourage, of how it will change our community. There has been no capacity analysis available to us - we have not been sufficiently informed about how this will change our neighbourhood.

We need to SEE a computer massing model or drawing that accurately conveys what our "traditional community" will look like from eye level when it is built out to maximum.

This Plan would be more accurately called the Victoria West DEVELOPMENT and DENSIFICATION Plan.

Affordable?? If this plan is approved, ALL houses in the traditional neighbourhood will be marketed for their "development value' - they will not be affordable as homes.

Regarding the Open House process of 'feedback' - green dots on a big board might indicate that people are interested in the idea of rowhouses or apartment buildings but that doesn't mean those dots indicate people understand the impact of that sort of development throughout most of the traditional neighbourhood. And who put the green dots on the board? Who put the sticky notes there? There is no accountability on that sort of feedback.

We are told 'everything in this Plan came from the community'. Who? How? There are only two documents online with minutes from 'working groups'. So where did these ideas come from? People who live here? People outside the community? Developers? - there were plenty of those in all the open houses and walking tours.

As do many others in my community, I feel my quality of life in Vic West is threatened by this Plan.

Sincerely,
Jane Baigent

personal information Alston Street

Victoria

From: Peggy personal information
Sent: Thursday, Aug 31, 2017 10:00 AM

To: engage@victoria.bc
Subject: questions re Vic West plan

#### Hello

I've read through the Vic West Neighbourhood Plan brochure and would like clarification as to what specifically the phrase "employment uses" means re Esquimalt Road under point #6. And under the heading "Support for Businesses," what exactly does "lighter industrial" for Esquimalt Road include? Unfortunately I cannot attend the open houses or area specific pop-ups to ask these questions.

Also, please do send me plan updates.

Many thanks,

Peggy Day

**Sent:** Thursday, Oct 12, 2017 11:53 AM

From: Jack Meredith [mailto: personal information Sent: Thursday, October 12, 2017 10:23 AM

To: Kristina Bouris <KBouris@victoria.ca>; Jack Meredith personal information

Subject: VIC WEST NEIGHBOURHOOD PLAN FEEDBACK

#### Kristina,

Thank you for the opportunity to comment further on the Vic West Community Plan. Obviously, a lot of work has gone into it and I hope as many community members as possible are able to read and digest it and provide feedback on the document.

I have some feedback on the Vic West Neighbourhood Plan that I hope will be useful for you and council. If you have any questions, please don't hesitate to contact me.

Jack Meredith

personal information

# VIC WEST NEIGHBOURHOOD PLAN (VWNP) FEEDBACK

#### 1. General:

- 1. I had some problems linking the various aspects of the VWNP to one another (i.e. Big Moves, Neighbourhood Plan Goals, Intent Statements (which are numbered and I think are intended to be sub-goals), Improvements [Actions?] (which are numbered differently and Action Plans (Section 15 which are not numbered but I assume should line up with improvements and goals). I recommend at a minimum numbering the items in the Action Plan for ease of following up. Continuity in numbering would be even better to ensure nothing is missed.
- I think these may just be typos but I thought I would mention that the Neighbourhood Plan Goals (on Pages 17 & 18) don't match the Goals in each section later in the report in all cases, particularly Chapter 3 - Transportation; Chapter 4 - Parks, Open Spaces & Waterways; Chapter 9 - Employment Lands; and Chapter 14 - Arts, Culture and Placemaking.
- 3. The major developments with MDAs are mentioned briefly in a separate section and are not integrated into the VWNP. I think it is very important to note the major elements of these developments in each appropriate section. For example the Round House will be a major "village" and could have very significant impact of developments in the surrounding areas. Similarly, Dockside Green has the potential to have a village of its own. I think it is important for a reader of the VWNP to understand everything that will be happening in Vic West. This holds for most aspects of the VWNP, such as Transportation, Residential Areas, Employment, Infrastructure & Green Development, Food Systems, Neighbourhood Well Being and Arts, Culture and Placemaking.

# 2. Introduction (Chapter 1):

#### 1. Population Growth:

- 1. The Introduction notes Victoria will be increasing in population by 20,000 people by 2041 and later in the VWNP it is noted that the "snap shot" of current Vic West population is 6,800. I think the VWNP needs to state a vision of the Vic West population in 25 years, in a format similar to the format in the Victoria OCP (i.e. 10,000 more people in Urban Core; 8,000 people in the Urban Villages and 2,000 people in the remainder of the City). I think it would be useful to know what amount of this growth is anticipated for Vic West? Some people are coming up with scare mongering numbers which suggest most of the 20,000 people will be coming to Vic West. I think it is vital to cut off this speculation by having an estimated number or range in the VWNP.
- 2. Specific growth projections for each category (Urban Core; Urban Village and other) would also help people to understand how the VWNP would impact the feel of Vic West.
- 3. Similarly, it would be helpful to note the numbers in each of the planned major developments of the Railyards; Dockside Green and Bayview as well as each indicated Villages of Westside Village; Catherine Village and Craigflower Village.

# 3. Neighbourhood Context (Chapter 2):

- 1. I think this Chapter provides a great perspective of where Vic West has been and where it has come. I think it also offers a great template for including in the VWNP a vision of where we are headed with the VWNP. I would really like to see somewhere in the NWNP targets or outcomes in some of the key areas such as:
  - 1. Population (as mentioned above) 6800 (2016) vs ??? (2041)
  - 2. Percent of Victoria's population 9% vs ???
  - 3. Housing types 68% apartments vs ???
  - 4. Rental vs Ownership 59% owned vs ???
  - 5. Number of employees 3000 vs???
- 2. Neighbourhood Specific Plans Most people have only a general idea of the plans of the major developments in Vic West (i.e. Railyards; Dockside Green and Bayview/Round House). I think it is vital that the plan provide more context (and education) about what is to be built in these developments and consequently their impact on Vic West. At a minimum, I would like to see site plans (or block plans) of the final build out of these developments, included in the VWNP. Without this information, people can be asking for community improvements that duplicate or conflict with elements in these developments. Providing this information should also energize the community around the exciting aspects and benefits of these developments.

#### 4. Transportation and Mobility (Chapter 3)

- 1. As mentioned above back on Page 3 Transportation Goals only list three of the five goals and is labeled as Transportation versus Transportation and Mobility.
- 2. Map 2 on page 28 has very few "destinations" (RED STARS). I think many "destinations" are missing, particularly: Point Hope Shipyard observation plaza; Hilltop Park; Rainbow Park; Mary Street Park; Raynor Park; Hereward Green; Westside Village; Catherine Street Village; Banfield Park dock; Dockside Green "village" (Fol Epi; Caffe Fantastico; Deli; Pro City); plus future destinations such as the future park adjacent to the new Johnson Street bridge; future Round House; future Dockside Green plaza. I recommend adding these destinations in order to provide the transportation network with context.
- 3. Improvement 3.3.11 Alston and Langford Street sidewalks are noted as being "completed" through redevelopment of the major properties. Currently, there is no sidewalk at all on either street and it is a very unpleasant and unsafe place for pedestrians despite this it is being highly used. I strongly recommend that something is done to improve safety on these streets. At a

- minimum curbs should be installed to slow traffic and make it clear that pedestrians are welcome. Perhaps the owners of these major vacant properties should be "encouraged" to pay for this in some fashion that improves their community reputation. I judge this should be considered part of the costs of holding and not improving land in the community.
- 4. Improvement 3.3.12 The report says to seek ways to improve the informal connection to the E&N Rail Trail at Sherk Street. Currently, Sherk Street leads directly to the E&N Rail Trail where there is a worn trail about 5 feet long through brush and grass where people access the trail. This should be considered a relatively minor maintenance item. It could be dealt with simply by trimming the bushes and putting in some gravel. This should be in a quick win category, however, I could not find it in the Action Plans.
- 5. Improvement 3.3.17 Improve Wilson Street experience (between Victoria West Park and Westside Village). An idea that received significant support during the Plan's Walk Abouts was to eliminate on street parking between the shopping centre and the park since there is lots of parking at (and under) the shopping centre. This would make this 100 meter strip a two lane road (as it currently is) and the parking areas could be easily turned into "people spaces" instead of "parking spaces" (the removed parking spaces are often used by people parking their cars for long periods of time and leaving the neighbourhood). I judge removing the dozen or so parking spots and replacing them with human spots would attract more people to this "village" and be another quick win.
- 6. The VWNP talks about "taming the major roads" and then notes some ideas in section 3.4. However the VWNP often says "evaluate" or "consider" or "encourage" (3.4.2 b, 3.4.3, 3.4.4, 3.4.5). Many of the items in 3.4 have been identified in the past and have been evaluated and considered but nothing has happened. Stronger wording is required in order to have these ideas actually get implemented.
- 7. I believe most people in Vic West would like to see traffic calmed on Craigflower Road, Esquimalt Road and Wilson Street. I think one of the "Big Moves" in the plan should deal with managing the traffic on these streets. I recommend shifting the focus from facilitating commuting to making the streets welcoming to pedestrians. A good example of this is the way Esquimalt has improved Esquimalt road in their jurisdiction via road improvements which include medians with lush plantings.
- 8. One traffic calming tool that we have been promised are speed readers on Craigflower Road but we have yet to see it. Speed readers have been successful in other jurisdictions and they appeared to work when we briefly tried them. It seems like a minor issue to have to include in a 25 year plan but we have tried everything else to get these installed.
- 9. Portions of the major roads (Craigflower, Esquimalt & Wilson) are already posted as 30 kph. Is there any reason why the entire length of these roads, in Vic West, can not be made 30 kph? Many of us would like Vic West to be known as the 30 kph Neighbourhood (moto: slow down enjoy Vic West).
- 5. Parks, Open Spaces and Waterways (Chapter 4):
  - 1. I was disappointed to not see many people in the pictures on 38 of the VWNP. It would be great to see how animated these spaces are when they are actively used by people. I was also surprised that the Gorge Waterway was not highlighted (I think the picture of Arm Street park is actually in the Esquimalt section of the park). The Gorge Waterway is in high use on a daily basis with rowers, dragon boater, kayaker and swimmers. Protecting and promoting this unique feature in Vic West is essential. I would be happy to provide pictures of the Gorge Waterway crowded with users if that would be helpful.
  - 2. 4.2.4 support community led efforts to create new and/or improve existing docks... I appreciate the intention to enable more people to use the Gorge Waterway, however, I am concerned about the onus being put onto the community to take the lead on this. I would much prefer to see the wording of this to be a partnership. My vision is that the community and City

- could bring the Gorge Waterway back to its glory days of being the City's summer resort through funding from multiple layer of government, as well as the private sector. I think this should be handled similarly to another infrastructure improvements.
- 3. 4.3 Enhance Parks I was surprised that a park by park review was not done (at least at a high level). It would be nice to at least see what the current priorities are for the various parks. At a minimum could the parks five year plans or long range plans be included?
- 4. 4.9 A "park improvement plan" for Banfield Park would be great to see, particularly if it included the interface to the Gorge Waterway. When would this happen? It would be great to have some high level planning done this year.
- 5. 4.10 Arm and Burleith Parks are absolute gems and have incredible potential to bring people to the Gorge Waterway. I would like to see some clarity as to what "future planning" means. I would like to see some high level planning done asap (i.e. within this year).
- 6. 4.14 Railyards redevelopment commitments. It would be nice to see a graphic of these plans.
- 7. 4.15 Dockside Green redevelopment commitments. It would be nice to see a graphic of these plans.
- 8. 4.16 MISSING Shouldn't there be a similar statement about Bayview/Round House redevelopment commitments?
- 6. Future Land Use Map (Chapter 5):
  - 1. This seems out of place to me. I recommend it be moved to an appendix.
- 7. Residential Areas (Chapter 6);
  - 1. The four goals on page 51 of the NWNP (mix of housing, affordable housing, innovative housing and heritage proection) do not seem to line up with the intents that immediately follow them:
    - 1. 6.1 Skinner Street Area 6.1.2 four story buildings on Skinner and Russell. Three story buildings on Raynor.
    - 2. 6.2 Esquimalt Corridor 6.2.1 five story buildings between Russell and Mary Streets.
    - 3. 6.5 Traditional Residential sub-areas Skinner and Esquimalt Corridor this encourages "house conversions" that include apartments up to three stories. I don't think many in the community are asking for fewer houses and more apartments as 6.5 suggests. I am supportive of the other options of townhouses, row houses, duplexes with secondary suites, garden apartments, etc.
    - 4. 6.6 and 6.7 seem like reasonable ways for the residential areas of Vic West to evolve over the next 25 years. I think most people in the community are okay with these "ground-oriented" solutions and support the goals of a mix of innovative and affordable housing.
- 8. Special Planning Areas and Master Planned Areas (Chapter 7):
  - 1. Similarly to the Future Land Use Map (Chapter 5) this seems out of place to me. I recommend it be moved to an appendix.
  - 2. As mentioned earlier, I recommend the appropriate elements of these development plans and commitments be integrated into the VWNP so that everyone can get what the whole community looks like rather than having large areas "blanked out".
- 9. Urban Villages (Chapter 8):
  - 1. In addition to the three noted villages of West Side Village; Catherine Village and Craigflower Village, I think it is important to note in the VWNP that both Dockside Green and Bayview will also be creating villages (most notably the Round House project).
  - 2. 8.5.2 Six story buildings for the Westside Village. I highly recommend that any future "village" buildings be kept to "Human Scale". Human Scale is increasingly being understood to

- mean the distance at which people can be recognized and consequently connected to one another. In terms of connecting people in buildings to people at the ground level this translates into 3-4 stories at maximum. Further information on this can be found in the book "Human Scale" (chapter 11) by Kirkpatrick Sale (Chelsea Publishing).
- 3. Figure 28 page 73 I think there is a typo in the note left bottom corner. I believe it should read "Emphasize Wilson as a pedestrian friendly high street with NO on street parking, canopy trees, crossings fronted with shops and patio dining on the SOUTH WEST." [CAPITALS denote recommended changes].
- 4. 8.5.4 Similar comment on 8.5.2 regarding keeping this human scale for a "village" context which means 3-4 stories maximum.
- 10. Employment Lands (Chapter 9):
  - 1. 9.4.1 Similar comment on 8.5.2 and 8.5.4 regarding keeping this human scale for a "village" context which means 3-4 stories maximum.
- 11. Heritage (Chapter 10):
  - 1. I support the innovative ways to modify older houses to make it economic for owners to renovate them rather than demolish them. Secondary suites and Garden apartments should be allowed on large enough properties. I believe this should be allowed on any large existing property even if house is not deemed heritage. Existing houses can be renovated to be Net Zero Energy and provide affordable housing far more economically than tearing down and building new.
- 12. Infrastructure and Green Building (Chapter 11):
  - 1. 11.4.1 Eliminate heating oil use in Vic West. There are a disturbing number of heating oil systems in houses in Vic West. They are all aging and increasingly prone to failure. The consequences to an owner can be catastrophic in financial terms as clean up costs can extend to pollution that travels beyond their properties. More critical is the potential impact on the environment, particularly the Gorge Waterway and the Harbours which surround Vic West. I highly recommend a program be established to identify the existing heating oil systems and establish an education program for owners to understand their risks with keeping their system. This should be coupled with some kind of financial loan program to help people eliminate these high risk systems. THIS SHOULD BE ONE OF THE HIGHEST PRIORITY ACTION ITEMS IN THE NEIGHBOURHOOD PLAN.
- 13. Neighbourhood Food Systems (Chapter 12):
  - 1. I was surprised this section was so small. Was the Vic West Food Security Collective asked to help develop strategies?
- 14. Neighbourhood Well Being (Chapter 13):
- 1. 13.1.1 Victoria West Community Center Society is unfamiliar to me. Do you mean the Victoria West Community Association which manages the Victoria West Community Centre? 15. Arts, Culture and Placemaking (Chapter 14):
  - 1. Looks good!
- 16. Action Plan (Chapter 14):
  - 1. It would be really helpful to have the Actions Plan reference the numbers in the NWTP so that the various items could be tracked.
  - 2. Arm and Burleith Parks planning is medium term (i.e. 2020-2022). This seems too far away. Can't some high level planning be done before that?

- 3. Improving pedestrian safety on the trail through Banfield Park is long term (2023+). Close calls happen almost every day. This should be a high priority item.
- 4. I tried to find various plan recommendations in the Action Plan but found it very difficult. I highly recommend some method to ensure nothing gets dropped between the cracks.

**From:** Kristina Bouris

**Sent:** Monday, Sep 18, 2017 10:08 AM

To: Malcolm Maclean

**Subject:** FW: Garbage cans for the Gorge? **Attachments:** received\_10155590157023480.jpeg

Can you add this to feedback received on Vic West? Thanks.

From: Kristina Bouris

Sent: Monday, September 18, 2017 10:07 AM
To: Leigh Campbell < LCampbell@victoria.ca>
Cc: Marc Cittone < mcittone@victoria.ca>
Subject: Garbage cans for the Gorge?

Sharing this idea shared at one of the Vic West pop-ups yesterday with the Swim-a-Month club. One of the participants (13 year old) liked what he saw on the Cowichan River.

K.

From: Aaron Cummings [mailto: personal information

**Sent:** Sunday, September 17, 2017 5:11 PM **To:** Kristina Bouris <KBouris@victoria.ca>

Subject:

Thanks

-Aaron Cummings

From: Malcolm Maclean

**Sent:** Friday, Sep 22, 2017 9:12 AM **To:** Marc Cittone; Kristina Bouris

**Subject:** RE: Correction from Vic West Open HOuse

Agreed. To that end, this is now saved in our correspondence folder.

From: Marc Cittone

Sent: September 22, 2017 9:10 AM

To: Kristina Bouris <KBouris@victoria.ca>; Malcolm Maclean <mmaclean@victoria.ca>

Subject: RE: Correction from Vic West Open HOuse

Thanks, Kristina. Let's consider these comments with the revisions to Vic West Plan

From: Kristina Bouris

Sent: Friday, September 22, 2017 8:49 AM
To: Malcolm Maclean < mmaclean@victoria.ca >
Cc: Marc Cittone < mcittone@victoria.ca >

**Subject:** FW: Correction from Vic West Open HOuse

For the engagement files. I've acknowledged it.

Marc, great feedback here about the proposed residential areas, from a developer.

From: JOHN dietrich [mailto: personal information Sent: Thursday, September 21, 2017 11:49 PM To: Kristina Bouris < KBouris@victoria.ca>

Subject: Re: Correction from Vic West Open HOuse

Hi Kristina,

Thank you for getting back to me so quickly.

As you probably know, I've lived in Vic West for more than 10 years and in that time have been heavily involved in providing 1 to 3 bd rental suites through renovating and rezoning under utilized houses long since past their prime.

, which is why I am so pleased with the draft

proposal presented by the City this month.

Your

proposal addresses this in all 3 proposed residential zones by allowing for more than 2 units in one building, and showing flexibility in parking arrangements.

Another thing I like is that by increasing density and total floor space it automatically allows for attics and basements to be used in existing particularly older heritage homes.

I do have **three points** I would like you to consider and share with your fellow planners, things that will directly increase my ability to retain my existing buildings and, more importantly, **increase the rental space** in a very meaningful way;

My property at 424 Skinner is a nearly completed 100yr old, 4000ft 4 plex on a 8000ft lot. By having some flexibility in parking location, parking alternatives (car share, etc) I can

Replace the garage at the rear with a similar sized building but with a basement, adding another 3 bd rental to the market. I know of several other large old houses lovingly restored in your Zone 1 (skinner corridor) that would certainly increase lot density / rental units **by adding carriage houses** at the rear and moving parking up front behind privacy hedges. This would protect existing older rental buildings from demolition. The same rationale applies to my 4000ft duplex / 8000ft lot at 418 skinner; a carriage house would go great, as allowed in your RK zone, but with closer setbacks.

My other suggestion has to do with properties along Craigflower from Russell to Alderman on the South side of Craigflower.

I feel these properties are perfect for a continuation of your Zone 1 density / use as on Skinner. They are all very large (many over 6000, a few over 10,000 ft) lots, consisting of either small tear downs of dated (60s) large duplexes, on a busy street serviced by buses, near the park and proposed expanded village center. I personal information

Lastly, I hope there is **flexibility in lot size / width / building design**, as these have been barriers to great design / use in my experience, particularly when rental housing is offered. I feel strongly that because individual lots differ on what lies on either side of them, the direction they face, location of trees, elevations, soil and rock composition, they need individual attention with respect to development; what works on one may not work on another, especially at todays development costs.

personal information

Again, thank you so much for this opportunity to produce more rental housing in a truly great neighborhood. For your consideration,

John Dietrich personal information

From: Kristina Bouris < <a href="mailto:KBouris@victoria.ca">KBouris@victoria.ca</a>>
Sent: September 19, 2017 12:01 PM

To: personal information

Subject: FW: Correction from Vic West Open HOuse

Hi John,

Kristina here, one of the planners you talked to at the Vic West Open House last night. We were talking about 3-storeys along Skinner and Craigflower Roads. I have to apologize as I gave you some wrong information. After you left, I rechecked the OCP and

realized that I read the Transportation map incorrectly. Craigflower is in fact a collector, and not an arterial. As a result, 3-storey apartment buildings are not currently supported along Craigflower. I am sorry for any confusion that this might have caused. You had asked why the 3-storeys along Craigflower would be limited at Belton St. THe rationale was to concentrate new housing and people close to the village. That being said, this is the opportunity to provide feedback on this idea and the other ideas in the plan, so please let me know via email or survey if you think we should consider a different approach. Thanks, and my sincere apologies for my mistake. Kristina

Kristina Bouris MCIP RPP Senior Planner Sustainable Planning and Community Development City of Victoria 1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E Kbouris@victoria.ca

Get involved in the: Fairfield-Gonzales Neighbourhood Plan http://www.victoria.ca/fairfield-gonzales

Vic West Neighbourhood Plan http://www.victoria.ca/vicwest

From: Malcolm Maclean

**Sent:** Tuesday, Oct 3, 2017 11:27 AM

To: personal information

**Cc:** Rebecca Penz; Engagement; Marc Cittone

**Subject:** RE: Last comments before Sept. 26, Vic West Neighbourhood Plan - for Marc Cittone

and Malcolm Maclean.

**Attachments:** image001.gif; image002.png; image003.gif; image004.gif; image005.gif; image006.jpg;

image007.png

#### Hello Jacques,

Thank you for sharing this additional information and comments. We will review this as we revise the draft Vic West Neighbourhood Plan.

#### Kind regards,

Malcolm MacLean Community Planner Sustainable Planning and Community Development City of Victoria 1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0538

From: Rebecca Penz

Sent: October 3, 2017 11:22 AM

To: Malcolm Maclean <mmaclean@victoria.ca>

Subject: FW: Last comments before Sept. 26, Vic West Neighbourhood Plan - for Marc Cittone and Malcolm Maclean.

#### Can you please confirm that you received this. Thanks!

From: Engagement

Sent: Monday, September 25, 2017 2:51 PM

To: Rebecca Penz <rpenz@victoria.ca>; Jackie Hache <jhache@victoria.ca>

**Subject:** FW: Last comments before Sept. 26, Vic West Neighbourhood Plan - for Marc Cittone and Malcolm Maclean.

Maureen Gordon Auxiliary Support, Engagement City of Victoria 1 Centennial Square, Victoria BC V8W 1P6 250 361-0505









From: Jacques Sirois [mailto personal information

Sent: Monday, September 25, 2017 12:29 PM

To: Engagement < engage@victoria.ca >

Subject: Last comments before Sept. 26, Vic West Neighbourhood Plan - for Marc Cittone and Malcolm Maclean.

Thanks Marc Cittone for your presentation at the Gorge Waterway Initiative on Sept. 20.

A few more and brief comments:

- 1- Please identify clearly historic Victoria Harbour Migratory Bird Sanctuary on your maps. It is Vic West's front yard since Oct. 27, 1923, now part of the Greater Victoria NatureHood since July 12, 2017.
- 2- Mention why this unusual bird sanctuary was created in 1923 (to control hunting) and why it is still relevant in 2017 (home to remarkable and valued urban wildlife, including, birds, fishes, molluscs, eelgrass beds, etc.; after serious cleanups, restoration and rewilding in recent decades in Gorge Waterway, Selkirk Water and Victoria Harbour \$100s of millions (>500 \$M) spent... an amazing story ).
- 3- The new Greater Victoria NatureHood was recognized by Nature Canada and the Lt. Gov. of BC in July 2017: a great place to connect urban Canadians to remarkable wildlife in "Nearby Nature", where we live.
- 4- Identify at least 10 species of wildlife on Vic West's seafront, 10 "non human" neighbours: Bald Eagle, Pacific Great Blue Heron, Western Purple Martin, Coopers's Hawk, Bufflehead, American Wigeon, Coho Salmon, Pacific Herring, Olympia Oyster, Eelgrass. More: Mallard, Double-crested Cormorant, Belted Kingfisher, Pacific Harbour Seal, Northern River Otter, Northern Racoon + butter and other clams billions of clams, massive bed clams on Vic West seafront... arguably the largest ecological asset.

I can send you bird lists for the Gorge Waterway and Victoria Harbour, if interested.

- 5- Mention the Canada Goose invasion: an emerging, serious, urban wildlife problem. Canada Geese are trashing public spaces and wildlife habitat in the bird sanctuary. Ideally, we need to remove 100s of them.
- 6- Please, do not open up all wild sites to human access. Good to see wild, quiet areas for wildlife, if you want to keep wildlife around. There is plenty of access to humans as is.
- 7- Consider Green Shores guidelines and certification. Improving shorelines for water quality and wildlife is important (e.g. keep dead trees for roosting sites, remove invasive species, maintain and enhance tidal wetlands, keep vegetation along shoreline, etc.).
- 8- Showcase and highlight Migratory Bird Sanctuary at various locations. It is a neat story. Clean waters and urban wildlife are fuelling urban renewal in Victoria.
- In 2017, Victoria Parks installed 4 official "loon" sanctuary markers (1 each in Banfieild Park, Arm Park, Regatta Landing and West Bay Walkway, near Esquinalt border).

More and better signage - with an actual map of the sanctuary - is needed.

9- Engage Point Hope Maritime and Victoria International Marina, in particular. These private groups want a smart shoreline, clean water, urban wildlife and bird sanctuary signs. I am in touch with them. They are engaged...

10- Same comments essentially for other Victoria plans, or soon-to-be-plans, in Gonzales Fairfield, Ship Point, Harbour Pathway, Clover Point, etc.

All of Victoria's seafront is in Victoria Harbour Migratory Bird Sanctuary; an unusual and interesting story/asset, in the heart of Victoria, in the heart of the Salish Sea.

Victoria is a Salish Sea city - a window on the Salish Sea. Must be mentioned and championed in your plan. Vic West is on the Salish Sea.

- 11- Exceptional natural (and cultural) heritage, overall, needs to be better identified.
- 12- Year after year, the Vital Signs report of the Victoria Foundation identify the Natural Environment as being our #1 asset. I agree entirely. This is what makes Victoria special. Please refer to this report (2017 version coming on Oct. 3.)

Confirmation of reception always appreciated.

Thanks from a very engaged,

Jacques Sirois

tel. personal information

rep., Victoria Harbour MBS and Greater Vic. NatureHood member, GWI

P.S. I am in regular contact with Nature Canada in Ottawa, and the Canadian Wildlife Service, Env. Can,, in Delta, BC.

Victoria Harbour Migratory Bird Sanctuary is technically under CWS's jurisdiction. CWS is now engaged after decades of neglect.

The revitalization of this historic bird sanctuary will continue to unfold as we go toward 2023, its centenary.







From: Malcolm Maclean

**Sent:** Wednesday, Sep 20, 2017 8:49 AM

To: 'Peggy'

Cc: Engagement; Marc Cittone; Rebecca Penz; Kristina Bouris

**Subject:** RE: questions re Vic West plan

**Attachments:** image001.gif; image002.png; image003.gif; image004.gif; image005.gif; image006.png

#### Hi Peggy,

Thank you again for the thoughtful and encouraging comments. I just want to briefly follow-up on your question regarding how we plan to manage local traffic as the community continues to grow and develop.

Many streets, intersections, and crossings are flagged in the "Action Plan" section (page 93 of the draft plan) for assessment over the coming years. The action plan will also be periodically (every 3-5 years) reviewed with the community to consider changing circumstances. These assessments lead to the identification of any needed changes, which are then prioritized for funding and implementation.

Additionally, significant developments like Bayview, Railyards, and Dockside undertake Traffic Impact Assessments (TIA) to understand their impacts on the road network, informing the adaptive management of the transportation network and traffic management approaches.

Kind regards, Malcolm

From: Peggy [mailto: personal information

Sent: September 13, 2017 9:17 AM

To: Malcolm Maclean <mmaclean@victoria.ca>

Cc: Engagement <engage@victoria.ca>; Marc Cittone <mcittone@victoria.ca>; Jackie Hache <jhache@victoria.ca>;

Rebecca Penz <rpenz@victoria.ca>
Subject: Re: questions re Vic West plan

#### Hello Malcolm

Thank-you for your generous and helpful response to my questions as well as providing me with directions toward accessing the more nuanced draft Vic West Planning doc. It has taken me a while to digest this information; hence my delay in getting back to you.

Broadly speaking, the development plan pretty much mirrors what I had hoped that my neighbourhood would look like in the coming years. I bought in Vic West a little over 3 yrs ago precisely because I envisioned it becoming the kind of living environment that the planning doc articulates. The term "lighter industrial" initially gave me pause but once you/ the planning doc clarified that noisy, dirty and disruptive businesses would be excluded, I'm good with that. Having skilled, well-paid jobs available in the neighbourhood would indeed be a desirable thing.

A few further comments:

- the notion of taming Esquimalt Rd traffic is indeed appealing to me, but I'm still unclear about where all the increased traffic from the increased housing density is supposed to go. The plan says non-local traffic should go onto arterial and collector routes, but I don't see any of said routes identified on the plan map, and I don't see the question of increased local traffic directly addressed at all. I get that you're counting

on/planning for walking, cycling and public transport to alleviate an increased number of private vehicles but realistically, do you think you can discount an increase in local traffic?

- I don't recall exactly where it was in the draft plan, but somewhere the plan urged cooperation with Esquimalt on a particular issue. Another important reason I bought where I did was proximity to the Esquimalt community centre, most specifically because of its indoor pool and aqua programming, as well as the nearby public library. I hope your planning people recognize the importance of these facilities.

Thanks again for your response (and don't worry, I don't expect another one),

Peggy Day

From: Malcolm Maclean < mmaclean@victoria.ca >

Sent: August 31, 2017 4:18:32 PM

To: personal information

Cc: Engagement; Marc Cittone; Jackie Hache; Rebecca Penz

Subject: RE: questions re Vic West plan

Hi Peggy,

Thanks for getting in touch with your questions. Employment uses is an umbrella term to cover both commercial (offices, and in some cases storefronts, restaurants, etc.) and light industrial uses. Some current light industrial uses in Vic West include breweries, navigational & guidance instrument manufacturing, cabinetry, working artists, seafood canning and distribution. By contrast, the Ship Yard is an example of heavier industry in Vic West. Lighter industrial uses generally need to be on the ground floor and have higher floor to ceiling heights and often need some loading bay access. Light industrial uses can also have "ancillary sales" – using part of their floorspace to sell products primarily made or processed on site. Examples of this in Victoria include hand-made furniture, ice cream and coffee roasteries.

The lighter industrial uses for Esquimalt Road are intended to strike a balance of being compatible with office and residential uses in the same building or nearby, while still providing viable spaces for the light industries that can't operate in conventional office settings, and which often provide well-paying jobs. Compatibility will limit some of the types of businesses that could operate here (particularly with regard to off-site impacts on surrounding uses).

In case you want a little more detailed information, a pdf of the draft plan is available online; just visit the Vic West Plan webpage at Victoria.ca/vicwest. I have also copied below the sub-section (see page 76) from the Employment Lands section of the plan which outlines the proposed policies for light industrial uses, with specific mention of frontages on Esquimalt Road:

- 9.2.4. The following guidance should apply to Industrial Employment and Industrial Employment-Residential Areas: a) Ground floors should be designed to accommodate light industrial uses (e.g. with high floor-to-ceiling heights, and loading bay access).
- b) The range of light industrial uses should be limited to those which are compatible to upper-floor or adjacent residential uses, as applicable, and do not generate significant impacts (e.g. dust, noise, odours, glare, or truck traffic outside of daytime work hours) on these adjacent uses.
- c) Ancillary sales of products produced on site is encouraged.
- d) Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road e) Work-live uses are encouraged to be designed so that the "work" portion of the development is located on the ground
- e) work-live uses are encouraged to be designed so that the "work" portion of the development is located on the ground floor, and the "work" and "live" portions can be occupied or leased separately, allowing businesses to change over time.

Thanks again for getting in touch.

Malcolm MacLean Community Planner Sustainable Planning and Community Development City of Victoria 1 Centennial Square, Victoria BC V8W 1P6

**T** 250.361.0538









From: Engagement

**Sent:** Thursday, August 31, 2017 10:31 AM **To:** Malcolm Maclean < mmaclean@victoria.ca >

Subject: FW: questions re Vic West plan

Jackie Haché
Engagement Coordinator
Engagement
City of Victoria
1 Centennial Square, Victoria BC v8w 1P6

T: 250-361-1516



From: Peggy [mailto: personal information Sent: Thursday, August 31, 2017 10:02 AM To: Engagement < engage@victoria.ca > Subject: Fw: questions re Vic West plan

Hello again

Please read the above attachment. I sent it to the wrong email address the 1st time around.

Thanks.

From: Microsoft Outlook outlook.com

Sent: August 31, 2017 11:59 AM

**To:** engage@victoria.bc

Subject: Undeliverable: questions re Vic West plan

# Delivery has failed to these recipients or groups:

engage@victoria.bc (engage@victoria.bc)

Your message couldn't be delivered. The Domain Name System (DNS) reported that the recipient's domain does not exist.

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For more information and tips to fix this issue see this article:

http://go.microsoft.com/fwlink/?LinkId=389361.

#### **Diagnostic information for administrators:**

Generating server: BL2NAM02HT139.mail.protection.outlook.com

engage@victoria.bc Remote Server returned '550 5.4.310 DNS domain victoria.bc does not exist [Message=InfoDomainNonexistent] [LastAttemptedServerName=victoria.bc] [BL2NAM02FT022.eop-nam02.prod.protection.outlook.com] Original message headers: DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=hotmail.com; s=selector1; h=From:Date:Subject:Message-ID:Content-Type:MIME-Version; bh=RLfQq+nlnxPzHez+GSCoDt1laWXRyUXuvrgKhEmZijA=; b=SeV29Ximkp7xIvqRBivEOFpoLj7oq36Y10jcPHpuDHGWq1WF10dqqt7JqhcVn7RCdIcDA4o/vozGuBqu5n3k/va C96PKRCZG2VR9pPrd0AloH/fxLWiSDNq3YysvSiiJUZeUbDuVP3Cy3UCyhEqjH5iBF1TA58I9Pzt6Pa6JImxNErJJ FUtDTsOjBV+2niO/OqIznI4qaCsnr58qVjbMiV7Jo7jN0114FYT2k80z8QcJKSIUB3VySRQPvG3hHanfesUYLp/eo BIbdEV8pqfx0MVdx//Jbj0lY6vemixVG7i41Jaqqu/YXRmM+f+qAhZjvK0EmPVI2towUa3w4By0XA== Received: from BL2NAM02FT012.eop-nam02.prod.protection.outlook.com (10.152.76.56) by BL2NAM02HT139.eop-nam02.prod.protection.outlook.com (10.152.77.120) with Microsoft SMTP Server (version=TLS1 2, cipher=TLS ECDHE RSA WITH AES 256 CBC SHA384 P384) id 15.1.1341.15; Thu, 31 Aug 2017 16:59:54 +0000 Received: from CY4PR22MB0440.namprd22.prod.outlook.com (10.152.76.52) by BL2NAM02FT012.mail.protection.outlook.com (10.152.77.27) with Microsoft SMTP Server (version=TLS1\_2, cipher=TLS\_ECDHE\_RSA\_WITH\_AES\_128\_CBC\_SHA256\_P256) id 15.1.1385.11 via Frontend Transport; Thu, 31 Aug 2017 16:59:54 +0000 Received: from CY4PR22MB0440.namprd22.prod.outlook.com ([10.173.195.22]) by CY4PR22MB0440.namprd22.prod.outlook.com ([10.173.195.22]) with mapi id 15.20.0013.012; Thu, 31 Aug 2017 16:59:54 +0000 personal information From: Peggy < To: "engage@victoria.bc" <engage@victoria.bc> Subject: questions re Vic West plan Thread-Topic: questions re Vic West plan Thread-Index: AQHTInoK4w6I1+waEEW4+fR9vFBYWA== Date: Thu, 31 Aug 2017 16:59:54 +0000 Message-ID: <CY4PR22MB044038CDD08DB9F5FB57B803DD9D0@CY4PR22MB0440.namprd22.prod.outlook.com> Accept-Language: en-CA, en-US Content-Language: en-CA X-MS-Has-Attach: X-MS-TNEF-Correlator: authentication-results: victoria.bc; dkim=none (message not signed) header.d=none; victoria.bc; dmarc=none action=none header.from=hotmail.com; x-incomingtopheadermarker: OriginalChecksum:88516A2B0CFCE4ED144F1146644139A40C33A913D1952D50DD00BBB432780715;UpperCa sedChecksum:66A3EECA2BB474EB7C936B09AD735CD489436E97638F745D3154ADCC99E584F2;SizeAsReceiv ed:6805;Count:44 x-ms-exchange-messagesentrepresentingtype: 1 x-tmn: [BfXrWPgUQZFI33s5fZo4rf+4IznEkOE9yZ1DMZtAIBA=] x-ms-publictraffictype: Email x-microsoft-exchange-diagnostics: 1;BL2NAM02HT139;6:20olmtkW0cJahiuy8I9nf9py7d+o8FQgCNUxrEbHcWRQAEkbH40rDElFX5LH/N3N0znjw4u V17LFr18WxO0F8E010GjJ18WHvnyDGkTSFRvNJ3oShKr08Nf1ZVNhvq8TAGXCzSfoEiorqq2+ZY4t67Tlz10oatdX pPx/13MyBSeyBGdJ+EYA4Q3g2JXmwJ6Ym2/1g98psiqBn7vqm4GJYt3/1CTzHf2tyERIIam2WJoTJwyPXjSTp4it9 6IcJrX5NLVwIoHuDqY/vKC5XkLiFpzt+319aF6AJnLF1dd0Dp14NOw+S89maz8YwaR/zjYumKJ4TuArbwIFm8ZGfU W+Lw==;5:MtP5z5vzDekNtzM4qsoN/UOpA5QUitgzGddAMGcfUzkfqVysM9aOkeffE4K5xdj/+pYfx7t3REsvi2vU pb4uk6PZ40wpG4kC/z4xOG60Aa1R8nu6HpzwvR11YotKbAetH8gp6b37RLYNmDe8XIKRcA==;24:LwcPfeXWw+HRB MXhfi54uUVqWFtBDtj7SDehwQK9RXAC/8+i3hkqK1nkflq90oSqul24aJ8r7KYZImPXbwSB70Ie/o+My6uIDuj/mv +qcjI=;7:Ral9KRKWGkyt8ldGNbTm5fSdEHT1SQDIH5/yIrnhGL/juRRxIsiXhElTM/0sKVprStQhlS+c+5sph9ki VqhodTl3cakd00RqS3JpVImaufxi4x4ExwwjwFFdXZdFAYJNn6M99YFf5q+cwObH08AJcflYoCRuN0uKWVYkDhX4m MWHun3Vk6EfT6lhzCVzaMDWziPtrriXR3mAe9nDaAQoBJk52zt2k1lcLL+zNGoN2Ek= x-incomingheadercount: 44 x-eopattributedmessage: 0

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```

From: Kristina Bouris

Sent: Wednesday, Oct 4, 2017 9:47 AM

To: personal information

Cc: Rebecca Penz; Malcolm Maclean

**Subject:** RE: Thank you!

**Attachments:** image001.gif; image002.png; image003.gif; image004.gif; image005.gif

#### Sairah,

Thanks very much for sharing what you are hearing from people. I really appreciate it. Thanks as well for your advice on how to approach next week's meeting. I'll check in with Justine to see her preference for how to structure it. I see the benefit of not having a presentation, but also know there will be new people in the room.

Thanks again,

Kristina

From: Sairah Mae [mailto: personal information

**Sent:** Tuesday, October 03, 2017 2:38 PM **To:** Kristina Bouris <KBouris@victoria.ca>

Cc: Rebecca Penz <rpenz@victoria.ca>; Malcolm Maclean <mmaclean@victoria.ca>

Subject: Re: Thank you!

Hello Kristina et al,

A quick note to say that I am hearing a LOT of dissatisfaction about the engagement period ending too soon (given a busy busy August/September for many people) and also about too much change, too much height and density, and too much current and future traffic in the Craigflower Village area in particular.

My suggestion for the 10th is that the City does <u>not</u> present, so that there is more time for comments. Of course the presentation will be handy to have on hand and loaded, but my feeling is that people want to be heard and that those who show up are showing up because they HAVE read the plan, and they want the chance to speak...

In my opinion, more important than hitting or surpassing the initial consultation targets is that people feel understood, and that the plan (including the Craigflower Village portions) represents a vision that Vic West is excited by and supportive of.

Thank you, Sairah

On Tue, Oct 3, 2017 at 12:26 PM, Kristina Bouris < KBouris@victoria.ca> wrote:

Hello Working Group members!

We made it! The engagement period for the draft plan has formally closed, and I wanted to say a big thank you to everyone who helped plan, promote, attend, host and gave feedback over the last few weeks. We knew that September would need a different approach, and your suggestions to extend the engagement period to six weeks and take advantage of the nice weather with outdoor events helped get a solid participation level!

The Community Association has requested a Q&A session on the draft plan on October 10 (date to be confirmed) as there wasn't enough time at their meeting last week to answer all of the questions. A few people said that September was too busy for them to participate, so this meeting will also give them another chance to share their feedback.

We'll be holding a workshop with Council on October 19 to present the draft plan as well as the summary of what we've heard. Rebecca and Malcolm will be hard at work analyzing the results in the next week. The early survey and open house results show strong support for most parts of the plan. As expected, there are some differing opinions about additional growth in Skinner and Esquimalt Road and a few other locations. I'll present the range of viewpoints in my presentation to Council.

We'd like to meet with the Working Group in mid-October to debrief the engagement and go over what we've heard. I'll send out a meeting request in the next day or so.

In summary, here were the participation numbers:

- an on-line survey (187 responses)
- two formal open houses (110+ participants)
- a youth pop-up event at the Vic West Skate Park (25 participants)
- three area-specific drop-in events at Westside Village, Esquimalt Road and Craigflower Village (50+ participants total)
- two pop-ups at the Swim-a-Month event and Vic West Corn Roast (110+ participants)
- four "Pizza and a Planner" living room meetings hosted by community members (85 participants)
- a presentation to the Victoria West Community Association (30 participants)
- meetings with the Gorge Waterway Initiative and the Tyee Co-op (35 participants).

Thanks again for your on-going support. It's been a full few weeks, and we're happy to have all of you working with us!

Kristina and team

#### Kristina Bouris MCIP RPP

Senior Planner Sustainable Planning and Community Development City of Victoria 1 Centennial Square, Victoria BC V8W 1P6

T <u>250.361.0532</u> F <u>250.361.0557</u> E <u>Kbouris@victoria.ca</u>









Get involved in the:

Fairfield-Gonzales Neighbourhood Plan

http://www.victoria.ca/fairfield-gonzales

Vic West Neighbourhood Plan

http://www.victoria.ca/vicwest

Sairah Mae

From: Malcolm Maclean

**Sent:** Tuesday, Sep 26, 2017 9:57 AM personal information

Cc: Engagement

**Subject:** RE: Vic West Distribution List - Traffic Calming on Craigflower

Hi Stephan,

Thank you for getting in touch with this comment. We will consider all comments received along with the survey and open house feedback as we work to revise the draft plan over the coming weeks.

We plan to share a revised plan back with the Vic West community later this fall.

Kind regards,

Malcolm MacLean Community Planner Sustainable Planning and Community Development City of Victoria 1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0538

----Original Message----

From: webforms@victoria.ca [mailto:webforms@victoria.ca]

Sent: Monday, September 25, 2017 6:11 PM To: Engagement <engage@victoria.ca> Subject: Vic West Distribution List

From: Stephan Jacob

Email: personal information

Reference: http://www.victoria.ca/EN/main/residents/neighbourhoods/vic-west/victoria-west-neighbourhood-

plan/vw-get-involved.html Daytime Phone : Not provided

I'm questioning the need to traffic-calm Craigflower side streets ... all this traffic will be on Craigflower - more people

affected:(

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at <a href="mailto:publicservice@victoria.ca">publicservice@victoria.ca</a>. Thank you.

IP Address: personal information

**Sent:** Thursday, Oct 12, 2017 4:28 PM **Subject:** RE: Vic West Neighborhood plan

**Attachments:** image001.gif; image002.png; image003.gif; image004.gif; image005.gif

From: Malcolm Maclean

Sent: Thursday, September 14, 2017 9:01 AM

To:P

Cc: Engagement <engage@victoria.ca>; Kristina Bouris <KBouris@victoria.ca>; Lindsay Milburn <lmilburn@victoria.ca>

Subject: RE: Vic West Neighborhood plan

#### P.S. Margaret,

We just caught one detail in my last email that needs correction; the draft plan supports additional density but not additional height in some areas in exchange for on-site non-market affordable housing. The feasibility of this will have to be determined at a more-site specific scale, as opportunities or development proposals arise in the future.

Thanks again, Malcolm

From: Malcolm Maclean

Sent: September 14, 2017 8:27 AM

To: personal information

Cc: Engagement <engage@victoria.ca>; Kristina Bouris <KBouris@victoria.ca>; Lindsay Milburn <lmilburn@victoria.ca>

Subject: RE: Vic West Neighborhood plan

Hi Margaret,

Thank you for getting in touch with your question.

We are definitely thinking carefully about how we can make housing more affordable in Vic West, and in the City as a whole. The <u>draft plan for Vic West</u> aims to help increase the supply of housing units in the neighbourhood. Some strategies for this include identifying additional housing types where legal suites would be allowed (duplexes, small lot homes, townhouses), and identifying areas where more dense forms of housing would be considered (e.g. apartment buildings in Village Centres and near transit service). The draft plan also includes policies for special planning areas (co-op / non-market housing) to ensure that all affordable housing units on these sites are retained or replaced in the event of redevelopment, and identifies some sites where the City would consider supporting a development proposal with additional height in exchange for the development providing on-site non-market housing.

That being said, a neighbourhood plan is somewhat limited in how much it can do to solve the problem of housing affordability. However there are several City-wide housing initiatives currently underway, several of which are included in the <u>Victoria Housing Strategy 2016-2025</u>. The strategy contains affordable housing targets, including specific targets for family units, and identifies actions to improve the availability and diversity of housing for low-moderate income earners such as a newly launched Market Rental Retention study, updated Secondary and Garden Suites Policies, increases to the Victoria Housing Reserve Fund to prioritize affordable family housing units, and much more. Other affordable housing work underway at a citywide level includes Short-term Rental Regulations and the development of an Inclusionary Housing policy.

Thanks again for your question and, if you haven't already, consider taking our <u>online survey</u> or attending our open house at the DaVinci Centre this Monday, Sept 18 anytime between 6:00 and 8:30 pm (the time and place is also on the brochure).

#### Kind regards,

Malcolm MacLea 1 Community Planner Sustainable Plan 1 ing and Co 1 imunity Development City of Victoria 1 Centennial Square, Victoria 3C V8W 1P6

T 250.361.0538









From: Engagement

Sent: September 12, 2017 3:3) PM

To: Malcolm Maclean < <a href="mmaclean@victoria.ca">mmaclean@victoria.ca</a> Subject: FW: Vic West Neighborhood plan

Maureen Gordon Auxiliary Support, Engagement City of Victoria 1 Centennial Square, Victoria 3C V8W 1P6 250 361-0505









From: Margaret Jeana personal information

Sent: Tuesday, September 12, 2017 3:17 PM
To: Engagement < engage@victoria.ca >
Subject: Vic West Neighborhood plan

Yes I would like to receive plan updates by email

I am very interested in any 1ew builds that will be under marke value rentals. with 3 or 4 bedrooms.

personal information

and full market rates and too high.

I am in the mid le and good housing is very hard to find. With all these proposals on your brochure does any of it take into cons deration people who are in my kind of situation.

Thank you and cind regards,

Margaret

From: Kristina Bouris

**Sent:** Thursday, Oct 5, 2017 10:44 AM

**To:** Cathy Carolsfeld

Cc: Malcolm Maclean; Rebecca Penz; Carolsfeld - Yogi

**Subject:** RE: Vic West Neighbourhood Plan

**Attachments:** image001.png

#### Thanks very much! Kristina

From: Cathy Carolsfeld [mailto:personal information

**Sent:** Thursday, October 05, 2017 10:21 AM **To:** Kristina Bouris <KBouris@victoria.ca>

Cc: Malcolm Maclean <mmaclean@victoria.ca>; Rebecca Penz <rpenz@victoria.ca>; Carolsfeld - Yogi

<personal information</pre>

Subject: Re: Vic West Neighbourhood Plan

Dear Kristina,

Thank you for writing back so quickly. I was worried that I might have been too late! Yes, that is the correct location that you have marked on the map, below.

I look forward to seeing how things progress with our Vic West Neighbourhood Plan.

All the best,

Cathy.

Catherine Carolsfeld WestWind SeaLab Supplies

Tel: 250-386-8036

From: Kristina Bouris

Sent: Thursday, October 05, 2017 10:03 AM

To: personal information

Cc: Malcolm Maclean; Rebecca Penz
Subject: RE: Vic West Neighbourhood Plan

#### Dear Cathy,

Thank you very much for your email and sharing your suggestion for this special place in Vic West. Can you confirm if I understand the right location, on the map below?

I'll include your suggestion with the formal feedback we've received on the draft plan, and will talk to our Parks and Engineering staff regarding your suggestion. We will be back with any proposed changes or revisions to the plan based on community feedback later this year or in January.



Thank you, and I really appreciate you taking the time to write. Kristina

From: Cathy Carolsfeld [mailto personal information

Sent: Wednesday, October 04, 2017 4:29 PM

To: Engagement < engage@victoria.ca > Cc: Carolsfeld - Yogi < personal information Subject: Vic West Neighbourhood Plan

Hello,

This is Cathy Carolsfeld. My husband (Yogi) and I are members of the GWI and were at the meeting last week, when you presented the most recent update on the community plan. Yogi mentioned a part of Russell St. which runs beside our home personal information Henry St.. This block of Russell St. (running north-south, between Henry St. and Wilson St.) has always been very overgrown. It is fenced along the west side, where there is a very steep bedrock cliff that drops down to the back yard belonging to a house on Springfield Road, near the corner with Wilson.

Over the last five years or so, I have been working very hard to remove the ivy from this neglected little strip of city property, in the hope of helping this sweet little piece of Garry Oak meadow stand tall. With every bit of ivy we remove, the space reveals its true beauty. I think it would be a lovely idea to somehow incorporate this tiny corner of Vic West into the neighbourhood plan, by ensuring that it is protected as a green space with many of the native plants associated with Garry Oak Meadows.

I apologise for being late in sending this input, and look forward to hearing from you.

With appreciation,

Cathy.
Catherine Carolsfeld
personal Henry St., Victoria, B.C.
information

From: Kristina Bouris

**Sent:** Monday, Sep 18, 2017 10:41 AM

To: Richard Adam

**Cc:** Malcolm Maclean; Steve Hutchison

**Subject:** FW: Follow up: Vic West Neighbourhood Plan

#### Rich.

I think you mentioned that you would follow up with Brian and Danielle with the new results. Can we touch base this week regarding the traffic studies and the messaging out? Malcolm (copied here) is leading a 'pizza and a planner' discussion session on the plan at their house, and we need to bring him up to speed on the issue and your evaluation so far.

#### Thanks, Kristina

From: Brian & Danielle [mailto: personal information

**Sent:** Monday, September 18, 2017 9:32 AM **To:** Kristina Bouris <KBouris@victoria.ca>

Cc: Steve Hutchison <shutchison@victoria.ca>; Richard Adam <RAdam@victoria.ca>

Subject: Re: Follow up: Vic West Neighbourhood Plan

#### Hi Kristina,

Apologies for our delayed acknowledgement of your response. Thanks for your update. We look forward to hearing more in the future. We will look at the wording in the draft plan.

In the interim we have put our name forward to host a planner with a pizza for residents in our area.

#### Regards

Brian and Danielle

On Sep 7, 2017, at 4:25 PM, Kristina Bouris <a href="kbouris@victoria.ca">kbouris@victoria.ca</a> wrote:

Hi Brian and Danielle,

Thanks for your email and asking about the Rothwell in the draft Vic West Plan.

Our Transportation staff have done some preliminary assessments of Rothwell since our meeting in June and are doing a bit more work. Rich Adams will follow up with you shortly with the results.

You may have seen these already, but there are a few policies in the draft plan that relate to Rothwell that have been included based on your input and our meeting in June.

3.6.5. assessment for vehicle speed, commercial traffic volume and road designation. (The formatting is awkward here and should be its own bullet, we'll correct that for a future version)
3.6.6. assessment for vehicle speed and cut-through traffic on Hereward Road and Rothwell St.
Action Plan: The assessment of Rothwell Street is identified as a 2019 action (p. 94), pending budget approval.

As you point out, Rothwell doesn't show up on the map on p. 30. This map summarizes the improvements in the active transportation section of the chapter, and Rothwell is in the Traffic Management section. I know this sounds like splitting hairs, but the map is just a visual summary and the written policies are what is important. To this end, I'm looking forward to getting your feedback on these policies and others in the draft plan, either through the survey, an open house or through email. We'll have Transportation staff on hand at all of the open houses if you'd like to discuss things further.

Thanks, Kristina

From: Brian & Danielle [mailto: personal information

**Sent:** Tuesday, August 29, 2017 8:46 PM **To:** Kristina Bouris <KBouris@victoria.ca>

Subject: Follow up: Vic West Neighbourhood Plan

#### Hello again!

We just found the neighbourhood-identified priority transportation improvements map on the website. Noticed that Rothwell is not identified as connected to the adjacent priority pedestrian and/or cycling routes highlighted for Hereward and Esquimalt roads. (And, as you know, we provided written and verbal feedback to this effect during the planning process.)

Thanks again.

#### Begin forwarded message:

From: Brian & Danielle personal information

Subject: Vic West Neighbourhood Plan Date: August 29, 2017 at 8:33:17 PM PDT To: Kristina Bouris <a href="mailto:kbouris@victoria.ca">kbouris@victoria.ca</a>>

Hi Kristina,

We recently received the Vic West Neighbourhood Plan update in the post. We recall that at our meeting on June 22, you mentioned that the Rothwell/Hereward/Wilson/Dominion/Viewfield intersection had been highlighted as a problem area during the planning process. However, we don't see the identification of this (and other associated traffic problems) reflected in map and brochure.

Can you give us an update on where you are at with with your identified priority projects and Council approval? Is this still anticipated to move forward this fall?

Best regards, Brian and Danielle

From: Malcolm Maclean

**Sent:** Thursday, Oct 5, 2017 11:00 AM

To: Rob Gordon

**Subject:** FW: Vic West Neighbourhood Plan 2

**Attachments:** image001.png

Hi Rob,

Just updating you that I have changed one file in the previously linked folder of correspondence received re the Vic West Neighbourhood Plan to include these latest two emails in this thread.

Thanks again, Malcolm

From: Kristina Bouris

Sent: October 5, 2017 10:44 AM

To: Cathy Carolsfeld < personal information

Cc: Malcolm Maclean <mmaclean@victoria.ca>; Rebecca Penz <rpenz@victoria.ca>; Carolsfeld - Yogi

<personal information</pre>

Subject: RE: Vic West Neighbourhood Plan

Thanks very much!

Kristina

From: Cathy Carolsfeld [mailto:personal information

**Sent:** Thursday, October 05, 2017 10:21 AM **To:** Kristina Bouris < KBouris@victoria.ca>

Cc: Malcolm Maclean <a href="maclean@victoria.ca">maclean@victoria.ca</a>; Rebecca Penz <a href="maclean@victoria.ca">rpenz@victoria.ca</a>; Carolsfeld - Yogi

<personal information</pre>

Subject: Re: Vic West Neighbourhood Plan

Dear Kristina,

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I look forward to seeing how things progress with our Vic West Neighbourhood Plan.

All the best,

Cathy.

Catherine Carolsfeld WestWind SeaLab Supplies

Tel: 250-386-8036

From: Kristina Bouris

Sent: Thursday, October 05, 2017 10:03 AM

To: personal information

**Cc:** Malcolm Maclean; Rebecca Penz **Subject:** RE: Vic West Neighbourhood Plan

#### Dear Cathy,

Thank you very much for your email and sharing your suggestion for this special place in Vic West. Can you confirm if I understand the right location, on the map below?

I'll include your suggestion with the formal feedback we've received on the draft plan, and will talk to our Parks and Engineering staff regarding your suggestion. We will be back with any proposed changes or revisions to the plan based on community feedback later this year or in January.



Thank you, and I really appreciate you taking the time to write. Kristina

From: Cathy Carolsfeld [mailto:personal information

Sent: Wednesday, October 04, 2017 4:29 PM

To: Engagement <<u>engage@victoria.ca</u>>
Cc: Carolsfeld - Yogi <<u>personal information</u>
Subject: Vic West Neighbourhood Plan

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very steep bedrock cliff that drops down to the back yard belonging to a house on Springfield Road, near the corner with Wilson.

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I apologise for being late in sending this input, and look forward to hearing from you.

With appreciation,

Cathy.
Catherine Carolsfeld
personal
St., Victoria, B.C.
information

From: Engagement

Sent: Friday, Sep 1, 2017 2:48 PM

To: Malcolm Maclean

**Subject:** FW: Vic West Neighbourhood Plan

**Attachments:** MigratoryBirdSanctuaryOuter.Final.pdf; MigratoryBirdSanctuary.Inserts.VicHarbour.pdf;

MigratoryBirdSanctuary.UrbanSanctuaryProject.pdf; FINAL media release BC LG

reception July12.docx; 20177-27NatureLabel.jpeg; JacquesSirois\_MigBirdSIGN\_rev8.pdf;

JacquesSirois\_Buffelhead\_sign\_rev4.pdf; image001.png

Please see attached and below.

Jackie Haché **Engagement Coordinator** Engagement City of Victoria 1 Centennial Square, Victoria BC v8w 1P6





personal information From: Jacques Sirois [mailto

Sent: Friday, September 1, 2017 2:44 PM To: Engagement <engage@victoria.ca> Cc: John Mullane <harbour@victoriawest.ca> Subject: Re: Vic West Neighbourhood Plan

Dear Victoria Engagement,

Thanks for your draft plan. My brief comments here, more if interested.

You need to give more info and a good map on what Victoria Harbour Bird Sanctuary is all about .... your special front yard. Your entire seafront is in this unusual bird sanctuary, a home for Pacific Great Blue Herons, Western Purple Martins, Buffleheads, Hooded Mergansers, Olympia Oysters, Coho Salmon, billions of clams, eelgrass meadows, etc., etc., etc.

I suggest that you spell out why this bird sanctuary, the first in Pacific Canada, was created in 1923 and why it is still relevant today, reinvented as a NatureHood - connecting urban Canadians to "Nearby Nature", celebrating exceptional urban wildlife - in 2017 (see attached press release).

An amazing story of expectational natural heritage altogether. It should loud and clear in your plan. Not the case at present.

I can meet with your staff and planner, Mr. Green?, if it helps.

Thanks,





On Aug 24, 2017, at 11:05 AM, Engagement < engage@victoria.ca > wrote:

<image003.jpg>

Dear Vic West Neighbour,

With your help we have drafted a plan to help guide growth and future development in the neighbourhood over the next 25 years. It's your turn to review the plan!

#### Read the Draft Victoria West Neighbourhood Plan here.

Did we get it right? Join us at one of <u>upcoming events</u>, starting on Saturday, September 9, and fill out the online <u>survey</u> (read the survey privacy statement <u>here</u>).

#### The Big Moves for the plan are:

- Create strong village hearts
- Connect the community
- Add housing that fits the neighbourhood character in older residential areas
- Create more places to live near transit and amenities
- Strengthen connections to the waterfront
- Support jobs in the neighbourhood
- Strengthen parks and food systems

**Or plan your own event:** We'll bring the pizza and the planner if you want to host a meeting with your neighbours! Limited number of opportunities. Contact <a href="mailto:engage@victoria.ca">engage@victoria.ca</a>

Please reply to this email if you would like to unsubscribe from email updates for the Victoria West Neighbourhood Plan.

victoria.ca/vicwest

From: Kristina Bouris

**Sent:** Tuesday, Sep 19, 2017 11:53 AM

**To:** Malcolm Maclean

**Subject:** FW: Victoria West Swimming Infrastructure Survey

**Attachments:** Swimming Infra Survey.pdf

I've acknowledged the email. Can you add to our feedback? Thanks.

----Original Message-----

From: Jack Meredith [mailto: personal information Sent: Tuesday, September 19, 2017 10:35 AM

To: Kristina Bouris < KBouris@victoria.ca>; Robin Rombs < personal information LGARCIA- personal information John

Sanderson < personal information 'David G. M. Nicol' < Stephen Childs <

Subject: Victoria West Swimming Infrastructure Survey

Kristina,

Further to our discussion last night, attached are the results of the survey that we conducted to determine priorities for swimming infrastructure improvements in Vic West.

As I mentioned last night, I was surprised to see that the people surveyed had the beach at Banfield Park as their number one priority followed by an expanded dock at Banfield Park.

Jack

From: Kristina Bouris

**Sent:** Tuesday, Oct 3, 2017 8:23 AM

To: Malcolm Maclean

**Subject:** FW: Vic West Draft Community Plan

I've acknowledged this email. Please include in the feedback package.

A reminder that all emails will need to be sent to Rob Gordon for redaction. Let me know if you have any questions about this process.

#### Thanks!

From: Jodi Newnham [mailto: personal information

**Sent:** Tuesday, October 03, 2017 12:41 AM **To:** Kristina Bouris <KBouris@victoria.ca> **Subject:** Vic West Draft Community Plan

#### Kristina.

Thanks for the opportunity to provide some feedback, given that we ran out of time at the Vic West Community Association meeting last week. I also want to recognize that there has been considerable effort in engaging the neighborhood in this process, and regret that I was only able to attend one of the sessions, especially now that I have a few questions/comments coming forward.

Most of my attention has been on Craigflower Village, given that is both the most familiar and perhaps also where change could be the most dramatic in the coming years. I feel quite conflicted because while I recognize it is a very desirable and attractive part of the neighbourhood, I think it succeeds because of its current scale and am uncomfortable with how it is being potentially built out as described in the plan.

There is already quite a bit of density surrounding the village as many houses already have some form of secondary accommodation, and there are a number of duplexes and apartments. It also seems that overall Vic West has a high number of apartments (61 percent), perhaps more so than other Victoria neighbourhoods. The possibility of three or four story buildings in the village - similar to what is on Cook Street - seems excessive both in terms of feel, impact on neighbours, sunlight, noise and additional traffic. While I appreciate the need for some garden suites, I think that there are a large number included on the sketches that would impact people living close to the village like ourselves. I cannot imagine that they would be particularly affordable. Is it possible to re-visit this section with a more moderate, gradual approach to change (i.e 2-3 stories maximum, fewer garden suites, etc)?

One of the main concerns that we have discussed on Pine Street a number of times is traffic and safety. From my perspective, there isn't the capacity within the current road allowance on Craigflower to handle existing traffic demands in peak hours. We've witnessed a number of accidents at the corner of Craigflower and Pine, including one two weeks ago with a cyclist. While Vic West's proximity to downtown makes transit and cycling more feasible, I think we would still be adding more pressure to the roads with increased housing units and businesses. And there isn't enough detail or commitment in the plan for me to trust that "taming" traffic or community-led initiatives would be successful.

We have appreciated local businesses in the area, and wonder if what is being contemplated may result more in chain stores (i.e. Starbucks/Subway vs Spiral/Fry's). There have been a number of closed shops in the downtown over the past year or two; Vic West residents should be some of the people shopping downtown. Has there been any analysis on the impact to downtown?

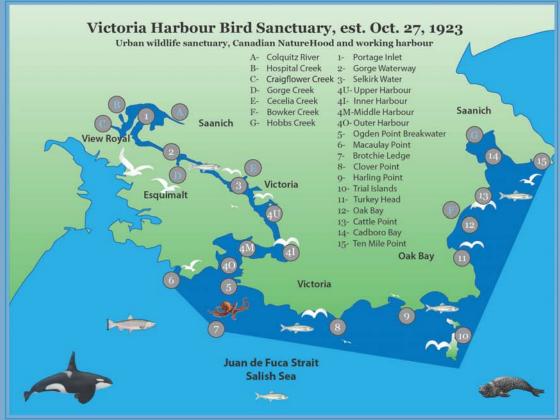
In terms of process, I am grateful for the Oct 10 Community Association meeting as it seems essential for Council to consider both information from the planning phase and reactions to a full report from residents and the Community Association. I hope there can also be some reconsideration as to whether it should be completed in Dec/Jan given holiday schedules.

I appreciated that you acknowledged that there was a decision to be provocative in some situations, including when there was not always agreement among the working group. I hope that our feedback can continue to be incorporated as I am sure many people, like myself, need to see a fairly polished draft to appreciate fully what is being considered. I look forward to reviewing other components of the plan more carefully in the next week, and hearing your second presentation.

I am travelling again tomorrow but will call Wed if there is a good time you can recommend.

Thanks! Jodi





The oldest Migratory Bird Sanctuary on the Pacific coast of Canada, it encompasses 1840 hectares below the high-water mark from Portage Inlet to Ten Mile Point.

It also includes the estuaries of the Colquitz River, Craigflower Creek, Cecelia Cr., Bowker Cr. and others.

Established to control hunting after the Migratory Bird Convention Act of 1917, forgotten and ignored for decades, it features diverse, coastal and marine wildlife.

This wildlife includes birds, fishes, mammals, molluscs, crustaceans, plants and other organisms, including several species at risk, which are unusual in an urban area and a working harbour.

Cleanups, restoration and rewilding at several sites are encouraging several species to stay or recover, creating one of the best assemblages of wildlife in urban Canada.



# **Victoria Harbour** Migratory Bird Sanctuary

This urban sanctuary - the first MBS in Pacific Canada - was established on October 27, 1923 to curb hunting of birds like Brant. It includes 1840 hectares of marine and estuarine waters of Portage Inlet, Gorge Waterway, Victoria Harbour as well as the coastal waters of the Salish Sea from Macaulay Pt to Ogden Pt, around Clover Pt and Oak Bay to Ten Mile Pt, including the Trial Islands. It also contains three provincial Ecological Reserves and a Rockfish Conservation Area. Nearby in Oak Bay is the internationally recognized Chain Islets & Great Chain Island Important Bird Area.

Habitats include shallow and fast-moving tidal waters, kelp forests, eelgrass and surfgrass meadows, mud flats, tidal marshes, small estuaries (Colquitz, Craigflower and Bowker), shellfish beds, fish and krill nurseries, sand and pebble beaches, rocky shores and several islands with maritime meadows and dwarf Garry oaks. The sanctuary provides important habitat for all kinds of birds and wildlife, including rare and endangered plants of the Garry oak associated ecosystems (Macoun's meadowfoam, Victoria's Owl-clover), Olympia Oysters (Species of Special Concern), Northern Abalone and Southern Resident Orcas (Endangered).

While bird numbers are relatively low compared to the past, wildlife diversity in our region is remarkably high for an urban area. Extensive loss of riparian and shoreline habitat, especially large trees and snags, as a result of urban development contributes to low bird numbers. Contamination from urban runoff remains a concern, however, recent environmental cleanups have improved water quality in Portage Inlet and the Gorge Waterway. This has led to a resurgence in recreational uses in and along the waterway, including dog-walking, paddling sports, swimming, and anchored boats. These increased water use in the sanctuary are of concern to many in the community with a desire to protect migrating birds and their habitat.

The noisy and comic displays of the **Black Oystercatcher** enliven our rocky shores year-round. This large shorebird nests on several islands and islets. In winter up to 75 oystercatchers congregate and roost on islets near Kitty Islet in Oak Bay.



#### MAIN BIRD SPECIES

**Outer coast, winter** (map sites 1-7): Bufflehead, Surf Scoter, Pacific Loon, Red-necked Grebe, Harlequin Duck, Black-bellied Plover, Black Turnstone and Mew Gull.

**Protected waters, winter** (map sites 8-14): American Wigeon, Common Merganser, Hooded Merganser, Bufflehead.

**In summer** Rhinoceros Auklet, Heermann's Gull, California Gull, Western Purple Martin, Violet-green Swallow and Osprey are regularly seen.

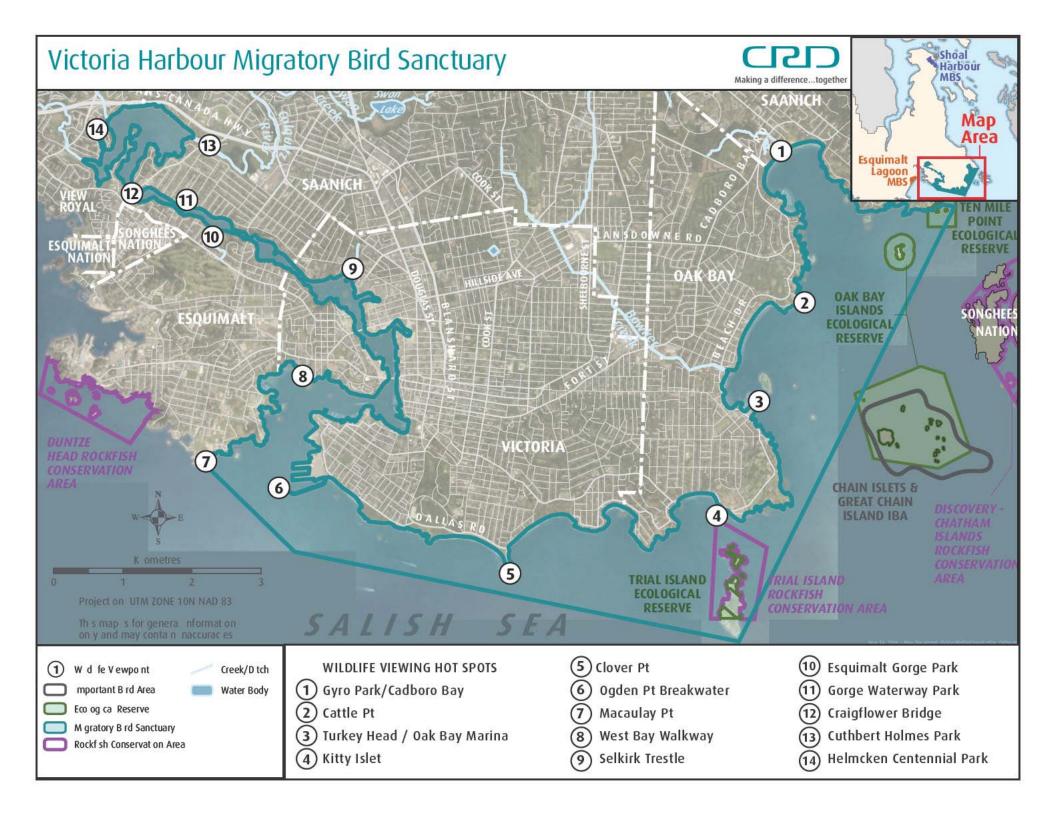
Year-round residents include Glaucous-winged Gull, Pigeon Guillemot, Black Oystercatcher, Pelagic Cormorant, Bald Eagle, Pacific Great Blue Heron, Belted Kingfisher, Anna's Hummingbird, Northwestern Crow and Common Rayen

The Friends of Victoria Harbour MBS (est. 2014) promotes the MBS and the amazing variety of wildlife it supports. Activities include regular bird surveys and collaborating with others to promote conservation and stewardship of the MBS. FoVHMBS was instrumental in the designation of the three regional MBSs as NatureHoods (2015) for their exceptional wildlife and opportunities to experience nature.

The Gorge Waterway Initiative (est. 2005) is a collaborative group of organizations, supported by the Capital Regional District, working to protect and enhance the natural and cultural features of the Gorge Waterway, Portage Inlet and the surrounding watersheds. Activities include outreach and education, Purple Martin next box program, habitat inventories and restoration and promotion of the sanctuary.



The coastal areas of the MBS provide some of the best alcid (auk) viewing in urban Canada. Rhinoceros Auklet (above), Pigeon Guillemot, Marbled Murrelet, Ancient Murrelet, Common Murre, Tufted Puffin and Cassin's Auklet are all observed here.





# The Urban Sanctuaries Project

The Urban Sanctuaries Project is a collaborative effort of local conservation partners to increase awareness of the three federally-designated Migratory Bird Sanctuaries in the capital region — namely, Victoria Harbour (est. 1923), Shoal Harbour (est. 1931), and Esquimalt Lagoon (est. 1931) — and to improve habitat protection and restoration within these urban sanctuaries.

Increasing environmental concerns and decreasing bird populations worldwide, amplify the need for appreciation and stewardship of our local ecosystems and the wildlife within them. The Urban Sanctuaries Project raises awareness and encourages stewardship initiatives in the community, with a special focus on youth involvement and leadership mentoring. By increasing awareness of the sanctuaries, the public will become more informed and engaged in regional conservation issues. This will encourage our communities to advocate for better protection and preservation of the important habitats within our sanctuaries that migratory and resident birds and

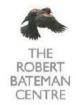
other wildlife rely on. By sharing the wealth of knowledge that exists in the region, we can improve the urban environments we live in based on informed consideration for the habitats and organisms around us.

#### Project objectives:

- To celebrate and steward the diverse and productive natural upland and marine ecosystems within the three Migratory Bird Sanctuaries in the capital region;
- To raise awareness and understanding of the importance of nature within an urban environment;
- To create a diverse working coalition of partners, including businesses, planners, outdoor enthusiasts, environmental organizations, government agencies, cultural institutions, educators, park managers and scientists.

Join us today! To find out how, go to www.sanctuaryproject.ca.

#### **Urban Sanctuary Partners**













FRIENDS OF VICTORIA HARBOUR BIRD SANCTUARY

















# Let's Celebrate!

In 2017, Canada celebrates its 150th birthday, and the 100th anniversary of the Migratory Bird Convention Act, an important early step in the history of the Canadian environmental movement. The centennial of the Act represents 100 years of awareness and stewardship of wildlife, providing a unique and valuable opportunity to celebrate the region's Migratory Bird Sanctuaries and acknowledging the importance of nature to residents and visitors. In 2015, Nature Canada designated the area a"NatureHood" in recognition of the exceptional opportunities here to experience nature in an urban setting. The abundance of wildlife here in the urban centre is truly exceptional. From giant whales to tiny hummingbirds and rare coastal plants, we have it all!

The Urban Sanctuaries Project partners will host a series of events to celebrate our regional MBSs and to engage the public in regional conservation issues. The Robert Bateman Centre will use the Urban Sanctuaries Project to spearhead most of its nature programs for the next 18 months. It will also form the basis for activities to celebrate Canada's 150th Anniversary and the centennial of the Migratory Bird Convention Act.

If you would like to get involved with the Urban Sanctuaries Project contact **info@batemancentre.org**.

The Urban Sanctuaries Project partners will host a series of events and activities throughout 2016 and 2017, including:

- Sanctuary Box juried art show at Robert Bateman Centre in partnership with the Surfrider Foundation
- A field guide to birds, species and habitats of Southern Vancouver Island
- Youth/Schools Program on Birds & Habitats
- Youth and adult symposiums
- Pop-up exhibit on the MBSs to tour locally
- Unveiling of new Robert Bateman painting of Bufflehead ducks.
- Life of Migratory Birds summer 2017 exhibit at Robert Bateman Centre
- Speakers Series and bird walks.
- All Buffleheads Day celebration October 15, 2017

See website www.sanctuaryproject.ca for a complete listing of activities and events

The NatureHood program connects people of all ages to nature right where they live, which in Canada increasingly means urban centres.

To find out more, visit:

naturecanada.ca/what-we-do/naturehood/

# Migratory Bird Sanctuaries



of the Capital Region

#### Capital Regional District | Environmental Protection



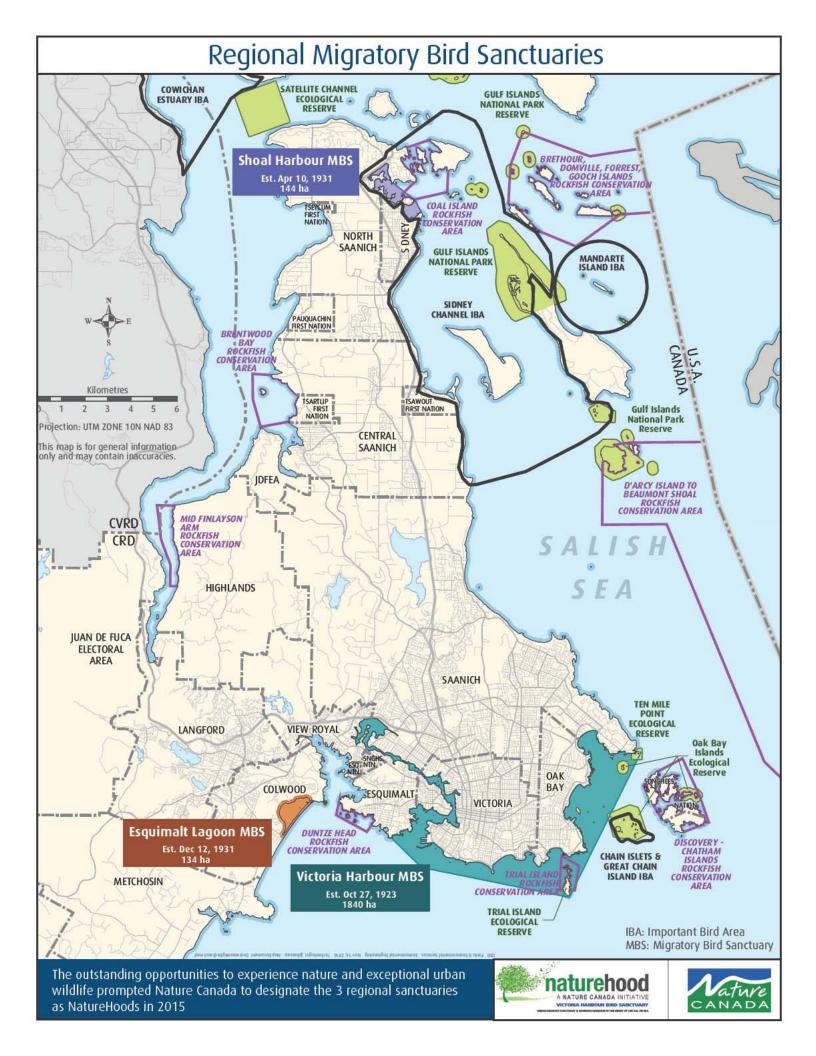
The capital region is in the heart of the Salish Sea, one of Canada's best wintering areas for migratory birds. It is also on the Pacific Flyway, a migratory bird highway that millions of birds use heading north or south on their annual migrations. Originally established to control hunting, our three regional Migratory Bird Sanctuaries - Victoria Harbour, Shoal Harbour and Esquimalt Lagoon - provide important habitat for wintering, migrating, nesting, summering and moulting birds, and are home to an exceptional range of other urban wildlife.

Despite relatively low numbers of birds compared to the past, a positive story is now unfolding. Efforts by conservation groups, citizens, private companies and local government partners to restore and clean up beaches, creeks and other waterways and to remove or reduce contaminants entering these sensitive ecosystems ensure that birds and other wildlife are staying or coming back to our local waters.

As recently as the 1980s, the abundance and diversity of wildlife now seen in and near these sanctuaries were unimaginable. The sanctuaries provide critical habitat for many species of coastal and marine plants and animals, including several federally designated Species at Risk. They are home to dozens of rare plants, such as Victoria's Owl-clover, Macoun's Meadowfoam

and Fleshy Jaumea, as well as the now-rare Garry Oak forest and its associated ecosystems. Several species of whales (Orca, Gray, Humpback, Minke) and other marine mammals (Pacific Harbour Seal, Northern Elephant Seal, Steller and California Sea Lions; River and Sea Otters) occur regularly in and near the sanctuaries. One of the foundation species for the marine food web of the Salish Sea is the Pacific Herring, now showing signs of recovery after decades of overfishing. If herring stocks continue to recover, the birds and other wildlife will follow.

Above: Western Sandpipers forage in a variety of habitats including mudflats, sand and pebble beaches and even rocky shores. In late summer and early fall, fair numbers of this common migrant travel through the area in small flocks, often mixing with Least Sandpipers.



The Pacific Black Brant, a small sea goose, is a fairly common spring migrant, often seen feeding on nearshore seaweed and eelgrass. Now a rare winter resident, Brant were common in winter 100 years ago, and were a favourite Christmas meal. A desire to rein in market hunting of birds, particularly Brant, in the 1920s and 1930s, led to the establishment of our three bird sanctuaries soon after the signing of the Migratory Bird Convention with the USA in 1916.





Victoria Harbour, Esquimalt Lagoon and Shoal Harbour are the only MBSs in Canada where the Heermann's Gull is found regularly. From July to October, hundreds of these seasonal visitors from Mexico's Sea of Cortez can often be seen feeding on schools of Pacific Herring and Pacific Sand Lance.

# Protecting Migratory Birds

Bird conservationists, scientists and law makers in Canada and the USA made history on Aug 16, 1916, by signing the *Migratory Birds Convention* to protect the continent's bird populations which had already plummeted drastically from over-hunting for meat and feathers. This was one of the world's first international treaties on wildlife conservation and over the years it has helped to keep many species from the edge of extinction.

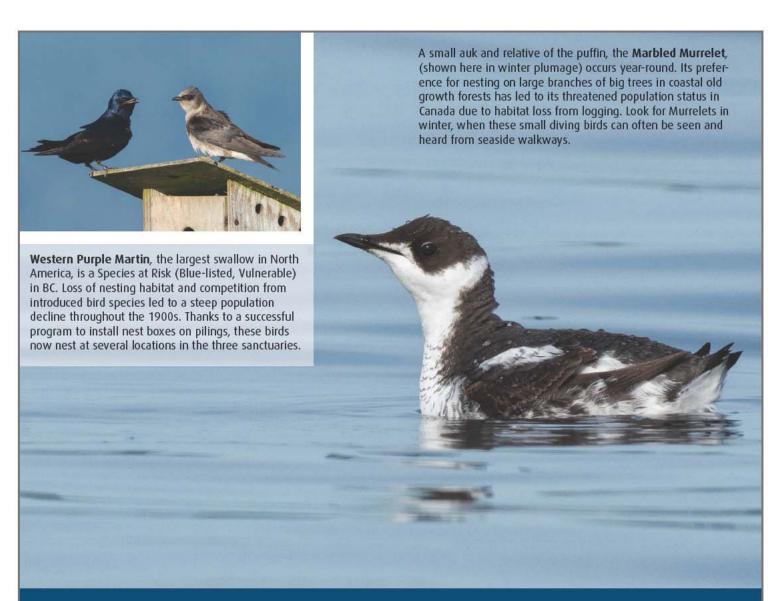
In 1917, Canada implemented the Convention through the *Migratory Bird Convention Act*; its purpose is to protect and conserve migratory birds, their eggs and nests. Within designated Migratory Bird Sanctuaries (MBS), hunting or disturbing migratory birds is prohibited, as is allowing dogs and cats to run at large. Canadian Wildlife Service (CWS) of Environment and Climate Change Canada is responsible for the protection and conservation of migratory birds, their eggs and nests within all MBSs. The Act and its associated regulations contain few habitat protection provisions, other than protecting the nests of migratory birds. Management of habitat within MBSs falls to the landowner: CWS if on federal lands; chief game officer if on provincial lands; and the individual property owner if on municipal or private lands.

Within our three urban MBSs, much important habitat has been degraded or lost, yet they still provide important roosting, nesting and foraging habitat for thousands of migratory and resident birds as well as other wildlife. Local efforts to protect and improve habitat and water quality have contributed to the return of birds and wildlife to our local waters.

Celebrate the urban MBSs in the capital region and join efforts to protect migratory birds and their habitat.

## Did you know?

- The capital region is home to the three oldest of BC's seven Migratory Bird Sanctuaries.
   Currently there are 92 in all of Canada.
- The capital region is one of the best places in Canada to experience wildlife in an urban environment. From huge marine mammals like Humpback Whales, Orcas and Steller Sea Lions, to small birds like the Marbled Murrelet and Anna's Hummingbird, it's all here!
- Bald Eagles and other birds including hawks, owls, vultures, crows, jays, pelicans and cormorants were considered "pests" when the Migratory Birds Convention was signed by the federal government in 1916. These birds came under official provincial government protection in later years.
- Several non-native subspecies of Canada Geese, introduced to southwest BC, are degrading rare plant habitat in coastal meadows, tidal marshes and eelgrass beds. In the capital region, Canada Geese are now resident and abundant, impacting other wildlife and creating new wildlife management challenges.



# Help protect birds

- Keep your cats indoors and your dogs on a leash!

  Never let your pets chase or harm birds or other wildlife.
- It's best not to feed wild birds, especially with bread.
   Birds fare best when they forage for their own wild food.
- Boaters and paddlers: stay well back from birds and other wildlife. Avoid disturbing birds, especially when they are feeding or nesting. If their behaviour changes as you approach, you're getting too close.
- Leave natural vegetation and standing dead wood in your yard to provide safe cover for wildlife.
- Install nest boxes. They can augment the natural cavities used for nesting by about one-quarter of our birds.
- Help reduce collisions, make windows and glass balcony railings obvious to birds.
- Avoid using pesticides and synthetic fertilizers and properly maintain your septic system. This helps prevent contaminants from entering waterways through the storm drain system.

## Get involved

Learn more about Migratory Bird Sanctuaries:

 Environment and Climate Change Canada - Migratory Bird Sanctuaries (MBS) (https://ec.gc.ca/ap-pa/)

Join a local birding or conservation group:

- Esquimalt Lagoon Stewardship Initiative (elsi.ca)
- Friends of Shoal Harbour (shoalharbour.com)
- Friends of the Victoria Harbour Migratory Bird Sanctuary (Facebook)
- Gorge Waterway Initiative (gorgewaterway.ca)
- Habitat Acquisition Trust (hat.bc.ca)
- Purple Martin Recovery Team (saveourmartins.org and georgiabasin.ca)
- Victoria Natural History Society (vicnhs.bc.ca)

All bird photos by Stuart Clarke.







### **NEWS RELEASE**

#### Lieutenant Governor of British Columbia officially recognizes Government House Gardens as part of a NatureHood

**VICTORIA, B.C. July 12, 2017** — The Honourable Judith Guichon, Lieutenant Governor of British Columbia and Nature Canada, Canada's oldest national nature conservation charity, are officially designating the grounds of Government House a NatureHood site as part of the expansion of the existing Saanich Peninsula NatureHood to include the entire capital region. The official ceremony took place on Wednesday, July 12 at 3:30pm at the Government House residence, 1401 Rockland Avenue, Victoria, B.C.

"We are delighted by Her Honour's passion for nature, and appreciate her support in acknowledging the Government House grounds as a NatureHood site within Victoria's capital region," says Bob Peart, National Chair of Nature Canada's Board of Directors and volunteer with the Friends of Shoal Harbour. "What a wonderful gift to give capital region residents and Canadians on the country's sesquicentennial birthday," he adds.

NatureHood is a Nature Canada initiative that inspires urban residents to connect with nature right where they live and to develop a long lasting relationship with nature. The Government House grounds site is within the capital region NatureHood, adjacent to Victoria Harbour and Esquimalt Lagoon and Shoal Harbour Migratory Bird Sanctuaries.

"Since NatureHood's inception in 2012, it has expanded to over a dozen Canadian urban centres, further broadening the appeal of nature with all Canadians, especially youth, exposing a new generation of nature lovers and citizen scientists to nature all around them," says Jill Sturdy, Manager of Nature Canada's national NatureHood program. "As a Nature Canada Woman for Nature, Her Honour's leadership and commitment to promoting nature awareness and appreciation at the local level is commendable." adds Sturdy.

"The Friends of Shoal Harbour Sanctuary Society (FOSH) is a proud NatureHood partner and works to highlight the amazing nearby nature of the Saanich Peninsula through public events and school trips," says Sue Staniforth, President of FOSH.

The reception also honours the *Urban Sanctuaries Project*, initiated by FOSH and now under the leadership of the Robert Bateman Centre. This community initiative aims to inspire youth to become involved in learning more about the natural systems of the region, with a special focus on celebrating the first three Migratory Bird Sanctuaries along the Pacific Coast.

"The Robert Bateman Centre is excited by the prospect of working with the Urban Sanctuaries Project and NatureHood program to deliver on one of Robert Bateman's most important beliefs of getting people engaged by the natural world in their own backyard," says Peter Ord, Managing Director of the Robert Bateman Centre. "These are two great initiatives that celebrate our natural wonder and help build frameworks to keep enhancing it," Ord adds.

#### **The Government House Grounds**

The Government House grounds contain more than 14 hectares (36 acres) of maintained gardens and Garry oak meadows. The grounds is divided into numerous different zones according to plant life and/or garden style including: the British Columbia native plant garden which contains species unique to the province; a Cottage Garden which is arranged in an informal style with a mixture of ornamental and edible plants; gardens to supply cut flowers, herbs, and an orchard with apple, plum, and quince trees; a rock garden tended by the Heather Society of Victoria; iris, lily, rhododendron; rose gardens (including a formal Victorian rose garden based on the plan of that at Warwick Castle in England); and, water features such as the fountain pond and the duck pond. There is also a unique 8.9 hectares (22 acres) Garry Oak ecosystem. The gardens are open to the public year-round and are enjoyed by many visitors.

-30-

#### For media comment please contact:

Mr. Bob Peart, Chair, Nature Canada Board of Directors

personal information

Jill Sturdy, NatureHood Program Manager 613-276-7226 | jsturdy@naturecanada.ca

Cassie Holcomb, Development and Communications Manager Robert Bateman Centre 250-940-3626 x303

cassie.holcomb@batemancentre.org

#### For media assistance please contact:

Janet Weichel McKenzie, Media Specialist for Nature Canada personal information

About Nature Canada and NatureHood: Over the past 75 years, Nature Canada, a nature conservation charity has helped protect over 63 million acres of parks and wildlife areas in Canada and countless species that depend on this habitat. Today, Nature Canada represents a network of over 50,000 supporters and more than 350 nature organizations across the country and with affiliates in every province. One of its signatory initiatives is the NatureHood program, that inspires urban residents to connect with Nearby Nature — nature right where they live. Working closely with grassroots naturalist groups, NatureHood promotes nature through celebratory events, educational and stewardship activities and wildlife observation. NatureHood aims to inspire a new generation of nature lovers. For more information visit www.naturecanada.ca

About Friends of Shoal Harbour (FOSH): The Friends of Shoal Harbour Sanctuary Society (FOSH), a non-profit society works to build public support for the continued protection of the Shoal Harbour Migratory Bird Sanctuary, which encompasses several of the bays and inlets just north of Sidney, and to promote public awareness and appreciation through celebratory events. The sanctuary is part of the Sidney Channel Important Bird Area. FOSH is a local NatureHood partner. Visit <a href="www.shoalharbour.com">www.shoalharbour.com</a>

About the Bateman Foundation and the Robert Bateman Centre: The Bateman Foundation, a national public charity, inspires a lasting relationship with nature through the lens of art, and is currently the one of the only non-profits in Canada primarily using artwork to promote a connection to nature and the environment. One of the Foundation's main projects is the Robert Bateman Centre, showcasing over 80 works of Robert Bateman spanning his seven decades as one of Canada's premier artists. Located in Victoria, BC's dynamic inner harbour, the Centre houses a gallery and gift shop, and invites guests to explore their relationship with the environment and pay homage to the majesty of nature. For more information visit www.batemancentre.org

# VICTORIA HARBOUR MIGRATORY BIRD SANCTUARY

ESTABLISHED OCTOBER 27, 1923

# Bufflehead

male (left), female (right)



J.Fenwick Lansdowne, Birds of the West Coast, Vol. 1, 1976, M.F. Feheley Pub. Ltd., Toronto

A common wintering duck in and near the entire sanctuary, from Portage Inlet to Ten Mile Point. In Victoria Harbour, 300 to 400 may winter in West Bay alone. Known for being punctual, it usually begins to return to Greater Victoria by Oct. 15, "All Buffleheads Day", the 298th day of the solar year. In 2015, one female arrived in Shoal Harbour Migratory Bird Sanctuary (Sidney) on that day when one male and nine females were also reported at Esquimalt Lagoon Migratory Bird Sanctuary. No Bufflehead was detected in Victoria Harbour Migratory Bird Sanctuary until Oct. 21, with two males and four females in Oak Bay near Bowker Creek, and a group of 30-40 on Portage Inlet near Colquitz Creek, on Oct. 25.

Sept- 20/17 To Existina Bouris Re: Vie West Park Development as we discussed on the shore, I wanted to add the following which I songot to include in the open-house 1. could there be lighting installed at the public washroom by Wilson St. on the back park side especially & the sides, to discourage the gathering of people for drinking etc. - + perhaps 2. and of course again, a regular for lighting ("friendly" rather than overpowering) along the petertian path flow Esquinatt Rd. to Wilson (3) Again, warmy thanks for the split rail fence along the grassy off-leash area to treep enthusiastic dogs from running

# GORGE WATERWAY SWIMMING INFRASTRUCTURE SURVEY RESULTS

- A ARM STREET PARK DOCK
- **B BURLEITH STREET PARK DOCK**
- C BANFIELD PARK DOCK EXPANSION
- D BANFIELD PARK BEACH
- E BANFIELD PARK BAY FLOATING BARGE
- F OTHER (SEE COMMENTS)

#### PROCESS:

68 People ranked the above swimming infrastructure improvements from 1 to 6.

These ranking were averaged and noted below.

These rankings were also converted into points were 1 equaled 10 points and zero equaled zero points.

The average of these points were then used as a preference with

#### **RANKINGS:**

- 1 D BANFIELD PARK BEACH
- 2 C BANFIELD PARK DOCK EXPANSION
- 3 E BANFIELD PARK BAY FLOATING BARGE
- 4 B BURLEITH STREET PARK DOCK
- 5 A ARM STREET PARK DOCK
- 6 F OTHER (SEE COMMENTS)

#### **COMMENTS:**

need a biffy at each location

make it accessible to swim at kinsman park. We have to walk through terrible mud to have a swim.

Craigflower House beach should also have a clear channel out to the middle of the water.

We need easier access from the docks into the water. The tiny ladders don't work for seniors.

Dog Swimming.

Floating float anchored off shore to be a target for swimmers.

Life Guards as the only beach in the Captial Region that has guards.

Bathrooms at Banfield close to dock for paddlers, boaters, swimmers. Nice bathrooms with change area.

Swimming access at Glo Pub

Washroom access

Washroom access

I would like a place to take my dog swimming

Get rid of derelict boats by trestle bridge

create a swimming beach on the north side under the Gorge Rd. Hospital, Harriet Street.

Partner with Esquimalt or Saanich on a facility across the Victoria border.

Deck or wharf for Curtis Point. This would allow ease of access to launch off or swim.

The rocksat Curtis Point are very difficult to launch off and climb back to land.

washrooms

washrooms with change rooms

#### DATA:

VOTE								POINTS					
	Α	В	С	D	Ε	F	Α	В	С	D	E	F	
AVE	RAG	ES:											
	4.4	4.2	2.6	2.0	3.4	6.5	4.5	4.6	7.4	8.4	6.1	0.8	
RAV	RAW DATA:												
	Α	В	С	D	Ε	F	Α	В	С	D	Ε	F	
1	7	7	1	7	2	7	0.0	0.0	10.0	0.0	8.3	0.0	

2 3 4 5 6 7 8 9	7 5 4 4 5 5 7 5	7 4 3 5 3 4 4 7	2 2 2 2 4 1 5 7	1 1 1 3 1 3 1 1 1 2	3 3 5 1 2 2 2 7 3	7 6 7 7 7 7 7	0.0 3.3 5.0 5.0 3.3 3.3 6.7 0.0 3.3	0.0 5.0 6.7 3.3 6.7 5.0 0.0	8.3 8.3 8.3 5.0 10.0 3.3 0.0 5.0	10.0 10.0 10.0 6.7 10.0 6.7 10.0 10.0	6.7 6.7 3.3 10.0 8.3 8.3 0.0 6.7	0.0 1.7 0.0 0.0 0.0 0.0 0.0 0.0	need a biffy at each location make it accessible to swim at kir
11	4	5	3	1	2	6	5.0	3.3	6.7	10.0	8.3	1.7	Dog Swimming. Floating float ar
12	2	5	1	3	4	7	8.3	3.3	10.0	6.7	5.0	0.0	
13	5	4	1	2	3	6	3.3	5.0	10.0	8.3	6.7	1.7	Bathrooms at Banfield close to d
14	1	5	6	2	3	4	10.0	3.3	1.7	8.3	6.7	5.0	Swimming access at Glo Pub
15 16	1 3	3 5	5 4	2 1	4 2	7 7	10.0 6.7	6.7 3.3	3.3 5.0	8.3 10.0	5.0 8.3	0.0	
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33	3	4	5	1	2	7	6.7	5.0	3.3	10.0	8.3	0.0	
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39	1	3	2	4	5	6	10.0	6.7	8.3	5.0	3.3	1.7	
40	5	4	2	3	2	7	3.3	5.0	8.3	6.7	8.3	0.0	
41	2	3	1	4	5	7	8.3	6.7	10.0	5.0	3.3	0.0	
42	7	7	3	1	2	6	0.0	0.0	6.7	10.0	8.3	1.7	Get rid of derelict boats by trestl
43	3	5	1	2	4	7	6.7	3.3	10.0	8.3	5.0	0.0	
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49	6	6	1	2	3	4	1.7	1.7	10.0	8.3	6.7	5.0	Deck or wharf for Curtis Point. T
50	2	3	5	1	4	7	8.3	6.7	3.3	10.0	5.0	0.0	2 data of what for darks forth.
51	4	3	5	1	2	7	5.0	6.7	3.3	10.0	8.3	0.0	
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53	7	7	1	2	7	7	0.0	0.0	10.0	8.3	0.0	0.0	thank you organizers.
54	5	4	1	2	3	7	3.3	5.0	10.0	8.3	6.7	0.0	

55	2	1	3	4	5	7	8.3	10.0	6.7	5.0	3.3	0.0	
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59	4	3	2	1	7	7	5.0	6.7	8.3	10.0	0.0	0.0	
60	7	7	2	1	3	7	0.0	0.0	8.3	10.0	6.7	0.0	
61	7	2	1	3	7	7	0.0	8.3	10.0	6.7	0.0	0.0	
62	4	3	1	2	5	7	5.0	6.7	10.0	8.3	3.3	0.0	
63	5	1	4	2	3	6	3.3	10.0	5.0	8.3	6.7	1.7	washrooms
64	1	5	4	3	2	7	10.0	3.3	5.0	6.7	8.3	0.0	
65	4	5	2	1	3	7	5.0	3.3	8.3	10.0	6.7	0.0	
66	1	2	5	3	4	7	10.0	8.3	3.3	6.7	5.0	0.0	
67	3	2	5	1	4	7	6.7	8.3	3.3	10.0	5.0	0.0	
68	5	4	1	2	3	6	3.3	5.0	10.0	8.3	6.7	1.7	

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d. Washrooms.					

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October 13, 2017

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

Attention: Mayor and Council

Dear Mayor and Council.

#### Victoria West Draft Neighbourhood Plan

The Victoria West Community Association Land Use Committee (CALUC) hosted a community meeting on October 10, 2017 to consider the Draft Neighbourhood Plan that has been presented to Victoria West for commentary and feedback. The meeting was attended by thirty people. Proceedings included a brief power point presentation outlining the highlights of the draft plan by City of Victoria staff, Kristina Bouris and Malcolm McLean, followed by a lengthy question and answer period which was comoderated by CALUC chair, Sean Dance, and VWCA president, Justine Semmens.

This letter collates feedback gathered by the Victoria West CALUC from community members at the meeting:

#### General comments:

- The plan does not go far enough in addressing the affordability crisis in the neighbourhood and region, more generally.
- The capacity analysis requires further study and clarification and ought to be considered as part of the draft plan.
- Some residents supported the changes that the draft plan proposes in order to encourage and permit the neighbourhood to move into the future.
- There is a strong desire to maintain the "identity" of the community. One respondent suggested that the draft plan threatens "to destroy our traditional neighbourhood"; it "is a threat to the sense of community we have."
- The draft plan does not seem to take the OCP into account.
- The draft plan and OCP identify Vic West for increased densification. Amenities to compensate and provide appropriate resources to accommodate forecasted increases to population.
- Several residents commented that later stage consultation and engagement process was insufficient and did not match the engagement process that was initiated last autumn.
- The draft plan does not present a bold enough vision of ecological and environmental planning to address climate change.





- The increased income that the City earns from taxation on the densified neighbourhood does not result in a proportional investment in amenities.
- There seems to insufficient planning for the construction of appropriate school space.

#### Comments collated vis-à-vis Housing:

- The draft plan promotes necessary densification.
- The draft plan does not clarify the ratio of Single Family Homes targeted for replacement in the next 25 years.
- Some residents commented that large lot densification diminishes predictability of occupancy and maximum number of units per development.
- There was concern about the impact of one- and two-row townhouse complexes on the streetscape and street density of the traditional neighbourhood. Several residents worried that promoting these types of developments would prioritize large-developer rather than small- and owner-occupied construction, which might have a detrimental effect on streetscape character and general affordability.
- Clarity is required on the City's understanding of the impacts that redevelopment may have on affordability.
- Concern for the impacts on sunlight and sky views resulting from three storey complexes proposed for zoning relaxations along Skinner and Wilson Streets.

#### Comments collated vis-à-vis Traffic and Transportation:

- One respondent intimated that the draft plan requires further clarification on transportation priorities for addressing existing and future traffic load on the Johnson Street and Bay Street bridges.
- With proposed neighbourhood densification and regional population increases, especially in the Western Communities, which transit through the neighbourhood, what is the forecasted aggregate traffic analysis and how does the draft plan aim to tackle increased commuter load?
- Parking is already problematic, how does the draft plan aim to address increased pressure on parking availability?

#### <u>Comments collated vis-à-vis Parks, green spaces, and urban food production:</u>

- The neighbourhood plan should clarify the placement of future parks and green spaces.
- The draft plan place an overemphasis on private-land food security. Public community gardens should be set aside and identified.
- Promotion of local food systems is not aggressive enough.

The general consensus was a certain level of suspicion toward the plan given the aforementioned need for clarification and further consultation and engagement on the draft neighbourhood plan prior to ratification by Mayor and Council. Of particular concern are proposals made in the draft plan to increase densification within the traditional neighbourhood, which residents felt included areas within

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and along the natural boundaries created by Skinner Street, Craigflower Road, and Wilson Street. There was general support, in principal, for measures to increase affordability, the flow of people through and within the neighbourhood, the promotion of local food systems and ecological awareness in urban design and architecture.

Respectfully submitted by,

Justine Semmens President, VWCA Sean Dance Chair, VWCA Land Use Committee



### **Workshop Purpose**

- Present draft Victoria West Neighbourhood Plan for Council feedback
- Present early community feedback



#### **Background**

- **Spring 2016:** Launch Vic West plan process
- Fall 2017: Community vision, goals, key issues
- Winter 2017: Community walkshops, Ideas Fair









Council Workshop: Draft Victoria West Neighbourhood Plan

## **Background**

# August – September 2017: Draft Plan Review

- 2 Open Houses (110+)
- On-line survey (187)
- 3 Drop-in events (50+)
- Youth event (25+)
- Pop-ups (110+)
- 4 "Pizza and a Planner" (80 +)
- · Stakeholder meetings
- · Community Association meeting













#### 1. Create strong village hearts

Support Craigflower Village.







Council Workshop: Draft Victoria West Neighbourhood Plan

## **Vic West Big Move**

1. Create strong village hearts

New small urban village at Catherine Street/ Edward Street





#### 2. Connect the community

- Pedestrian and cycling connections
- Spot improvements
- Better connections to regional trails





ouncil Workshop: Draft Victoria West Neighbourhood Plan

#### Vic West Key Move

#### 3. Add housing that fits neighbourhood character

What we heard:

- Keep diversity
- Retain low-scale feel
- More choices
- Open to innovation







- 3. Add housing that fits neighbourhood character
  - Allow secondary suites in duplexes and in small lot houses
  - Allow lock-off suites in row/townhouses







buncil Workshop: Draft Victoria West Neighbourhood Plan

### **Vic West Big Move**

- 3. Add housing that fits neighbourhood character
  - Allow duplexes on standard-sized (460 m²) lots
  - Reduce minimum small lot size in certain locations (to 180m²)







#### 3. Add housing that fits neighbourhood character

- Support rowhouses/ townhouses and houseplexes on lots of sufficient size
- "Houseplexes": multiunit buildings in form of single-detached house







Council Workshop: Draft Victoria West Neighbourhood Plan

### **Vic West Big Move**

# 4. Create more places to live near transit and amenities

- Multi-unit housing along Esquimalt Road, in Lime Point, and above employment in some areas.
- Small apartment buildings (3 storeys) and townhouses along Skinner Street







- 5. Strengthen connections to the waterfront
  - Features for waterfront access (e.g. docks, trail improvements)
  - Partnerships to restore water quality, habitat





Council Workshop: Draft Victoria West Neighbourhood Plan

#### **Vic West Big Move**

- 6. Support jobs and businesses in the neighbourhood
  - Retain waterfront industries
  - Maintain light industry
  - Support some housing or offices above compatible light industry







- 7. Strengthen parks and food systems
  - Potential improvements for future park planning
  - Support food production on public and private lands





ouncil Workshop: Draft Victoria West Neighbourhood Plan

# What We've Heard: Early engagement results

- Strong overall support for draft plan
  - 81-96% very or somewhat supportive
- Strong support for transportation, new secondary suites, parks, public space improvements.





# What We've Heard: Key Concerns

- Change in villages
- Suitability of townhouses
- Multi-family on Skinner Street/ Esquimalt corridor
- Overall density
- Integration of master planned areas
- · Parking and traffic impacts



#### **Next Steps**

- Analyze feedback and consider revisions
- Community engagement on revisions and proposed plan
- Report to Council:
  - Proposed final plan
  - Design guidelines
  - OCP amendments
  - · Recommendation for public hearing



council Workshop: Draft Victoria West Neighbourhood Plan

#### Recommendations

- 1. Direct staff to consider feedback from Council and the community and prepare a final proposed Victoria West Neighbourhood Plan.
- 2. Refer draft Victoria West Plan and associated Design Guidelines to Advisory Design Panel



# Vic West Neighbourhood Plan Maps



