

Attachment G:
Raw Feedback on Draft Fairfield Neighbourhood Plan

Part 1: Open House Feedback

Part 2: Survey Report

Part 3: Notes from Pop-up and Pizza and Planner Events

Part 4: Correspondence

Attachment G:
Raw Feedback on Draft Fairfield Neighbourhood Plan

Part 1: Open House Feedback

Fairfield Draft Neighbourhood Plan Feedback

Date: November 18, 2017

Event Type: Open House #1

Location: Sir James Douglas School

of attendees: 74

Bullets = sticky note comments placed on Open House display boards.

The [blue headers](#), and numbered titles denote the display board and section of the board where the sticky notes were placed.

[These Key Direction will guide growth and change in Fairfield over the next 25 years](#)

1. More housing in the northwest

- Community has high proportions of rentals concerns that more will be a shift from rental to ownership.
- Neighbourhood good for designation:
 - maintain character
 - don't increase traffic (eg. Fairfield Rd a concern)
 - Support for 5 corners vision.
- Address transportation challenges at this corner.
 - speed
 - maybe lighting Cook and Collinson.
- Moss Street is used by kids walking and cycling to school. Improve visibility.
- I like the plan: More density in villages, more secondary suites.
- Cornwall cut-through needs to be addressed sooner due to new development at Moss and Fairfield.

2. Strengthen Cook Street Village as the heart of the neighbourhood

- Retain yellow for Sutelj concern about losing historic character, losing residential feel (owners on Sutelj). townhouse ok. Houseplexes ok
- Should allow higher density in CSV to bring contributions to improve public areas and more affordable housing.

3. Make it easier to leave the car behind

- Need to assess Moss street between May and Fort for traffic impacts tied to schools.
- Like patios, outdoor seating for Cook st. village. Like bike lanes and pedestrian improvements.

4. Support the urban forest and green spaces

- Support for densification and more suites.
- Can we fence in playgrounds for safety? Playground upgrades.

5. Enhance the waterfront

- support for waterfront plan.

8. Re-imagine Ross Bay Urban Village

- Fairfield Plaza support for more housing around Fairfield Plaza. Plaza improvements needed for pedestrians but need to provide parking too.
- Like the diversity of shops and services.

9. New housing that fits residential areas

- Support for more bike infrastructure and transit
- On the right track for townhouses
- Need for 3 bedroom units for townhouses / rowhouse with outdoor space. 1200 sq foot with basement storage.
- Gonzales: Concern about parking impacts of townhouses... more parking should be required.
- Gonzales: Parking challenges around Hollywood park and south of Fairfield Road.
- Gonzales: Concern about blanket small lot parking – could add 2 units where now there is one.

NORTHWEST CORNER AND FORT STREET CORRIDOR

More housing in the northwest

We heard:

- Who decides that 6 is the magic number for height? Four is most appropriate... (as a fit and for increase density)
- I disagree – that assertion will destroy our neighbourhood's unique, historical look and feel.
- Important to embed responsibility to provide housing through height in all areas of Fairfield.
- What is affordable (are we making developers section of parts for that?)
- What is the projected population growth to warrant this development?

Northwest Corner Concept Diagram

- This areas makes sense for increased density buildings unlike lots of others being
- Correction Needed: There is no commercial operation on this segment of Collinson St.
- "Maintain walkable streets and urban forest throughout the area" (sticky note with one green dot which reads 'very, very, important')
- "Complete Rockland Avenue Greenway" (2 green dots)

NORTHWEST CORNER AND FORT STREET CORRIDOR

More housing in the northwest

How supportive are you of the overall vision for the northwest area of Fairfield? (See Concept Diagram)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	9	-	1	-

How supportive are you of the key initiative for the northwest portion of Fairfield?

Maintain current policy that allows 8-10 storeys (30m) west of Quadra Street and north of Rupert Terrace (aligns with the Official Community Plan and Downtown Core Area Plan).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	5	1	-	2

Support residential buildings up to 6 storeys (20 m) between Quadra Street and Vancouver Street and north of Fairfield Road, with pedestrian and public space improvements. (No change required to the Official Community Plan).

- What does “support” mean?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
13	4	1	2	1

If new development includes on-site affordable housing, consider allowing additional density (within the permitted height limits)

- What is the definition of ‘affordable housing’?
- With no definition of affordable housing, can’t answer – 3 green dots.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	1	1	5	3

Develop new design guidelines to require new multi-unit buildings in this area to fit in with surrounding properties.

- What does this mean?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
15	3	2	-	1

Comments? Did we miss anything?

- What is the population projects for this area that warrants this growth?
- Where possible, include requirements for green roof garden, greenhouses and meeting places for building residents in higher density developments.
- Let's restrict "affordable" to attainable with the average income in the city.
- Define "affordable"
- Are we dropping parking requirements here for condos? Where is parking if so?
- What's the assumption of how many people will be displaced and unable to move back to the area?
- Loading responsibility of additional housing including affordable housing on select areas is not fair. All Fairfield needs to help.

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

How supportive are you of the overall vision for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
7	9	1 <ul style="list-style-type: none">Is not clear plan (e.g. bike lanes?)	1	2 The door to greater height must remain open for supporting designs that offer more community space at grade for stepped back height.

How supportive are you of these key initiatives for Cook Street Village?

In Cook Street Village. encourage housing above shops and limit building height to 4 storeys (requires a change to the Official Community Plan which allows up to 6 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	3	1	-	2 <ul style="list-style-type: none">Providing this focus includes shared responsibility for affordable housing with all of Fairfield.

East of Cook Street Village to Chester Street: Maintain the current policy encouraging townhouses, duplexes, single detached houses and secondary suites but not new apartment buildings

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
18	1	1	2	1

West of Cook Street Village: support small apartment buildings (up to 4 storeys) on most blocks and townhouses (this differs from the Official Community Plan for parts of this area)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
16	1	1	3	4

				<ul style="list-style-type: none"> • The door to greater height must remain open in exchange for affordable housing and/or public amenities at grade. • Need to maintain diversity of housing.
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Along Oliphant Street, retain the traditional residential context with single-detached houses, duplexes, heritage house conversions, townhouses and “houseplexes”

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	3	1	-	2 <ul style="list-style-type: none"> • Providing this focus includes shared responsibility for affordable housing with the others areas of Fairfield.

Improve public spaces and streetscape

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
25	-	1	1	1

Comments? Did we miss anything?

- There is an over romanticization of Cook St. Village that is pushing responsibility for additional housing on other areas of Fairfield. Cook St. village needs to share responsibility through height (6) too!
- Put in a gym near Cooks St. Village please. There is a distinct lack of amenities in this area with the nearest gym 30 min walk away (green dotted)
- Multi-unit housing in this area should be mainly in the form of character conversion to keep the charm of this neighbourhood.

- All of the new developments should have their own parking, otherwise the streets will be a clogged nightmare for people coming to the village or living around there.
- while I would like to see higher density in Fairfield, I prefer to see character conversions to multi-unit townhomes that retain the neighbourhood charm instead of tearing out those houses to put in a townhouse complex. Cook – linden. Mackenzie – Chapman.
- Street parking should NOT be free EVEN in residential areas. There should be no residential parking only all parking must be open for all. Think! – 1,000,000 on our roads Jan – June 2017 new cars.
- Why not close Cook St. for community celebrations like they do in Oak Bay?
- Surface parking could become playground or green space in future.
- How can you widen sidewalk and add parking?

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

New Design Guidelines for Cook Street Village

- Encourage common space for residents (green dotted)
- Upper floors step back at least 2 m. (green dotted)
- 3 storey maximum street wall (green dotted)
- Second Floors need to be terraced avoid tunnel effect 2 story max street wall. (sticky note with 4 green dots).
- 2 storey (sticky note with one green dot)

How supportive are you of the design guidelines for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	4	-	2	2

Comments? Did we miss anything?

- Design requirements should fit historical, hip vibe of the area – don't turn into a glass and concrete area. Cook street is so unique try to balance development and preserve. (3 green dots)
- Roof top gathering spaces should not damage existing neighbour's privacy. Common space could be lower on building.
- Guidelines or bylaws are needed for delivery vehicles for the commercial spaces. Currently a full-size semi-truck delivers food to Bubby's restaurant and he parks on Oscar during the delivery.
- Ensure that Cook St. village shares housing responsibilities that other commercial areas have.
- Ensure plenty of parking. Support underground and laneway for residents and visitors. Don't underestimate the parking needs.
- Need more detail on underground setbacks
- I suggest that given the high cost of land, this kind of restriction can only create very expensive housing!
- Walking village (with no cars)
- 5 m sidewalks then PI 1 metre behind. Don't encroach on sidewalk (1 green dot)
- Encourage rooftop gardens, private places – for families to meet with their building, clotheslines, human, scale, needs and perspective.

URBAN VILLAGES

Encourage neighbourhood commercial corners to thrive

The plan proposes supporting existing commercial areas with new housing options and public space improvements

- “Retain historic buildings” (one green dot)

How supportive are you of the key initiatives to support commercial areas at Moss Street and May Street, and Moss Street and Fairfield Road?

Encourage small mixed use or residential buildings up to 3-4 storeys, (Existing zoning allows 3-4 storeys; Official Community Plan supports up to 3 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
19	3	-	2	2

Support local businesses and community gathering by creating attractive public spaces.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
20	3	-	1	1

Comments? Did we miss anything?

- A major piece of information is missing here on traffic and parking. I really hope your planners are considering this and tell people before anything goes ahead.
- Where is the data on the projections on traffic flow in the area associated with these developments? Please be transparent on that level. Parking and traffic are already a challenge. People will take side streets like Cornwall to avoid traffic congestion.
- Traffic and parking would become a problem with increased commercial and residential development (already a problem).
- Safety for school children important.
- Moss and Fairfield: Keep to 3 storeys. Existing buildings on corner have a pleasing aesthetics and show off the vistas down Dallas Road.
- The design of any buildings should be a fit for the area. The one planned for where the church is looks like a stark white box with a red ribbon around it – could not be farther from a design fit.
- Please ensure the design of the new apartment fits into the area (Fairfield and Moss). If it doesn't it will destroy ambience at the corner.
- Confusing! Need to break out/differentiate between Moss & Fairfield and Moss & May.
- Need gym / more amenities in this area; also solution for parking to ensure residents can park.

URBAN VILLAGES

Re-imagine Ross Bay Villages

We heard:

Ross Bay Concept Diagram

- Storm water drains under plaza parking lot; Rain water management

How supportive are you of the key initiatives for Ross Bay Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
18	6	-	-	3

Comments? Did we miss anything?

- Underground parking?
- Want available in bigger project community meeting rooms
- How do we resist using zoning as a negotiation starting point? Right now zoning has no credibility
- encourage commercial gym in this area
- underground parking at grade parking looks like a strip mall and will ruin the redevelopment
- Agree with concept but not height – the streets in the area will be clogged up affecting quality of life – unless you build out streets more. Restrict height.
- take note of liquification area throughout; impact on redevelopment and on adjacent properties
- Ross Bay Village currently features almost every imaginable service. A redevelopment higher rent centre will force out many small businesses changing the character and utility of the centre. Communities not only need lower cost housing, but also affordable commercial space.
- I agree completely

HOUSING

Retain rental apartment areas

We heard:

- Define affordable (3 green dots)
- Want to see a 3D model.

How supportive are you of the key initiatives to retain rental apartment areas?

Allow maximum 6-storey limit in this area to retain rental building and discourage teardown and redevelopment (no change from Official)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
19	-	-	4	3

- I can't support this because "affordable" is not likely affordable.
- Any reduction in allowable height (ie. Cook St Village and West area) needs to include this area too. Otherwise, it is unfair loading on one area.

Direct all contributions from new development in this area toward creating new on-site affordable housing. where on-site affordable housing is secured, consider additional density (limited to 6 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
18	2	-	2	3

- The drive to put 6 storey buildings in one area of Fairfield is biased. all Fairfield needs to share responsibility for affordable housing.

Comments? Did we miss anything?

- What is the definition of affordable housing / rental?
- There should also be clear limits to what the rents are to enable people to afford them. Be clear please on that – support our future generations who need rental space that they can afford.
- Encourage, promote rental building construction everywhere in Fairfield – do not create a renters' ghetto! (2 green dots)
- Not all contributions to affordable housing. eg. support more daycare.
- Parking
- Rental buildings should be built in many areas in Fairfield near public transit. Not limited to a specific area. (1 green dot)
- This area includes single family, duplex condominiums, townhouses. Naming it "rental" is biased to leave an incorrect impression of the nature of this neighbourhood.

HOUSING

New housing that fits residential areas

House with two secondary suites; or one secondary suite and one garden suite

How supportive are you of these key initiatives for housing?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
21	5	1	3	-

Comments?

- On-site parking is absolutely key to this. for all residents of these buildings (remember adult kids live at home into their 30's now – lots of cars).
- With this style of dense housing I will have so little privacy in my own back yard.

HOUSING

New housing that fits residential areas

Duplexes on typical-sized lots

Houseplexes

How supportive are you of these key initiatives for housing?

Reduce the size of lot suitable for duplexes.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	4	-	1	1

Support “houseplexes”, new 3-4 unit buildings that look like single detached houses, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
23	-	-	2	1

Comments?

- Making sure these houses are an architectural fit is so important. Right now this is not happening.
- Incentives for House conversions
 - lower permit fees
 - waive DCCs
 - etc.
- Nothing here articulates the idea of house-like multi-unit buildings (6-12 units) as a complete alternative to achieving density in Fairfield with 4-6 storey apartment buildings. Such a strategy could, over time, increase Fairfield density/[population infinitely without destroying/diminishing the character/soul of Fairfield.
- Please retain the character of the neighbourhood for housing styles as in above photos. “Modern” homes are beautiful but not in keeping with the character of Fairfield (green dotted).
- Please make sure the design is beautiful and suited to the neighbourhood. No ugly houses/building.
- Put in place bylaws for approval of single family house design to ensure architectural compatibility with Fairfield. Or/ don't allow demolition.

HOUSING

New housing that fits residential areas

Suites in Duplexes, small Lot Houses, and Townhouses

What is proposed?

- In duplexes on wider lots (18m/ 60 ft wide, 550m²) “**in all sub-areas**”

Sub-Area 3

- This will bring a lot of density to my neighbourhood. Traffic – noise – parking issues. I live here because it is quiet – treed and not overly crowded.

How supportive are you of these key initiatives for housing?

Allow legal suites in duplexes, small lot houses and townhouses.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
20	2	-	8	-

Comments? Did we miss anything?

- In subarea 4 allow duplexes with suites regardless of lot size otherwise you will ‘orphan’ and devalue single family houses that are ‘left over’ yet surrounded by new development.
- higher density with some commercial all along transit route aka Fairfield Road.
- Neighbour consultation sadly lacking, particularly sub area 4 not even identified on brochure map, need better liason.
- Overcrowding in “1” area does not add value to a neighbourhood. If current duplexes have the required parking spaces, how do you add more to the lot size? Fairfield is a beautiful area, the plans don’t show current suites and the parking already taken in shaded area for the guide growth and change subarea 2.
- Ensure that city ‘pre-identifies’ mature trees to ensure retention as redevelopment occurs.
- Parking is of concern for houses with secondary suites. Consider 2 spots
 - tandem parking?
 - permeable surface parking
 - parking off lanes or in rear.
- Absolutely agree with all comments on parking here. Please put it on the properties. Not on Streets.
- City needs to have separate meetings with owners in each of the 4 subareas- one size does not fit all. (green dot)
- Do not agree with townhouse density proposed in sub area 4. Increase density destroys single family character. Limit increased density in sub area 4 to duplex and infill / garden cottage. Do not allow lot consolidation.
- Parking? (two green dots)
- Maintain trees and ensure they have on site parking! – very important.
- Please don’t allow complete destruction of trees on existing properties to make room for massive buildings that take up all of the green space on the properties.
- The plan has changes here. Why are they not in the drawing? Sub-area 4 near Ross Bay Village.

HOUSING

New housing that fits residential areas

Townhouses

- What is the projected population growth this is based on?

How supportive are you of these key initiatives for housing?

Support single rows of townhouses adjacent to small urban villages and on corner or laneway lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	3	-	8	2

Support one or more rows of townhouses near Cook Street Village, and in some locations on Fairfield Road and north of Fairfield Plaza, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
21	6	-	3	1

Comments?

- Please make developers build in parking for their residents and their guests. Look at what has happened with the townhouses in surrey- people are fighting for parking, neighbours are at war with each other (see "Clayton Heights – parking) Its one thing to build but without parking there will be major disharmony in these areas in the community.
- The terminology "traditional" is loaded with assumptions that this area is sacred and carries more weight for the status quo. (1 green dot)
- Parking x2
- Important to ensure that ALL areas of Fairfield offer up rental, including affordable housing. (1 green dot)
- Get RID of residential parking only! No free street parking.
- Single row townhouses needs to maintain a habitat for the lizards that sun themselves on the rock retaining wall currently on Fairfield and Memorial. (7 green dots)
- Encourage Clothes Lines
- Character conversions, not cookie cutter townhouses, are key to increasing density but retaining neighbourhood charm.
- Opposed to townhouses in sub-area 1. Retain character of neighbourhood and single-family feel (I know multiple units exist in homes) too congested.
- As I age I am going to want a home (own or rent) that doesn't have stairs. Can we have townhouse with separate up/down areas?
- Continuing to approve new flat-roofed housing does not enhance traditional housing. Why is this continuing?

PARKS, OPEN SPACE AND URBAN FOREST

Support the urban forest and green spaces

How supportive are you of the key initiatives to support the urban forest and green spaces?

Develop urban forest strategies, such as street tree replanting, adding new trees in urban villages, open space guidelines for infill housing, community-led projects (e.g. orchards), and implementing the City-wide Urban Forest Master Plan.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
26	2	-	-	-

Comments? Did we miss anything?

- Density on potential private green space.
 - As nothing but building and landscape on dev. lots
- Approach the “Friends of Beacon Hill Park” to give up their opposition to sue commercial activity in the park! We need a food concession or allow food trucks! (one green dot)
- Keep the park as a natural space. Don't allow food trucks.
- Please make homeowners responsible for maintaining heritage / large trees. Many new homes turn their properties into “moonscapes” – we'll look like Langford.
- Protect the original concepts and the tree spaces contained in the original Chief Arborists' plan which has given Fairfield a well thought out boulevard tree inventory.
- City needs to Pre-Identify mature trees and ‘flag’ sites accordingly so anyone wanting to develop is aware of importance of retaining trees after the fact penalties do not work developers would rather pay fines then save trees.
 - Proactive Inventory needed use students to facilitate.

PARKS, OPEN SPACE AND URBAN FOREST

Enhance the waterfront

How supportive are you of the key initiatives to enhance the waterfront?

Develop a long-term plan to guide future improvements to the waterfront parks to enhance visitor experience, restore and protect the unique natural environment and respect the culturally-significant landscape.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
26	3	2	1	-

Complete the waterfront cycling route along Dallas road.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
29	3	-	-	-

Comments? Did we miss anything?

- Safer access for bikes and pedestrian to the waterfront
 - traffic circles?
 - too difficult sometimes to cross Dallas Road for cyclists and pedestrians.
- Consider “natural” barrier between grass area along Dallas (where dogs can run) and cycling lane/car lane for added safety
- No washrooms at Clover Point
- Rename clover Point, Finlayson Point, Ogden Point to the Lewkungwen names. Recognize their traditional territory.
- Protect our bluffs (one green dot)
- Make sure you allow vehicle access to clover point. Meditative lunch spot for many folks and usually too cold to sit outside for long.

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
26	1	-	1	2

Comments? Did we miss anything?

- 30 km sign at Thurlow and Kipling
- Get rid of the car in Cook St. Village. Improve public transit. Make cars park on side streets by removing residential parking.
- Street Parking should NEVER be free. Aim to get people out of their cars. As 1,000,000 new cars were registered in CAD Jan-June 2017 there is NO space. Make public transit more affordable stop Residential Parking.
- Pedestrian crosswalk light in Cook St. Village takes too long for amount of foot traffic. Please consider changing to be like the instant-walk ones on Cook near Castle hardware.
- Identify cook west to BH Park connection.
- #1 No put on Vancouver St.
- Don't put the bicycle paths/routes on the heavy traffic streets!
- Need to change approach to parking. Consider parking districts and other means of recovering street parking revenue.

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	3	1	-	-

Comments? Did we miss anything?

- Better lit crosswalks and sidewalks to help drivers – especially on dark and stormy nights. (2 green dots)
- Cons, the embedded reflective strips/devices in road – especially along Dallas Rd and Beacon Hill Park for night time driving.
- I don't ride my bike now because of safety concerns. I live on Cornwall and drive to RJH. Can't wait for the bike lane on Richardson to the hospital.
- Bike lane on Vancouver St. not Cook TRU village. (2 green dots)
- Easier to leave the car or impossible to take it?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
19	9	2	1	-

Any comments on others sections of the draft Fairfield Neighbourhood Plan or other general comments?

- 1) Design (fit in new developments)! 2) Parking (no clogged streets and battles between neighbours for spots). 3) Height... 6 stories is high and will block the sun. Not as bad as 10.
- Overall, pretty good, Thanks for hearing us, our hearts are connected to the beauty, vibe and history of our community.
- Vote by stickers not a fair way to determine support witnessed. Many people voting without understanding.
- Very hard to vote without key info. ie. - what is affordable house - population growth driving this devils
- Remove reference to specific streets for heritage conservation areas. It does not have the support of owners.
- Amendments requested.
 - remove any reference to address- specific development.
 - ensure equitable sharing and responsibility for rental and affordable housing in all areas of Fairfield.
 - Use “non-loaded” stereotyping terminology.

Neighbourhood Priorities

Help us prioritize how and where investments are made in Fairfield

Improvements to waterfront parks: 10	Improvements to other neighbourhood parks (not on waterfront): 5
Affordable housing: 21	Pedestrian and cycling improvements: 20 <ul style="list-style-type: none"> • Need to innovate solutions to parking issues and tie them into the plan. (2 additional green dots)
Public space improvements in Cook Street Village: 15	Placements and public space improvements in small urban villages to encourage gathering: 4
Community spaces (e.g. new/improved indoor community spaces; non-profit childcare; etc.): 2	Other (please specify on sticky note): <ul style="list-style-type: none"> • Design guidelines to encourage building designs respectful of Fairfield's heritage - 6 • Skate park, Waterpark, lego shop-ninja go lego - 3 • 1) Sustainability 2) Diversity / affordable housing 3) Clear distinction from downtown. • Make the developers comply with designs for any new development that fits the area, this will be a legacy for generations to come if you do. thanks.

Fairfield Draft Neighbourhood Plan Feedback

Date: November 27, 2017

Event Type: Open House #2

Location: The Parkside Hotel & Spa

of attendees: 64

Bullets = sticky note comments placed on Open House display boards.

The [blue headers](#), and numbered titles denote the display board and section of the board where the sticky notes were placed.

(These Key Direction will guide growth and change in Fairfield over the next 25 years)

NORTHWEST CORNER AND FORT STREET CORRIDOR

[More housing in the northwest](#)

Northwest Corner Concept Diagram

- Affordable for what income level?
- Include upper Cook St. Village (South of Meares) in the commercial area of Fort.

NORTHWEST CORNER AND FORT STREET CORRIDOR

More housing in the northwest

How supportive are you of the overall vision for the northwest area of Fairfield? (See Concept Diagram)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	11	-	1	2

How supportive are you of the key initiative for the northwest portion of Fairfield?

Maintain current policy that allows 8-10 storeys (30m) west of Quadra Street and north of Rupert Terrace (aligns with the Official Community Plan and Downtown Core Area Plan).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	6	-	4	12

Support residential buildings up to 6 storeys (20 m) between Quadra Street and Vancouver Street and north of Fairfield Road, with pedestrian and public space improvements. (No change required to the Official Community Plan).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	3	1	1	4

If new development includes on-site affordable housing, consider allowing additional density (within the permitted height limits)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
8	4	1	3	15
	<ul style="list-style-type: none"> Affordable for what income level? - 1 			

Develop new design guidelines to require new multi-unit buildings in this area to fit in with surrounding properties.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
27	5	1	-	-

Comments? Did we miss anything?

- I still question the initial premise that most development should be in the NW quadrant. Removal of 4 storey rental buildings will renovict many people, meanwhile removal of 4 single family homes elsewhere will allow maximum benefit for minimum disruption.
- I do not support any additional height for affordable housing. *Stick to your stated plan and the height planning will be a beautiful result.
- I oppose allowing height over 20m. Allowing 30m opposite a park (Pioneer Square) would be wrong. Both sides of Quadra should be max 20m.
- "Affordable" is such a meaningless term in this context. It is misleading and inappropriate.
- Policy that allows 8-10 storeys west of Quadra should be changed to up to 6 storeys only.
- I believe 6 stories is sufficient. Anything taller belongs in the city (downtown).
- At current CAC levels Victoria will never achieve any affordable housing through development.
- Define Affordable! Victoria has worst CAC policy in B.C. (green dotted)
- New residential buildings should have majority of unit, larger than 500SF – no more single/short term units (ie. Janion) and pet-friendly.
- The view of C.C. Cathedral along Courtney is a protected view. I think the views of the Cathedral towers along Quadra St. is special and adds a lot to the feeling of the neighbourhood. could these Quadra St. views (north and south) be protected in some way?
- Why can't all of the NW corner be 6 stories (20M)? This is Fairfield not downtown!!!!
- Increased density should be considered for all of Fairfield. Too much emphasis in N.W. – Increase in traffic and other infrastructure.
- Min square footage of units less than 500. No good for LT residency.
- I'm supportive if this includes excessive off-street parking.
- Please maintain the existing 2.1 density regardless of the 30m height. Thank you!
- I oppose the renoviction of residents in 4 storey affordable apartment buildings along Burdett and Rupert Terrace. Retain rental apartment areas – satisfies affordable housing need.
- Minimum # of unit to be pet friendly.
- Review development of vacant first.
- Why Commercial between Burdett and Rupert Terrace. There is only one old heritage building/law office. Otherwise all residential. Also, these are older residents who like the area and do not want to be renovicted.

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

How supportive are you of the overall vision for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	7	7	1	1

How supportive are you of these key initiatives for Cook Street Village?

In Cook Street Village, encourage housing above shops and limit building height to 4 storeys (requires a change to the Official Community Plan which allows up to 6 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	8	-	2	3

- Current approved plan or draft plan?
- Current density proposal for Cook St. is short –term thinking. Please consider 1) Increase height of structures and/or 2) expand definition of Cook St. Village Area.

East of Cook Street Village to Chester Street: Maintain the current policy encouraging townhouses, duplexes, single detached houses and secondary suites but not new apartment buildings

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	4	1	2	4

West of Cook Street Village: support small apartment buildings (up to 4 storeys) on most blocks and townhouses (this differs from the Official Community Plan for parts of this area)

- “Most” is not a number.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	2	5	5	-

Along Oliphant Street, retain the traditional residential context with single-detached houses, duplexes, heritage house conversions, townhouses and “houseplexes”

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	6	5	1	2

- Oliphant Ave should not be traditional residential. Allow higher density consistent with surrounding lands along park, Cook, etc.

Improve public spaces and streetscape

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
20	4	1	1	-

Comments? Did we miss anything?

- What is the justification for this area to be higher density?
- All the existing houses on Vancouver should also be retained like Oliphant is being proposed.
- No
- My understanding is that much new building is built to last 30 years, not over 100, which most Fairfield houses are. The last community plan process was longer ago than 30 years. By “supporting” new buildings, are we also supporting short-lived buildings?
- Vancouver, Suttlej and Pendergast – support retention and re-use of trad. res. housing like proposed on Oliphant. There is nothing different between these houses.
- Public art and place making are necessary!
- Happy with the density housing plan.
- I live on Pendergast and see and talk to many tourists and expect to see character housing as they go from downtown and Cook St. Village.
- Initiate a study or review of what city design aspects can encourage street people occupation, and consider the results to ensure new development and planning does not encourage this.
- Keep Cook St. development height to 13.5 metres is very important.
- 6 storeys (not more) is fine – allows for more people while keeping neighbourhood feel.
- Community drop-in centre for families / seniors / youth pop up library / art maker space.
- To increase a vibrant hub go 6 storeys.
- Painted or raised crosswalks in the village.
- Get rid of the bike lane to lower Cook St./Dallas it is unwanted / unneeded not safe to vehicle access dog walkers / emergency vehicle baby strollers do not narrow this street with bike lanes.
- The plan seems to allow removal of trees, shrubs, green setbacks! Not a good idea!
- Put in a bike lane all along Cook and slow automobile traffic so it's safe to use the crosswalks.
- Neutral is not the right word for me – it assumes I don't care. I do care. But there are some aspects I agree with and other aspects I don't agree with. (If I was neutral – I wouldn't be here!).

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

New Design Guidelines for Cook Street Village

How supportive are you of the design guidelines for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
15	5	-	2	-

Comments? Did we miss anything?

- I feel 10 meters is perhaps too high. I like the idea of 2 floors with 3 & 4th being stepped back.
- I would like to see protection of roots of trees along Cook Street when parkades are installed in "by-laws".
- Maintain heritage homes – multi-family is fine, but the style adds character to the village Community streets.
- But make sure (as is possible) to make the structures pleasant to be around. The development between Sutlej and Oliphant is unnecessarily ugly.
- Bike Lanes should be added down to Dallas Road.
- Desire for more affordable housing – City could use more info about trade-offs. Not likely to be achieved.
- No Bike Lanes through Cook Street Village. It works well now for people walking. Maybe car free day!!
- Add bike lanes along Cook Street +++++. They will bring business, not keep business away!
- Develop some rain protected covering to allow all-weather use of public realm.

URBAN VILLAGES

Encourage neighbourhood commercial corners to thrive

The plan proposes supporting existing commercial areas with new housing options and public space improvements

How supportive are you of the key initiatives to support commercial areas at Moss Street and May Street, and Moss Street and Fairfield Road?

Encourage small mixed use or residential buildings up to 3-4 storeys, (Existing zoning allows 3-4 storeys; Official Community Plan supports up to 3 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
13	3	-	3	2

Support local businesses and community gathering by creating attractive public spaces.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	6	-	1	1

Comments? Did we miss anything?

- Could be great community hubs but needs more support.
- Against converting the character church(?) into another commercial "box" (?) loss of heritage.
- I would like to see move height 3 stories as I feel 4 will impact neighbours too much.
- Lighting, public art, cafes, small restaurants, etc. would make it nicer.
- Max 3 storeys on Fairfield, 4 makes it too tight and tall.
- Include Sir James Douglas and community place in five points area.
- Already problem with street parking due to existing commercial.
- Public spaces that have permanent or temporary public art.
- Limit density to 3 storeys as in small urban villages in Gonzales on Fairfield.
- Nice lighting and seating fountain and increased public gathering space.
- Encouraging commercial here takes away from Cook Street that the plan says you want to strengthen.
- Limit height to 3 stories
- For townhouses adjacent to urban villages it will be important to define the limits of how many townhouses will be allowed. I am concerned about development 'creep' spreading to us losing even more single family homes.

URBAN VILLAGES

Re-imagine Ross Bay Villages

We heard:

Ross Bay Concept Diagram

- Can we get a third-party to do an evaluation of areas for HCAs. Should have been bigger. Disappointed with HCAs being eliminated.
- What are the plans for pocket commercial in Fairfield? Protect existing commercial/employer(?) uses. Need to maintain flexibility.
- Ross Bay Village is one of a series of commercial corners on Fairfield. Two in Gonzales. Three in Fairfield. The plan should acknowledge this.

How supportive are you of the key initiatives for Ross Bay Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	7	1	3	2

Comments? Did we miss anything?

- Concerned that parking be refrained, especially for seniors.
- Townhouses ok, with good access. Concerned about disruption during construction.
- Don't want shade or wind from buildings. 4 storeys too high on Fairfield.
- Needs underground parking.
- Somewhat supportive but also like it as it is.
- Concern about CACs only being applied on new development across neighbourhood.
- Concern that the Economics of redevelopment to this scenario are not achievable misleading.
- Concern about townhouses along Fairfield Rd. Apartments not personal enough.
- Want public realm design to be well-integrated into development.
- Where is the parking for the shops? On the street? There needs to be parking for seniors.
- Would like to retain service station.
- Limit to 3 stories (not 4), including store level.
- I'm saying I'm supportive but I am opposed to tearing down perfectly good houses to build structures that will not last over 40 years.

HOUSING

New housing that fits residential areas

We Heard:

- Housing costs should be a concern! New developments sell and rent far higher than current buildings.
- So what are you doing about it other than being concerned?

HOUSING

Retain rental apartment areas

We heard:

- Affordable for what income level?

Rental Retention Area

- Will these new developments rent for more? Where will tenants go when their building is in development?

How supportive are you of the key initiatives to retain rental apartment areas?

Allow maximum 6-storey limit in this area to retain rental building and discourage teardown and redevelopment (no change from Official)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
20	7	1	-	3

Direct all contributions from new development in this area toward creating new on-site affordable housing. where on-site affordable housing is secured, consider additional density (limited to 6 storeys).

- Affordable for what income?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
9	3	-	3	7

Comments? Did we miss anything?

- Burdette Ave / Rupert already affordable housing in apartments with long-term tenants. Consider providing assistance to building owners for upgrades instead of renovations rental retention.
- 4 story max buildings
- It is misleading to talk about "affordable" without better definition.
- The existing '70s and older apartments will not be able to redevelop at their current densities.
- More pet friendly rentals in Cook St/Fairfield please.
- Community needs more rental space. What incentives for home owners to create long-term rental?
- I absolutely do not support extracting "amenity contributions" from developers; this adds to the cost of the housing they are providing!
- Six stories are not necessary the ocp analysis indicated that there is already sufficient 2 max(?) capacity in 2011 to match this demand.
- In some cases over 6 storey buildings could fit in.
- Administrating and creating separate funding pools will be difficult to manage. There will be times when these accounts will be raised.
- Expand rental retention to include area between Burdett and Rupert Terrace.
- Look at incentives for developer to have a mix of rental and ownership (look at San Fran). Don't want a rental ghetto!

HOUSING

New housing that fits residential areas

House with two secondary suites; or one secondary suite and one garden suite

How supportive are you of these key initiatives for housing?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	5	3	6	2

Comments?

- Adds more space rental options for people, students, etc.
- I am most in favour of retention of existing houses and discouraging teardowns +++. Rentals are good.
- Parking is an issue. Perhaps if 3 residences on a lot, 2 must have onsite parking (off street).
- I understand the benefits of density and avoiding sprawl but fear we will pave paradise and still not improve affordability. With all of the recent developments, housing costs have continued to rise. Once we lose green space it is gone. That which attracts people to Victoria will be lost, though the influx will continue.
- If suites must have off street-parking.
- Parking must all be on site including at least 1 guest stall as well.
- Open to more suites but parking a concern.
- Suites need parking. Tenants have jobs elsewhere in the region. On-street parking makes the streets less safe (ie. visibility).
- Not opposed but can't believe no provision made for suite parking.
- Garden suite setbacks should be more than the current allowable of 2 ft to allow the developer room to put in buffering and landscaping to mitigate noise pollutions, (?), the neighbour affected by such a close placement feels forced to pay for new landscaping, higher fence, etc.

HOUSING

New housing that fits residential areas

Duplexes on typical-sized lots

Houseplexes

How supportive are you of these key initiatives for housing?

Reduce the size of lot suitable for duplexes.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	3	1	1	1

Support “houseplexes”, new 3-4 unit buildings that look like single detached houses, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
16	4	-	-	-

Comments?

- Great to have options for rental. On-site parking should not be necessary.
- Rules should exist for approval of renderings of new building to ensure congruent with existing architecture.
- Concern re: how many stories if only 2 ½ I'm okay. Concern re: parking. I think they should have onsite parking.

HOUSING

New housing that fits residential areas

Suites in Duplexes, small Lot Houses, and Townhouses

What is proposed?

Sub-Area 3

How supportive are you of these key initiatives for housing?

Allow legal suites in duplexes, small lot houses and townhouses.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	8	1	3	2

Comments? Did we miss anything?

- I'm supportive of secondary suites but concerned about lack of parking. Streets in this neighbourhood are already overcrowded with parked cars.
- Concerns re: parking if suites are permitted in duplexes and townhomes – too congested already. (green dotted x1)
- No additional parks are required? This is already a problem!
- Also concerned about rental suites not being properly cared for by both tenants and landlords.
- Must be parking for additional suites. Parking is already difficult on residential streets in Fairfield.
- Good idea for rec/rental and ownership. Adds more people to live in the community.
- Zoning should include exterior design in keeping with the street/neighbourhood – i.e., No contemporary boxes on a street of character homes (well kept).
- Why is there no transition of height and form along Burdett?
- Extend density to all areas of Fairfield too many single family homes.
- I am absolutely not neutral. There are aspects I agree with and aspects I do not agree with. I confess I don't want solid homes torn down and replaced with cheap buildings. And yet I get the need for affordability and density.
- Parking must be addressed.
- City does a poor job of managing parking now!
- Missing added loss of green space.

HOUSING

New housing that fits residential areas

Townhouses

How supportive are you of these key initiatives for housing?

Support single rows of townhouses adjacent to small urban villages and on corner or laneway lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
9	12	1	1	-

Support one or more rows of townhouses near Cook Street Village, and in some locations on Fairfield Road and north of Fairfield Plaza, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
9	7	1	-	1

Comments?

- My concern is if townhomes are allowed in “all” traditional residential areas, it will encourage developers to tear down homes.
- Concerned about parking in Ross Bay Plaza and also Standard for if townhouses were to go up.
- I like the idea of landscaped lots for townhouse.
- Needs off-street parking (green dotted x1)
- Increase density for families.
- I mourn the loss of some lovely old homes and the building of cheap new buildings. Yet how to increase density? And affordability is almost impossible.
- Put 1.2 FSR townhouse project in place at 1120-1128 Burdett. Respect transition and character of street.
- Slow plans for 3 storey stacked townhouses projects. Better floor plates. Fewer internal stairs.

PARKS, OPEN SPACE AND URBAN FOREST

Support the urban forest and green spaces

How supportive are you of the key initiatives to support the urban forest and green spaces?

Develop urban forest strategies, such as street tree replanting, adding new trees in urban villages, open space guidelines for infill housing, community-led projects (e.g. orchards), and implementing the City-wide Urban Forest Master Plan.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
22	5	-	-	-

Comments? Did we miss anything?

- Need access off May St. into Moss Rock Park. There is not even a sidewalk on the North side of May Street.
- Residences often crowd sidewalks for pedestrians. A sidewalk is for pedestrians not gardens.
- Dog fence to ensure dogs in non leash areas don't go out on Dallas Road.
- Also – implement the outcomes from the 2018 arts and Culture master plans.
- Maintain and enhance continuous tree canopy to provide wildlife habitat.
- Impacts to utilities (storm drains, etc.) with increasing density and hardscape is concerning.
- I support this but we need real teeth(?) in the bylaws, eg. deeping of trees and new developments.
- Missing the first act is to strengthen the tree bylaw so that the tree gets pretenence and the house has to adapt.

PARKS, OPEN SPACE AND URBAN FOREST

Enhance the waterfront

How supportive are you of the key initiatives to enhance the waterfront?

Develop a long-term plan to guide future improvements to the waterfront parks to enhance visitor experience, restore and protect the unique natural environment and respect the culturally-significant landscape.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
15	9	9	1	1

Complete the waterfront cycling route along Dallas road.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	2	4	-	5

Comments? Did we miss anything?

- Need safe bicycle route East of Clover Pt. and into Oak Bay.
- Removal of berm(?) on Horseshoe Bay foreshore (problem us seepage from above, NOT sea encroachment by wave action.
- Missing – the effects of movement / development on the seismically unstable shoreline.
- No to separate two way bike lanes on Dallas at this time!

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	3	1	2	4

Comments? Did we miss anything?

- Bike route should be moved from Cook to Vancouver Street.
- Do not do two way bike lanes on Cook thru Village!
- Need bicycle path and lock-up East of Clover point.
- Consider a hand surface bike route along Heywood on the Beacon Hill Park side.
- Where the cedar mulch trail is now located.
- Cook and Dallas intersection improvement needed.
- Protected bike lanes needed on Cook from Pandora to Dallas (down Cook).
- Put a smily face speed thing on Cook St. Village.
- Driver education about on-marked corner crossing.
- Residents in Cook Street Village need route for leaving and entering area north without having to drive towards downtown. This model restricts such access.
- Sloped sidewalk Humboldt St. Ann's south side rebuild.

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	3	-	1	7

Comments? Did we miss anything?

- I am very concerned about the impact of dedicated cycling lanes through Cook St. Village. David.
- More bikes less cars less parking I'm okay with that!
- Traffic calming, ie. lane narrowing does not make me feel safe on a bicycle. Example – Vancouver Street on the weekend is not nice with parking on both sides.
- Put bike lanes all along Cook. Slow traffic on Cook so cross walks are safer.
- Please! Do not add another new route across Beacon Hill especially NOT the Heywood Meadow.
- If we put in more bike lanes stop cyclists from riding on the sidewalks. Not safe for pedestrians.
- I would like to see an advanced left signal at Cook and Fairfield and the right arrow made to flow through straight.
- Make sure there are corridors for cars. I'm a cyclist and we need to make sure everyone has passage.
- No to East –West Connection through Beacon Hill Park!

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

Strengthen Cook Street Village as the heart of the neighbourhood: 3 green dots.

New housing that fits residential areas: 3 green dots.

Retain Rental Apartment areas: 3 green dots.

Make it easier to leave the car behind: 3 green dots.

Support urban forests and green spaces: 1 green dot.

Enhance the waterfront:

- What does this mean? Way too general.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
4	11	1	1	-

Any comments on others sections of the draft Fairfield Neighbourhood Plan or other general comments?

Heritage: 7 green dots.

Infrastructure and Green Development: 3 green dots.

Placemaking, Arts and Culture: 2 green dots.

Community Facilities and Well-Being: 1 green dot.

- A separate plan for the Fort Street Corridor? (Includes too many communities to be cohesive).
- Strong focus on #12 Art, Culture and Placemaking for to make this community a vibrant place to live and work.
- Out of this process is there an opportunities to have an arts, culture, heritage and parks advisory committee. Should this or through the F/G Com. Association.
- Redevelopment of Fairfield United Church. How does it fit into the Fairfield Plan?
- Fort St. (Heritage) Corridor needs its own plan to achieve cohesion and celebrate its history.

Neighbourhood Priorities

Help us prioritize how and where investments are made in Fairfield

Improvements to waterfront parks: 6	Improvements to other neighbourhood parks (not on waterfront): 9
Affordable housing: 14	Pedestrian and cycling improvements: 10
Public space improvements in Cook Street Village: 21	Placements and public space improvements in small urban villages to encourage gathering: 13
Community spaces (e.g. new/improved indoor community spaces; non-profit childcare; etc.): 7	Other (please specify on sticky note):

- More raised and/or printed crosswalks everywhere.
- Repairs needed for some streets that are in poor condition (eg. Chapman St.)
- Need lots more off-street parking. (1 green dot)
- Keep Cook St. Village developments to 4 storey – 13.5m heights.
- Preserve green space. And heritage.
- Need low cost cooperative housing units for families. (1 green dot)
- Community Art & Culture District at Fairfield and Moss
- This summary chart doesn't address enough issues! (Housing??). (3 green dots)

Fairfield Draft Neighbourhood Plan Feedback

Date: December 2, 2017

Event Type: Open House #3

Location: Cook Street Village Activity Centre

of attendees: 66

Bullets = sticky note comments placed on Open House display boards.

The [blue headers](#), and numbered titles denote the display board and section of the board where the sticky notes were placed.

NORTHWEST CORNER AND FORT STREET CORRIDOR

More housing in the northwest

How supportive are you of the overall vision for the northwest area of Fairfield? (See Concept Diagram)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
8	8	-	2	1

How supportive are you of the key initiative for the northwest portion of Fairfield?

Maintain current policy that allows 8-10 storeys (30m) west of Quadra Street and north of Rupert Terrace (aligns with the Official Community Plan and Downtown Core Area Plan).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
7	4	2	5	1

Support residential buildings up to 6 storeys (20 m) between Quadra Street and Vancouver Street and north of Fairfield Road, with pedestrian and public space improvements. (No change required to the Official Community Plan).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
6	6	3	4	2

If new development includes on-site affordable housing, consider allowing additional density (within the permitted height limits)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	4	-	3	4

Develop new design guidelines to require new multi-unit buildings in this area to fit in with surrounding properties.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	6	-	2	2

Comments? Did we miss anything?

- The area between Quadra and Vancouver has mostly rental housing. Redevelopment isn't bad but the # of rental units available should be retained. Now = Existing Rental #. Later = Rental # + New Market Units.
- Keep older rental buildings they are a staple for affordable housing! Keep them updated/safe without evicting renters (renovictions)
- Add more floors – people will multiply in 20 years you need double the houses!
- Opposed to increased density and buildings wishes(?) than 3 stories. (1 vote).
- Opposed to increased density.
- The OCP describes DBA 7B (Fort Street) as a heritage corridor. The word "Heritage" is missing in the title or p.53.
- 6.1.12 & 6.1.13 do not include Pioneer Square but should.

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

How supportive are you of the overall vision for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
8	10	-	4	2

How supportive are you of these key initiatives for Cook Street Village?

In Cook Street Village, encourage housing above shops and limit building height to 4 storeys (requires a change to the Official Community Plan which allows up to 6 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	4	-	-	3

East of Cook Street Village to Chester Street: Maintain the current policy encouraging townhouses, duplexes, single detached houses and secondary suites but not new apartment buildings

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	4	2	-	1

West of Cook Street Village: support small apartment buildings (up to 4 storeys) on most blocks and townhouses (this differs from the Official Community Plan for parts of this area)

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
7	6	1	3	3

Along Oliphant Street, retain the traditional residential context with single-detached houses, duplexes, heritage house conversions, townhouses and "houseplexes"

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	4	-	-	1

Improve public spaces and streetscape

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
17	4	2	-	-

Comments? Did we miss anything?

- Where can all the people park?- Take down an old house – build a parking garage.
- Bike lanes on Vancouver Street to Park & avoid going through the CSV.
- Would love to see a laundromat return to Cook St. village.

- All this new development what's going to happen to the stores we have now? I want them to stay!
- Maintain last CSV local area plan for set back and buildings height.
- The character of the village will be lost unless a 3 meter wall on both sides of Cook are mandated.
- Wayne: - Wants trad res up to remain west of Oliphant. rental replace policies should app(?) to total of all buildings (not just in the...
 - For rest of areas get rid of height limits.
 - Would prefer for heights to be determined based on surrounding context.
 - Concern about heights – impacts of sunlight.
 - 13.5 m ok (doesn't include)
 - get rid of “up to”
 - Concern that existing tenants moved out during renovations – need to keep them in n'hood (not limit it to on-site). Tenant relocation package -> please consider relocating to elsewhere in n'hood.
 - Should add E(?) new 8.11.2 “additional parking would be required”.
- A lot of the new stores coming in are geared towards the high-income group. How about encouraging shops and stores and café that aren't so expensive.
- Densification not good for community.
- No parking in new building on Oliphant. Residents will use street parking – already tight(?)
- 3 Stories max
- This will change character of Cook Street from village to a city.
- You're pushing choices we don't want and confusing us with leaving out what is there now.

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

New Design Guidelines for Cook Street Village

How supportive are you of the design guidelines for Cook Street Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	2	-	-	2

Comments? Did we miss anything?

- Urban residential areas – concern about shading, sunlight impacts from 6 storey buildings – there are lots of single-family houses in these areas.
- Cook Street Village was the original village. Don't be too prescriptive – want to leave an organic feel.
- Ask for right of way through redevelopment so that bike lanes can go on boulevard – one example) replace trees... ?
- Add more storeys for the future. Up to 5 or even 6.
- Don't make it too homogenous. Height not as important as light. Need to get something back from development.
- Don't put 4 stories on Cook St. Village as there will be no sun on the patios. Leave just the village 2 stories.
- Please set back 2nd and 3rd storey.
- Any chance of planting trees that aren't so messy? Horse chestnuts drop seeds in summer, chestnuts, sticks, sap & leaves. There are a lot of bushy trees are a lot less messy plus chestnut husks are very slippery if you step on them, and they can hurt if they fall on your head.
- Bike path on Vancouver St. not Cook St.
- Why can't you leave 2 blocks like Cook St alone and with its present. 2 mind(?). There are better places to go (?).
- Some developers will build 3 storeys but with very high ceiling and roof top = 4 or 5 storeys!
- City needs to have clear guidelines negotiated.
- Cook St. Village is misclassified as a large urban village. Reduced parking will be a nightmare (schedule C).
- Need a stronger tree bylaw which prioritizes the trees (rather than developers).
- CSV should not be a large urban centre.
- Please do not put a bike lane on Cook St. Vancouver St. is good for biking.

URBAN VILLAGES

Encourage neighbourhood commercial corners to thrive

The plan proposes supporting existing commercial areas with new housing options and public space improvements

How supportive are you of the key initiatives to support commercial areas at Moss Street and May Street, and Moss Street and Fairfield Road?

Encourage small mixed use or residential buildings up to 3-4 storeys, (Existing zoning allows 3-4 storeys; Official Community Plan supports up to 3 storeys).

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	5	-	3	3

Support local businesses and community gathering by creating attractive public spaces.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	3	-	2	1

Comments? Did we miss anything?

- More densification result in decreased quality of life.
- Keep to 3 stories
- Keep as 3 storeys at Fairfield, 2 storeys at May St.
- Already a lack of bike parking / residential parking when events. Will need to be increase to accommodate development.
- These are two separate "Utilities" – corners. they deserve their own boards E/U separate comments on the vision.
- Keep the height limited to 3 stories.
- The six storeys will take out the values in the vision heritage rentals affordable – principles 17 Different kinds of affordable housing p 18-19.
- Rewrite the plan and make it clearer what is here now and how it changes with the plan.

URBAN VILLAGES

Re-imagine Ross Bay Villages

We heard:

Ross Bay Concept Diagram

How supportive are you of the key initiatives for Ross Bay Village?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	3	1	1	7

Comments? Did we miss anything?

- Can we have the townhouses on St. Charles and Stannard only after the plaza redeveloped?
- Like single row- not double row – townhouses.
- Keep to 3 stories.
- Max 40km/h on Fairfield Road by Ross Bay Village. (1 vote)
- Concern about soils construction impacts. Concern about aesthetics. Concern about cars and traffic.
- Concern about pro-active densification of Ross Bay Village. Concern about Big Moves map not showing townhouses.
- Ross Bay Village is an artificial concept. It's a residential neighbourhood with one strip mall. Don't sacrifice single-family homes.
- Opposed to more development. (1 vote).

URBAN VILLAGES

Strengthen Cook Street Village as the heart of Fairfield

Cook Street Village Concept Diagram:

- Keep light in the village. Don't build 4 stories in village. Minimum 3 stories.
- Keep set backs from previous LAP for CSV.
- Don't cut down existing trees!!
- Unique shops have a lower priority than keeping daily services such as bank, avg. cost groceries, post-office, hardware. Having daily services is the strength of villages.
- Shops and businesses need to be practical for every day people who live in village. Not just geared for tourists. Affordable/practical ie. banks / pharmacy, affordable groceries, medical
- Putting trees in planted medians can impede visibility. ensure buildings and/or new builds to reflect the eclectic street – scape of the village.
- Heritage. Refer to provincial guidelines on how to establish citizen led guidelines (refer to provinces guide)
- Heritage. Don't need the list of heritage areas (10.2) sounds like the only places we can have change.

HOUSING

Retain rental apartment areas

We heard:

How supportive are you of the key initiatives to retain rental apartment areas?

Allow maximum 6-storey limit in this area to retain rental building and discourage teardown and redevelopment (no change from Official)

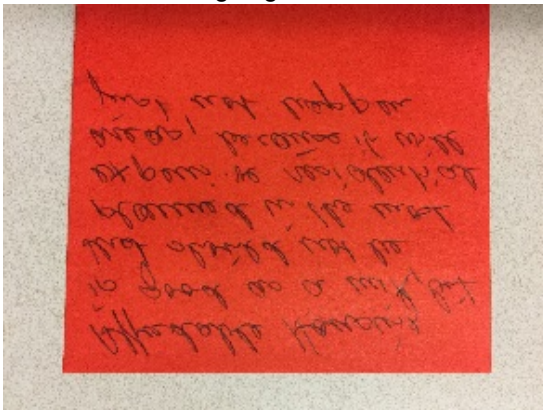
Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
15	6	-	2	3

Direct all contributions from new development in this area toward creating new on-site affordable housing. where on-site affordable housing is secured, consider additional density (limited to 6 storeys).

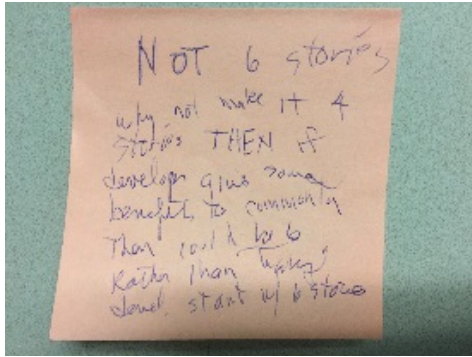
Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	5	-	1	3

Comments? Did we miss anything?

- Opposed to increase density which will result in more traffic, less parking spaces, more pollution, longer waits for services.
- Buildings higher than four stories will result in citification of Cook St. Village.
- I'm strongly supportive of 2 & 3 bedroom units that create an opportunity for more families to live in this desirable neighbourhood.
- Affordable Housing is good as a...



- Not 6 Stories...



- Maybe not all contrib(?) to affordable what would happen to other amenities.
- Please keep it to 4 storey's max.
- Consider 3 bedroom units for rental or sale for families or singles living together. Families living in cities. Shared outdoor space.
- Four storeys only!
- Take into account the income of current renters. Don't let them be pressured into moving.
- Keep older rental buildings ~staple for affordable housing. Landlords to provide safe, updated standards for suites without evicting tenants.
- Rental-retention should be done block-by-block, not just one district.
- Market priced condos not in rental retention area. 4 storey maximum take in to account existing housing to fit.
- Require developers to provide info on purchase/rental rates so council / public can see if "affordable".
- Define "affordable" some developers define it as "1% below market"!

HOUSING

New housing that fits residential areas

House with two secondary suites; or one secondary suite and one garden suite

How supportive are you of these key initiatives for housing?

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
15	6	-	1	3

Comments?

- Secondary suites will result in densification of village. More people = more traffic, pollution, longer waits for services. (1 vote)
- Not 2 rows of townhouses back to back. Townhouses on Chester(?) has no green space. (1 vote)
- Infills and suiter is great. It allows densification without losing scale in the neighbourhoods. Change is inevitable – this manages change rather than pretending it won't happen.
- Concerned about pressure around Fairfield Plaza to densify even before the Plaza is change.
- More housing requires more parking! (2 votes)
- Importance of transitional housing so areas with higher buildings don't tower of areas with lowers ones. Importance of light corridors.
- Why no parking for suites? Finding street parking in area is already very challenging especially on streets with condo/apartment buildings. An increase in demand could make things very challenging.
- to keep family-suitable housing you need to monitor the proportions (Losses / Gains) of studio / 1 Br / 2 Br / 3 Br units conversions should not become all studio and 1 bedrooms. (1 vote)
- Concerned about a lack of neighbour input in regards to garden suites and suite location.
- House with two secondary suites, etc. 2 "concepts": should be broken down to questions for each one.
- Secondary suites and more town houses, smaller lots will result in densification.
- Garden suites need approval by neighbours.
- Should be min size for garden suite and secondary suite since you try to save older houses which tend to be large on lot would end up giving up green space. 50x IOU (?) lot too small.

HOUSING

New housing that fits residential areas

Duplexes on typical-sized lots

Houseplexes

How supportive are you of these key initiatives for housing?

Reduce the size of lot suitable for duplexes.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	2	-	2	4

Support “houseplexes”, new 3-4 unit buildings that look like single detached houses, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
11	7	1	2	-

Comments?

- Design is very important for each new building so that it fits in with the character of the area and neighbours. (1 vote)
- Houseplexes with smaller units (studios and 1 bedrooms) should have relaxed parking minimums and decoupled parking.
- Houseplexes should still meet a range of unit-sizes (not all small studio and 1 bedroom). (1 vote)
- When will we have enough “density”?
- Like the creative options to increase density. Row houses, granny flats, suites, duplexing. Thoughtful density can create a lively and rich neighbourhood. (1 vote)
- Consider tiny houses in back yards of sufficient size. (1 vote)
- Very important! Balanced proportions of lost/gained studio / 1 Br / 2Br / 3 Br units.

HOUSING

New housing that fits residential areas

Suites in Duplexes, small Lot Houses, and Townhouses

What is proposed?

Sub-Area 3

How supportive are you of these key initiatives for housing?

Allow legal suites in duplexes, small lot houses and townhouses.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
10	13	-	-	2

Comments? Did we miss anything?

- Not in favor of incentives to demo existing house. (1 vote)
- A need to address existing no parking needed for suites. already very challenging to find street parking (often have to park 1-2 blocks away now), if density/demand increases it will make things much worse.
- Would like some incentive to encourage people to keep existing buildings and add suites instead of tearing down and building new.
- Parking will still be an issue for secondary suites unless the occupants can be forbidden from owning cars. (2 votes)
- Supports suite in new or renovation. A suite is needed for mortgage helper. Plans to retire in Fairfield.

HOUSING

New housing that fits residential areas

Townhouses

How supportive are you of these key initiatives for housing?

Support single rows of townhouses adjacent to small urban villages and on corner or laneway lots of sufficient size.

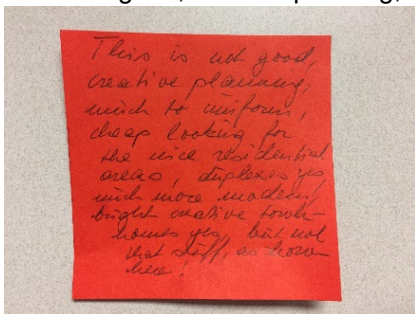
Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
7	4	-	2	8

Support one or more rows of townhouses near Cook Street Village, and in some locations on Fairfield Road and north of Fairfield Plaza, on lots of sufficient size.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
7	4	-	3	6

Comments?

- Fee simple rowhouses would be great (missing here in Vic). (1 vote)
- Being near to village centre is only helpful for reducing car dependency if the shops and businesses are for daily needs not boutiques. (1 vote)
- Your illustrations show what I would call “crowding” there must be limits – people need space to be healthy.
- Respect existing neighbourhoods. Don’t try to turn them into something they are not.
- This is not good, creative planning, ...



- Two rows townhouses too dense and impact on adjacent houses too great. (1 vote)
- I think that this kind of densification would benefit developers greatly. Some families could buy a row-house but it is still expensive. (1 vote)
- Who decides what is acceptable. Who (or how many) have a veto on what is acceptable.
- Stacked townhouses with smaller 1-level living ground floor units (wheelchair / walker friendly).

PARKS, OPEN SPACE AND URBAN FOREST

Support the urban forest and green spaces

How supportive are you of the key initiatives to support the urban forest and green spaces?

Develop urban forest strategies, such as street tree replanting, adding new trees in urban villages, open space guidelines for infill housing, community-led projects (e.g. orchards), and implementing the City-wide Urban Forest Master Plan.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
26	-	-	-	1 Urban forests increase desirability of living here, leading to increased prices and leading to less affordability

Comments? Did we miss anything?

- Reinforce trees preservation. Bylaw please.
- We should not lose green space because someone from Toronto wants to live here 4 months of the year in a condo.
- For Cloverpoint: I hope cars will still be allowed to park there because all year long people love to drive down there, sit in their car (due to the cold/wind) ear, enjoy the view, etc.
- Protect our trees! Especially our large trees!
- Be careful about what you plant and ensure that it benefits human health. Even out the tree gender balance.
- Let homeowners have a say about what's planted on their boulevard.
- Please re-plant the trees that have been cut down by developers and cut down due to disease. We NEED our trees!
- Retain the regular architectonic spacing of street trees along corridors (and same species). It helps stitch things together.

PARKS, OPEN SPACE AND URBAN FOREST

Enhance the waterfront

How supportive are you of the key initiatives to enhance the waterfront?

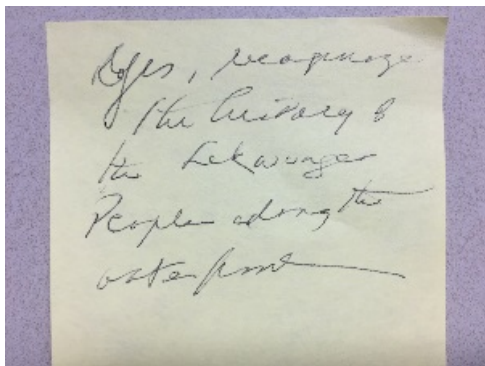
Develop a long-term plan to guide future improvements to the waterfront parks to enhance visitor experience, restore and protect the unique natural environment and respect the culturally-significant landscape.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
19	4	-	-	2

Complete the waterfront cycling route along Dallas road.

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
13	2	1	-	2

Comments? Did we miss anything?



-
- People use to be able to picnic and play Frisbee or bocce on grassy areas of Dallas Rd. park. No longer. It's "gone to the dogs".
- Create a dog-free zone or enforce rules. Put doggy bag dispensaries on walking routes to Dallas to reduce negative (?).
- Keep dogs off beaches where bylaw makes them on lease. They are chasing wildlife and trampling vegetation on cliffs.
- No bike lanes on Cook St. please. Vancouver Street works great!
- Bike parking stations at key points to access the park and beaches.
- Limit events no permanent "enhancements" to the area. It can't be improved!
- Desirability leads to increased costs for land = reduced affordability.

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

Neighbourhood-identified Transportation Improvements

- Pedestrian safety on Broughton, Fort & Courtenay needs to be included.

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
14	3	-	2	7

Comments? Did we miss anything?

- Pedestrians cross Cook St. at will (not in crosswalks). How will bike / pedestrian conflicts be managed?
- Cook Street is ALREADY super comfortable for walking – maybe jus some lighting. Cook St. is an artery that should not be further restricted.
- Cook St. will become a bottleneck with the proposed bike lanes. It will cause big congestion, especially in the summer. It will be impossible to turn left from any side street without a light onto Cook St. – causing people in cars to drive further and waste energy. (1 vote)
- Not in favour of Cook St. bike path is it looks like Pandora or Fort.
- AAA Bike Facility is more needed on Vancouver than on Cook (North of Fort).
- Cook pedestrian sidewalks are already well maintained don't see any need on fixing them.
- Would prefer AAA bike route on Vancouver not Cook. (1 vote)
- Bike & foot traffic moves thru convent more than on Humboldt.
- Re: Improve intersections islands along Cook St. are not positioned well currently not space for cars to pull into left turn lane and thus disrupt traffic flow -> if addressing intersections perhaps look at this.
- No bike lanes in the village. (1 vote)
- Include residential parking only on Dallas Road., between Bushby and Memorial Crescent!
- What about buses? & Transit?
- Already difficult to find parking in Cook St. Village, reducing parking for bike lane would only exacerbate probably especially since you have plan to expand business area. (1 vote)
- CRD. Focus on greenhouse gases: #1 priority needs to be reducing driving commuters from western communities.
- Allow people to decide where and how they wish to move. Don't legislate.
- Dedicated bicycle lane on Cook St. – my concerns. More traffic on Vancouver; it is already busy. People (car drivers) using Collinson as a cut-off.
- Re: dedicated bike lane. Vancouver St. offers easy access to everything, Cook St. Village, park. I would suggest Vancouver for bicycles. (1 vote)

TRANSPORTATION & MOBILITY

Make it easier to leave the car behind

How supportive are you of these key initiatives for transportation and mobility?

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
9	-	1	-	9

Comments? Did we miss anything?

- Opposed to Cook Street being AAA. Too much traffic especially of trucks. Prefer making Vancouver AAA by widening or putting trails between side walk and trees. Also allow – parking on only one side of Vancouver.
- We need more efficient transit to get people out of their cars.
- Why is Fort St. not covered on this map.
- Have a better bus stop (shelter) at the Beagle and by the pharmacy.
- No bike lanes on Cook St. please.
- The bicycle routes proposed for Cook St. and Pakington St. will cause tremendous congestion and impact the existing neighbourhood most unfavourably.
- Brooke St. should be made a through street so bikes don't have to stop at Arnold and Stannard. This (Brooke) is the street that kids bike on to get to Sir James Douglas School. Make Brooke AAA.
- Networks and movements are contiguous – I don't think you need to show neighbourhood boundaries.
- Trans plan for Richardson not realistic. Needs to remains a traffic corridor for Oak Bay and Gonzales and Fairfield residents to efficiently get downtown.
- The light system needs to be changed on Cook Street. Cook Street is highly congested, especially with the construction at Fort and Cook.
- What about jobs and opportunities provided by increasing our mobility.
- No bike lane on Cook St. Already have bike route on Vancouver money wasted.
- Enhance/consider car access for seniors who cannot bike or walk.

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

Very supportive	Somewhat supportive	Neutral	Somewhat opposed	Very opposed
12	1	-	8	-

Any comments on others sections of the draft Fairfield Neighbourhood Plan or other general comments?

- Cook St. village. Does not need to be strengthened. It is strong as it is.
- Opposed to more growth and development which will citify villages. Densification will decrease quality of life for community. More traffic, pollution, less parking places, longer waits for services.
- I totally agree with this person's thoughts.
- Fairfield Plaza is a unique, iconic shopping centre. Leave it alone.
- Fairfield plaza is not unique, not iconic and is case study of how cars and parking don't foster 'neighbourhood'.
- I feel I'm fighting for my neighbourhood, against social engineering from outside pressure. Cook St. Village should stay as well.
- Chapter 10. Fort St. Heritage Corridor (DPA 7B) is missing and should be reference somehow – would like to see it added to Map 12.
- Why is sub-area 4 not clearly indicated on the FF Neighbourhood Plan pamphlet that was sent out?
- Keep to 3 stories.
- Listen to the residents, not developers!
- Please consider ways to keep affordable groceries and regular businesses in Cook Street Village. Fancy rainboots and restaurants are for rich people.

Neighbourhood Priorities

Help us prioritize how and where investments are made in Fairfield

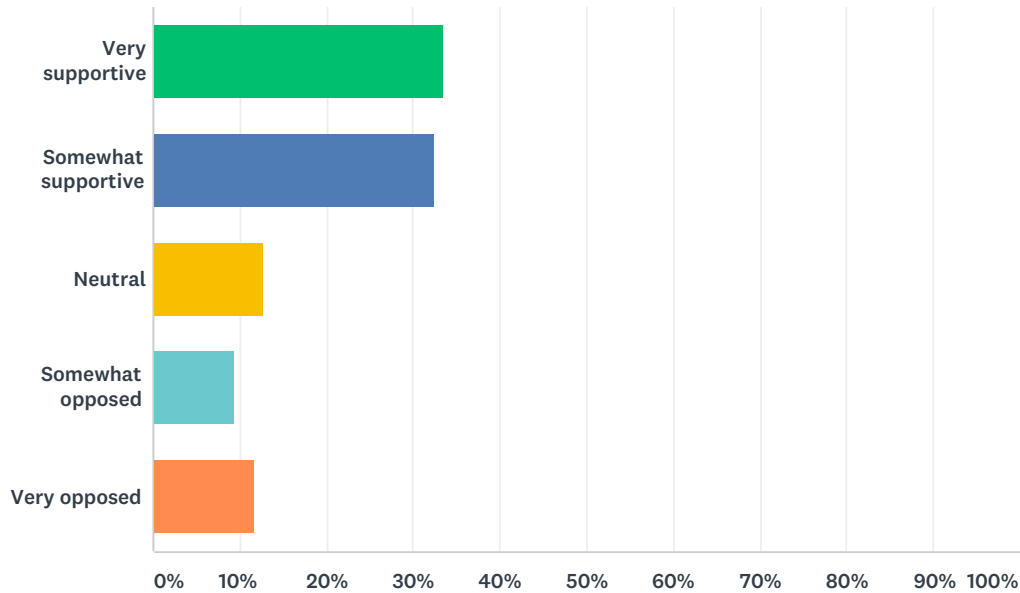
Improvements to waterfront parks: 13	Improvements to other neighbourhood parks (not on waterfront): 8
Affordable housing: 12	Pedestrian and cycling improvements: 6
Public space improvements in Cook Street Village: 4 Comment: No – it's fine! (one vote)	Placements and public space improvements in small urban villages to encourage gathering: 11
Community spaces (e.g. new/improved indoor community spaces; non-profit childcare; etc.): 12	Other (please specify on sticky note): Comments: <ol style="list-style-type: none"> Existing home owners have rights too! Don't change what we bought into. Develop a vision and long term plan for Fort Street heritage corridor (Blanshard to St. Charles) Retain, resist too much pressure. Keep the area simple and charming. (2 votes).

Attachment G:
Raw Feedback on Draft Fairfield Neighbourhood Plan

Part 2: Survey Report

Q1 How supportive are you of the overall vision for the northwest area of Fairfield? See sketch above

Answered: 289 Skipped: 30

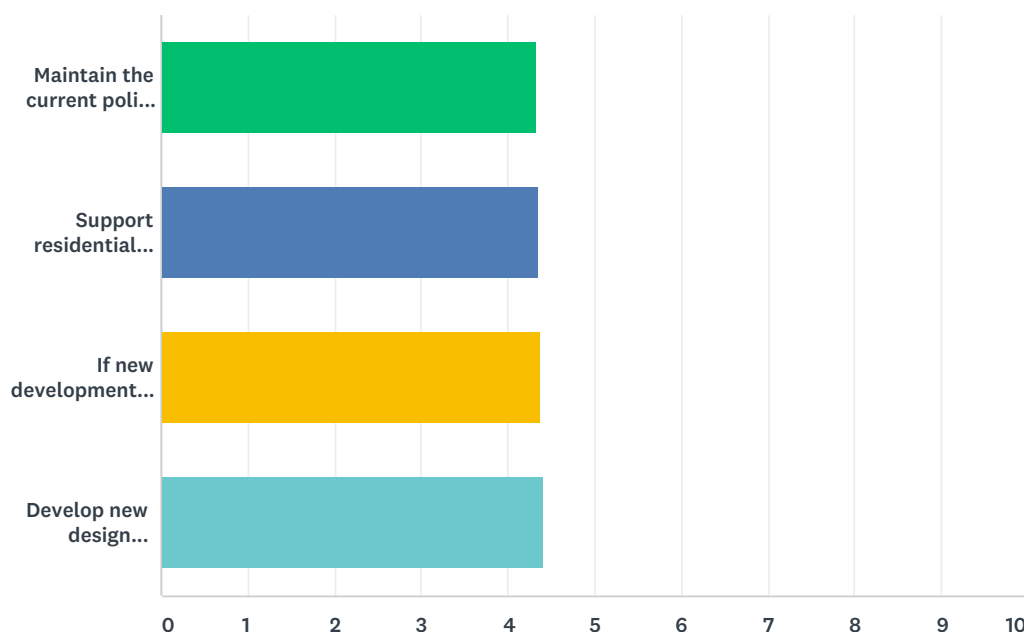


ANSWER CHOICES	RESPONSES	
Very supportive	33.56%	97
Somewhat supportive	32.53%	94
Neutral	12.80%	37
Somewhat opposed	9.34%	27
Very opposed	11.76%	34
TOTAL		289

#	COMMENTS FOR " VERY SUPPORTIVE"	DATE
	There are no responses.	
#	COMMENTS FOR "SOMEWHAT SUPPORTIVE"	DATE
	There are no responses.	
#	COMMENTS FOR "NEUTRAL"	DATE
	There are no responses.	
#	COMMENTS FOR "SOMEWHAT OPPOSED"	DATE
	There are no responses.	
#	COMMENTS FOR "VERY OPPOSED"	DATE
	There are no responses.	

Q2 How supportive are you of the key initiatives for the northwest portion of Fairfield? See concept sketch above

Answered: 287 Skipped: 32



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Maintain the current policy that allows 8 – 10 storeys (30 m) in the part of Fairfield west of Quadra Street and north of Rupert Terrace (aligns with the Official Community Plan and Downtown Core Area Plan)	35.71% 100	28.57% 80	12.86% 36	13.21% 37	9.64% 27	280	4.33
Support residential buildings up to 6 storeys (20 m) between Quadra Street and Vancouver Street and north of Fairfield Road, with pedestrian and public space improvements (see concept sketch above). (no change required to the Official Community Plan)	35.97% 100	28.78% 80	11.87% 33	11.87% 33	11.51% 32	278	4.36
If new development includes on-site affordable housing, consider allowing additional density (within the permitted height limits) [See bonus density info sheet]	24.91% 68	23.44% 64	10.26% 28	19.05% 52	22.34% 61	273	4.37
Develop new design guidelines to require new multi-unit buildings in this area to fit in with surrounding properties	48.35% 132	21.25% 58	14.29% 39	8.42% 23	7.69% 21	273	4.42

Draft Fairfield Neighbourhood Plan Survey

#	COMMENTS FOR "MAINTAIN THE CURRENT POLICY THAT ALLOWS 8 – 10 STOREYS (30 M) IN THE PART OF FAIRFIELD WEST OF QUADRA STREET AND NORTH OF RUPERT TERRACE (ALIGNS WITH THE OFFICIAL COMMUNITY PLAN AND DOWNTOWN CORE AREA PLAN)"	DATE
1	It is hoped improvement to infrastructure including water, sewage, parking, and traffic lights will be implemented prior to building	1/18/2018 4:24 PM
2	Even for this corner of Fairfield, the limit of 8-10 storeys and FSR of 5:1 will create too much density and risks the over-concentration of residents. These limits could result in a single block with 1500 residents or more. Slightly reduced limits are warranted.	1/18/2018 3:37 PM
3	Im opposed to increased density and gentrification and the city's plan to consume Fairfield and Gonzales and make it part of Downtown	1/18/2018 1:46 PM
4	Makes good sense.	1/18/2018 12:27 PM
5	Will the character of the architecture conform to Fairfield or urban downtown?	1/18/2018 10:15 AM
6	This is Fairfield - using the Fairfield plan to mandate maximum heights is wrong. 30m is too high. Current zoning heights are more than enough.	1/17/2018 9:57 PM
7	Affordable housing is a must!	1/17/2018 9:44 PM
8	I do not live in this area directly - but maintaining current plan seems okay to me	1/17/2018 9:14 PM
9	Tall buildings will for sure change the character of the area. The center of Victoria will lose its unique charm and appeal.	1/17/2018 8:32 PM
10	must include affordable housing	1/17/2018 5:11 PM
11	More density	1/17/2018 4:18 PM
12	Do not like 8 to 10 storey buildings	1/17/2018 2:15 PM
13	It is critically important to uphold the grandeur and integrity of Christ Church Cathedral and surroundings.	1/17/2018 12:59 PM
14	To be blunt: the patchwork effect on Victoria's cityscape and skyline suggests a developer-driven municipality rather than elected officials and staff truly committed in regards to the principles repeated in the OCP (e.g., affordability, liveability, vibrant,etc.). Year after year our visitors comment on how one minute they would be enthralled by a neighbourhood's feature be it a row of character or heritage houses, a tree-lined street, a converted building, only to turn a slight angle and wonder "how did that happen." One of the most enjoyable, thriving and successful areas in Victoria is the Food Eco District. It is successful in more ways than just supporting food sustainability, local employment and attracting both day and night life to that block, but bringing back businesses and users to an area bordering two neighbourhoods that not that long ago could have gone the opposite direction. The transformation was not brought about by developers dangling CACs so they can build generic Dwell buildings, but by making simple improvements of the space at ground level and providing good service. Please do not allow an 838 creep to dwarf this area and other areas that mark the city's unique identity such as Christ Church Cathedral.	1/17/2018 12:44 PM
15	You are aligning Your plan with Your plan? The height of buildings is the issue --this plan overall will take away from the character of Fairfield	1/17/2018 10:45 AM
16	Building height allowance should be higher	1/16/2018 9:58 PM
17	density is needed for commercial	1/16/2018 8:31 PM
18	See previous comment.	1/16/2018 7:39 PM
19	From the concept sketches it looks good but what is the real reason that the fairfield area was singled out for this kind of density	1/16/2018 7:17 PM
20	See above	1/16/2018 5:32 PM
21	8-10 stories are too many. Six at max.	1/16/2018 5:27 PM
22	The obvious area	1/16/2018 5:06 PM
23	buildings too tall	1/16/2018 4:03 PM
24	Maximum height should be 8 stories.	1/16/2018 1:34 PM

Draft Fairfield Neighbourhood Plan Survey

25	over population. how will you upgrade the infrastructure for sewer and water. who is going to pay for this?	1/16/2018 1:02 PM
26	Six stories is too tall	1/15/2018 10:08 PM
27	8-10 stories is too high people like Victoria because the buildings are not 8-10 stories.	1/15/2018 8:04 PM
28	OCP should not replace a neighborhood plan	1/15/2018 7:51 PM
29	8-10 storeys closer to the Fort St. Corridor is appropriate in this area, 8-10 storeys closer to the south end of Vancouver/Quadra area would not be appropriate - again the design, size, character should fit with the surroundings buildings.	1/15/2018 1:28 PM
30	depends on what is next door to a proposed 10 story building.	1/15/2018 9:04 AM
31	height to a max of 8 storeys would be better.	1/14/2018 4:32 PM
32	Density spreading closer and closer to Fairfield, not good	1/14/2018 4:06 PM
33	buildings should be lower on street fronts,	1/13/2018 12:04 AM
34	10 stories too high.	1/12/2018 3:04 PM
35	Mandate a percentage of rent controlled and deed restricted affordable housing units within each building. Zone for affordable housing.	1/11/2018 6:52 AM
36	Very opposed	1/10/2018 11:24 PM
37	too prescriptive: why limit it to 10? (form and design concepts can complement)	1/2/2018 9:18 PM
38	I am ok with that as long as considerations are made to design. Buildings should fit the feel of the area, add public green space and not overpower the cathedral.	12/26/2017 3:35 PM
39	More high rises = greater density.	12/17/2017 2:24 PM
40	Slightly shorter would be better.	12/16/2017 8:09 PM
41	Stories should be declining towards the ocean to allow downtown views. No limit to ceiling height!	12/16/2017 7:10 AM
42	The Escher should never have been allowed to be so high on such a small lot. Never again allow this kind of over-reach of the intent of the OCP. The 8-10 story limit should consider the terrain beneath the buildings to avoid single towers peeking up above the other surrounding buildings. The implication also is that if all the building spaces were filled with 10 storey buildings, the area would change from a quiet residential area to an overdense clutter impossible to get in or out of by car.	12/15/2017 3:51 PM
43	Will cause the least disruption to the neighbourhood	12/15/2017 1:01 PM
44	As long as city staff and Council hold developers to official zoning.	12/14/2017 2:31 PM
45	Do not allow more densification	12/8/2017 10:57 AM
46	No more that 30% of the buildings should be allowed to be 8-10 storeys.	12/7/2017 2:50 PM
47	Although I support a 4-6 storey building McClure street between Vancouver and Quadra, service amenities (garbage, loading zones, underground parking garages) are already maxed out on this street. Entrances including service entrances should be facing Burdett. McClure is a dead end street with many service vehicles daily and limited residential parking. I do not support more services being routed along the 900 block of McClure Street.	12/5/2017 7:27 PM
48	see above	12/5/2017 12:48 PM
49	Any buildings over 4 stories will change the character of the neighbourhood.	11/30/2017 4:00 PM
50	6 stories should be the maximum height or a density of 2 to 1 to keep the heights similar to the rest of the NW corner.	11/28/2017 7:06 AM
51	no 10 stories anywhere	11/24/2017 3:20 PM
52	Not fair for me to comment as I do not live or work there.	11/22/2017 11:27 AM
53	So long as we don't go any higher than current zoning allows I'm fine with that.	11/18/2017 11:45 AM
54	Population density is a problem, maintaining the existing density integrity is equally important	11/18/2017 11:33 AM
55	Lower is better.	11/16/2017 11:10 AM

Draft Fairfield Neighbourhood Plan Survey

56	Supportive only if we must absorb significant population increases.If we build it they will come. If we don't build it , they will have to go elsewhere!!!	11/13/2017 8:34 PM
57	As long as there are not 6 stories on Linden Avenue	11/13/2017 4:50 PM
58	I feel that it is the residents in this area who should have the say in what goes on here.	11/12/2017 10:14 AM
59	Yes yes yes. Don't listen to Nimbys and downzone this area	11/11/2017 7:40 PM
60	Seems like a good place for more density	11/10/2017 8:32 PM
61	height concerns	11/10/2017 5:25 PM
62	I feel like this proposal is in keeping with the existing height of the buildings.	11/10/2017 4:15 PM
63	This is a pointless exercise. I get that it's kind of thing people come up with to justify their job and that local politicians will hype to create the illusion that they are improving the city, but this "vision" is wrongheaded. Perhaps a plan to make the downtown core a little bit less nightmareish might be a better start. I know that would actually take some real actual vision and some hard work, but, maybe you might wanted to ponder that?	11/10/2017 9:45 AM
64	No 10 storey buildings anywhere in Victoria	11/9/2017 10:05 PM
#	COMMENTS FOR "SUPPORT RESIDENTIAL BUILDINGS UP TO 6 STOREYS (20 M) BETWEEN QUADRA STREET AND VANCOUVER STREET AND NORTH OF FAIRFIELD ROAD, WITH PEDESTRIAN AND PUBLIC SPACE IMPROVEMENTS (SEE CONCEPT SKETCH ABOVE). (NO CHANGE REQUIRED TO THE OFFICIAL COMMUNITY PLAN)"	DATE
1	provided there are rentals..and at an affordable rate	1/18/2018 6:40 PM
2	It is hoped improvement to infrastructure including water, sewage, parking, and traffic lights will be implemented prior to building	1/18/2018 4:24 PM
3	The current height and density limits are reasonable. Even with full redevelopment, neighbourhoods would be livable.	1/18/2018 3:37 PM
4	Im opposed to increased density and gentrification and the city's plan to consume Fairfield and Gonzales and make it part of Downtown	1/18/2018 1:46 PM
5	Same	1/18/2018 12:27 PM
6	Again, please no square boxes	1/18/2018 10:15 AM
7	Very opposed	1/17/2018 10:21 PM
8	Residential buildings up to 20m West of Quadra, North of Rupert Terrace must also be allowed and encouraged	1/17/2018 9:57 PM
9	Affordable housing is a must!	1/17/2018 9:44 PM
10	Maintaining the current play with improvements seems okay to me...plans that are approved need to be highly evaluated to ensure that they add to the community and not take away as well as meet diversity of population and access ability	1/17/2018 9:14 PM
11	Firstly, this block is one of the last ones in the center of the city that still retains a unique charming character that is even more valuable considering the new developments neighboring the block to the west. Secondly, several small heritage homes at the west part of the block will inevitably be dwarfed by large buildings nearby and will lose significant chunk of their attraction. Thirdly, if large buildings will be constructed in our block this would forever remove the unique connector between Cook Street village and the inner harbour on one side and Beacon Hill Park on the other. These connectors are pedestrian-friendly, and are used both by locals and tourists. Losing a chunk of the tourist money would be unfortunate for the city. Finally, allowing higher density will inevitably strain the ageing infrastructure in the area, which might have very serious consequences both for the city and the residents.	1/17/2018 8:32 PM
12	must include affordable housing	1/17/2018 5:11 PM
13	More density	1/17/2018 4:18 PM
14	Once again ,can the city comfortably absorb more population	1/17/2018 4:17 PM
15	Support that you are going to add intensification, but also improve public spaces, and pedestrian access.	1/17/2018 2:41 PM
16	As above.	1/17/2018 12:44 PM

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17	Protect the beauty of the the Burdett corridor.	1/17/2018 12:35 PM
18	I am supportive of densifying , but would not want to impact the typical neighborhood	1/16/2018 10:48 PM
19	Height allowance should be higher	1/16/2018 9:58 PM
20	See above	1/16/2018 5:32 PM
21	Still wondering where the land is coming from to build new accommodation.	1/16/2018 5:27 PM
22	As long as we don't later concede additional height to developers, I can live with this	1/16/2018 4:29 PM
23	buildings too tall	1/16/2018 4:03 PM
24	Keep building heights 4 storeys or less.	1/16/2018 4:02 PM
25	We have heritage houses on our block. They would be dwarfed by 6 storey buildings.	1/16/2018 3:26 PM
26	Maximum height should be 5 stories with full public access mid block walkways.	1/16/2018 1:34 PM
27	Buildings can be higher if below rental value units added	1/16/2018 1:30 PM
28	over population. this city can't even solve the sewer issue with the current population.	1/16/2018 1:02 PM
29	support as written but would like to see more stories being allowed.	1/16/2018 11:55 AM
30	Six stories is too tall.	1/15/2018 10:08 PM
31	north Fairfield Rd should remain at 4 stories. The 6 story zoning should start at Collins where there is an existing 6 story building. Fairfield is a family friendly, pedestrian friendly connector between Cook Street and Downtown that residents and tourists alike use.	1/15/2018 8:48 PM
32	A maximum of 4 storeys seems to be more aligned with character of the neighbourhood here.	1/15/2018 8:13 PM
33	These are neighborhoods not ghettos like cabbage town in Toronto	1/15/2018 8:04 PM
34	6 stories seems too high for this street. It will feel more like downtown. 4 stories would be more appropriate.	1/15/2018 8:03 PM
35	Too high! Downtown core only!	1/15/2018 7:52 PM
36	The block between Fairfield Rd. & Collinson Rd. west of Vancouver and east of Quadra should be limited to 4 stories.	1/15/2018 4:22 PM
37	6 storeys NORTH of Fairfield Road between Vancouver and Quadra would fit in the existing developments	1/15/2018 1:28 PM
38	depends on what is next door to a proposed 6 story building.	1/15/2018 9:04 AM
39	There should be no buildings which detract from the setting of the Cathedral and it's precincts	1/14/2018 9:20 PM
40	Density spreading towards Fairfield	1/14/2018 4:06 PM
41	6 storeys should go to Linden, as there are already many apartment buildings between Vancouver and Linden north of Fairfield and south of Rockland.	1/14/2018 3:26 PM
42	yes to pedestrian improvements. Yes to greenways. More interactive spaces for people and environment.	1/13/2018 12:04 AM
43	6 stories too high	1/12/2018 3:04 PM
44	I support a maximum of 4 stories	1/12/2018 2:06 PM
45	Important to maintain as much of existing rental stock as possible, as opposed to many newer, more expensive buildings.. Not sure how this can be accomplished.	1/5/2018 12:00 PM
46	Could be the thin edge of the wedge....	1/2/2018 6:08 PM
47	More high rises = greater density.	12/17/2017 2:24 PM
48	Heritage homes must not be tinkered with or used as infill projects!	12/16/2017 7:10 AM
49	Sure	12/15/2017 3:51 PM
50	would want quality structure rather than quantity and no more social housing	12/15/2017 12:04 PM

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51	The plan we saw had the underground parking would exit and enter off Convent Place. This would cause a huge problem for those who live on Convent Place because some of the houses have on-street parking and there are already the number of cars entering and exiting from the apartment blocks. I am not against the building but the parking should be off Quadra which is a relatively quiet street.	12/14/2017 3:40 PM
52	As above - as long as staff and Council	12/14/2017 2:31 PM
53	These buildings can be taller - increasing density and allow for my money for greens spaces and services (from taxes and money developer have to contribute)	12/14/2017 1:57 PM
54	reduce to 4 stories	12/8/2017 10:57 AM
55	No more that 40% of the buildings should be allowed to be 6 storeys.	12/7/2017 2:50 PM
56	Although I support a 4-6 storey building McClure street between Vancouver and Quadra, service amenities (garbage, loading zones, underground parking garages) are already maxed out on this street. Entrances including service entrances should be facing Burdett. McClure is a dead end street with many service vehicles daily and limited residential parking. I do not support more services being routed along the 900 block of McClure Street.	12/5/2017 7:27 PM
57	8 storey buildings would be fine in this area as well. easy for seniors to walk to services and shops	12/5/2017 2:10 PM
58	the concept sketch shows some green and yellow lines. No idea what they mean.	12/5/2017 12:48 PM
59	Greater density means more traffic on Vancouver Street	12/3/2017 9:38 PM
60	Do not change the Official Community Plan to allow increased density or businesses on ground floors of buildings along Vancouver Street. Traffic is already becoming an issue along Vancouver. Allowing businesses along Vancouver Street with the limited parking available in the neighbourhood will substantially change the neighbourhood!	12/3/2017 8:31 PM
61	Planning appears to be ignorant of viable levels of CACs obtained in other municipalities that support enhanced publi realm. Victoria is squandering the available public wealth.	11/27/2017 3:05 PM
62	Not fair for me to comment as I do not live or work there.	11/22/2017 11:27 AM
63	In favour of more density.	11/20/2017 5:14 PM
64	Define "support" ... Does this mean a zoning change is required?	11/18/2017 11:45 AM
65	Same as above	11/18/2017 11:33 AM
66	30 m. height limit in this area would be appropriate	11/14/2017 11:25 AM
67	As long as there are not 6 stories on Linden Avenue and as long as there is traffic calming measures added to Linden Avenue	11/13/2017 4:50 PM
68	The 4 storey limit is an essential element of maintaining the neighbourhood feel and ambience in this area. This limitation is as important to this area as the limitation of 4 storeys in height is for Cook Street Village and 3 storey townhouses is for the traditional residential areas.	11/12/2017 10:14 AM
69	Are they really that high now? Not sure about 6 stories	11/10/2017 5:25 PM
70	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:45 AM
71	We have lovely parks and lots of green space already, leave Fairfield alone	11/9/2017 10:05 PM
#	COMMENTS FOR "IF NEW DEVELOPMENT INCLUDES ON-SITE AFFORDABLE HOUSING, CONSIDER ALLOWING ADDITIONAL DENSITY (WITHIN THE PERMITTED HEIGHT LIMITS) [SEE BONUS DENSITY INFO SHEET]"	DATE
1	It is hoped improvement to infrastructure including water, sewage, parking, and traffic lights will be implemented prior to building	1/18/2018 4:24 PM
2	The extent of the bonus density gain is too great in some cases. The change from 2:1 base density to 5:1 is too great an increase. 5:1 is a different world.	1/18/2018 3:37 PM
3	This will only be attained via developers being allowed increased density	1/18/2018 1:46 PM
4	Just a necessity in a growinf community.	1/18/2018 12:27 PM

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5	Affordable housing means a few get cheap housing. We should be heavily taxing non Canadians buys both on their purchase as well as annual taxes. Additionally people doing short term rentals and leaving places vacant should be taxed. Landlords as well as tenants of long term rentals need to be supported.	1/18/2018 10:37 AM
6	This is unfair question. Yes we want affordable housing, no to "bonus density." Do people who need affordable housing only count as 1/2 citizens?	1/18/2018 10:15 AM
7	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:21 PM
8	This is meaningless without a mandatory minimum % of total units, as well as a NON NEGOTIABLE requirement that the affordable housing be maintained IN PERPETUITY. As well it is wrong to limit the payoff for increased density only. Many other on site improvements are needed and should be funded this way.	1/17/2018 9:57 PM
9	Yes, but it would need to be affordable. I'm a graduate student making low wage money, so affordable housing is a must!	1/17/2018 9:44 PM
10	I feel that density needs to be spread throughout the city areas not just towards fairfield. Not seeing the plans for the other surrounding areas makes this hard to comment. I do not want to turn this area into another West Shore	1/17/2018 9:14 PM
11	This proposal will inevitably change the character of the area and make it less attractive to the locals and tourists. This might also force citizens currently enjoying quiet area to seek a new domicile. Therefore, this would mean hidden eviction for the people who live in the area for decades.	1/17/2018 8:32 PM
12	All housing is affordable if you have enough money. You really should not use this term. Do you mean housing for low wage earners. If so, I am opposed to this.	1/17/2018 7:29 PM
13	The affordable housing movement should not apply to Fairfield where properties and land parcels are some of the most expensive in the city. Affordable housing should be introduced where land and buildings are still affordable. The only real affordable housing in Fairfield is and should continue to be the older buildings with lower rents. This said, everything possible should be done to preserve these buildings and not allow developers to plow through, knocking down the only affordable housing in the community. New development will not be affordable as it is not profitable. Additional density should not be allowed to compensate developers promising affordable units as this destroys communities and impacts current single family dwelling owners.	1/17/2018 3:45 PM
14	No, I believe that developers should work within the guidelines and have to incorporate affordable housing within existing height restrictions. I feel developers will abuse this policy otherwise.	1/17/2018 2:41 PM
15	If the city can demonstrate with tangible results that it has provided/is providing support for other options for affordable housing, such as useful immediate and broadly-accessible incentives for current rental unit owners to repair or renovate their places especially those that can add extra units and for property owners to build small long-term rental housing in empty unused lots, backyards, and laneways, and find ways to encourage and promote developers that build medium-density dwellings at different affordability ratios. The city should not rely on density bonus and CACs to provide for affordable homes in this and other neighbourhoods in the city, then perhaps this option may be appropriate. As it stands, I have not heard anything about other options that city has actively explored in terms of providing true affordable housing aside from CACs. Also, the idea of "affordable housing" seems to be loosely thrown about by city staff and council. I know of several people who have had gone through very rough times or are anxious that they will soon, because a supposed "affordable housing" permitted under "bonus density" have forced them out of home and neighbourhood in which they lived and worked for many over eight years. Please be clear when referring to "affordable". And please be well-informed and expand your explorations of possibilities that attend to the interests of the people you were entrusted to serve, such as maximize the use of un-/under-used space (a shockingly large area for the neighbourhood, as can be seen in a few figure-ground/nolli neighbourhood maps), and make proper efforts to diversify options for funding amenities. https://www.theguardian.com/cities/2014/sep/17/truth-property-developers-builders-exploit-planning-cities	1/17/2018 12:44 PM
16	Please include affordable housing for families (units with 2-3 bedrooms).	1/16/2018 9:09 PM
17	We need infrastructure for medical in place!	1/16/2018 7:39 PM
18	Very strongly oppose any type of affordable housing simply because people like the bums that are currently are squatting on the neutral ground there need to stay there I don't want them in my neighbourhood .	1/16/2018 7:17 PM

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19	additional density is good providing it includes realistic parking requirements	1/16/2018 6:19 PM
20	This is maybe OK, if the additional density is actually affordable, and in that same building. Too much leeway is often allowed in the form of zoning changes and variances.	1/16/2018 5:32 PM
21	This is one way of building greater affordability; I am concerned that if the City relies on this approach too much that we will over-densify the northwest of Fairfield.	1/16/2018 5:24 PM
22	there is already affordable housing in the small rental apartments	1/16/2018 4:03 PM
23	Depends on the form of affordable housing.	1/16/2018 3:26 PM
24	Bonus density should not be allowed either by raising building height or by increasing building site coverage.	1/16/2018 1:34 PM
25	affordable housing needs to be in affordable areas. i paid 998 for single family home and I don't want to live near affordable housing that can devalue my home.	1/16/2018 1:02 PM
26	should include ability to go higher, only way to bring down the cost per unit.	1/16/2018 11:55 AM
27	See previous comments re affordable housing	1/16/2018 8:57 AM
28	Developers should be required to put subsidized housing on each floor of their building.	1/15/2018 10:08 PM
29	my primary concern is the inclusion of affordable housing. where density is increased, I also believe that developers should be responsible for sufficient parking for residents. this may be built in, but wanted to mention.	1/15/2018 8:27 PM
30	Whether the development is affordable or (as in most cases) unaffordable, the density should stay the same. This is developer trickery! People who live in affordable housing shouldn't be packed in more densely than other people.	1/15/2018 7:52 PM
31	Denisty should not be a consequence of affordable housing	1/15/2018 7:51 PM
32	There is no such thing as affordable housing in Fairfield, one of Victoria's most expensive neighbourhoods, other than that older housing stock which already exists. Forcing affordable housing onto developers should not happen, nor should there be more density allowed if a developer is willing to take it on as that will be a new way to push more density at the detriment of current residents.	1/15/2018 4:16 PM
33	New construction in the area you are talking about is not going to be affordable. When you tear down a old residence and put up new it cost more not less to live in the new.	1/15/2018 4:11 PM
34	I feel enough density will be provided with the new Plan in the different areas of Fairfield without allowing more in specific situations. It is important to keep Fairfield different from the Downtown look.	1/15/2018 1:28 PM
35	depends on what the building looks like.	1/15/2018 9:04 AM
36	Density spreading	1/14/2018 4:06 PM
37	Developers will use this as a loophole to get more density, and then offer something like 10% below market value for some suites. But on this expensive land, that does not make them affordable. Basically all it does is put more money in the hands of the developers with no significant value for the community.	1/12/2018 4:34 PM
38	I	1/12/2018 3:04 PM
39	Absolutely. Also require a % of units to have 3+ bedrooms.	1/11/2018 6:52 AM
40	Very opposed	1/10/2018 11:24 PM
41	Also encourage other innovative ways to encourage affordability.	1/5/2018 12:00 PM
42	"affordability" issues have no relation to this plan. should be addressd elsewhere	1/2/2018 9:18 PM
43	Only if affordable housing is permanently allocated, and only if other considerations such as street improvements/pedestrian features are considered. There are a lot of buildings coming up (already proposed and under construction) which will decrease prices, and I don't think the city should be making design compromises deisgn in order to try and manipulate the housing market.	12/26/2017 3:35 PM
44	Affordable housing must be a precondition of any development permit with no additional density bribe. Affordable must be defined as affordable for the current tenants in the area not as a percentage of the income of a hypothetical future tenant.	12/17/2017 11:38 AM

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45	Some proportion of affordable housing should just be a requirement for any multi-unit (>6 units) development. Potentially those units might be smaller and use less expensive materials/appliances, etc.	12/16/2017 8:09 PM
46	Definition of Affordable is only a temporary housing not financially affordable!	12/16/2017 7:10 AM
47	if affordable housing means subsidize housing, I am opposed. Subsidize housing should not be close to the core area where land is at a premium cost.	12/15/2017 4:54 PM
48	No No No	12/15/2017 3:51 PM
49	What is considered "affordable housing"? Does this mean "affordable" for individuals with incomes less than \$70,000/yr (government or health worker); or "affordable: to renters making \$15/hr or less? Solutions to housing should be focused on demand side not supply side.	12/14/2017 2:31 PM
50	Require affordable housing without increasing density	12/14/2017 2:30 PM
51	Why is there a focus on affordability? There are lots of affordable areas in Greater Victoria.	12/14/2017 11:27 AM
52	I am opposed to this because it will result in low income renters being evicted in order to enrich developers.	12/7/2017 2:50 PM
53	I'm for this in principle. However, I'm not convinced that the current bonus density is good enough (\$) for the neighbours. Nor do I believe that the neighbours wishes on how the bonus density will be applied will be considered at all.	12/6/2017 11:30 AM
54	Although I support a 4-6 storey building McClure street between Vancouver and Quadra, service amenities (garbage, loading zones, underground parking garages) are already maxed out on this street. Entrances including service entrances should be facing Burdett. McClure is a dead end street with many service vehicles daily and limited residential parking. I do not support more services being routed along the 900 block of McClure Street.	12/5/2017 7:27 PM
55	yes - and public space/public art/walkways/placemaking amenities as well	12/5/2017 2:10 PM
56	No No No No NO! Additional height and/or mass will ruin the whole point of making the rules in the first place. Just make them put in affordable or no permit. Or, don't tear down the affordable place to start with.	12/5/2017 12:48 PM
57	Bigger buildings will make the street less attractive	12/3/2017 9:38 PM
58	Traffic on Vancouver from Fairfield to Fort St is too fast and too much. With the amount of traffic it is already difficult to cross Vancouver Street (especially the corner of Collinson and Vancouver) due to traffic going north at speed up the hill. Increased density will only increase the amount of traffic congestion.	12/3/2017 8:31 PM
59	only if the affordable housing is secured in perpetuity	11/29/2017 3:11 PM
60	Get your heads out of your asses. Developer are walking away with millions of wealth through lack of knowledge within Victoria staff. You play checkers - they play chess. play	11/27/2017 3:05 PM
61	if you stick to the rules ok	11/24/2017 3:20 PM
62	Not fair for me to comment as I do not live or work there.	11/22/2017 11:27 AM
63	Consider raising height limits	11/20/2017 5:14 PM
64	I'd rather see the density higher across the board.	11/20/2017 10:55 AM
65	Define "affordable" please and how many of these units are built to support families?	11/18/2017 11:45 AM
66	How do you make it "affordable" when the City puts heaps of rules and development obligations on developers, again, if the City was efficient with manpower, looked at the real world with private sector enthusiasm, we wouldn't be asking these questions or discussing it.	11/18/2017 11:33 AM
67	Incremental density, particularly if this type is harmful for property values. If it is required, this is the best area for it in the fairfield zone.	11/16/2017 11:10 AM
68	I certainly support density bonuses, but not for things like public art, boulevard improvements, place making etc. Density bonus should go toward affordable housing, particularly since may developments displace older affordable housing. How will "affordable" be defined. 30% of gross income is the correct definition, NOT 10% or even 20% less than market value, especially in the current market when market values are escalating. This important aspect is not mentioned/developed. Please get it right!!	11/13/2017 8:34 PM

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69	Yes please. So many young professionals are being priced out of this neighbourhood.	11/13/2017 1:54 PM
70	I feel that the more effective and equitable solution is to ensure a balanced sharing of responsibility for affordable housing. It is far easier to add affordable housing through secondary suits, duplexes and townhouses as this new inventory can come on stream with far less investment and build time. It is also far easier to attract mixed-use investment in Cook St Village (as is already clearly experienced), so it is important to leverage that demand to ensure affordable housing is offered in exchange for allowing the build. I feel very strongly that this balance needs to be a prominent component of the Fairfield Neighborhood Plan.	11/12/2017 10:14 AM
71	Council controls development, the developers don't. Don't give up too much.	11/11/2017 6:08 PM
72	I have seen this used to avoid some very good rules regarding our waterfront in the past ie/The Janion building allowed to be built right down to(and past) the high water mark due to keeping a banister, or so the story goes. I believe we make the rules now so that future stakeholders are bound to the good ideas and the future keyholders not subject to influence to bend these rules.	11/11/2017 3:31 PM
73	Developers should have to earn their variances with more than what might only be a short term agreement for affordable housing. How about affordable PLUS another amenity to get more density?	11/10/2017 5:25 PM
#	COMMENTS FOR "DEVELOP NEW DESIGN GUIDELINES TO REQUIRE NEW MULTI-UNIT BUILDINGS IN THIS AREA TO FIT IN WITH SURROUNDING PROPERTIES"	DATE
1	Keep neighbourhoods looking consistent. Feels better.	1/19/2018 2:55 PM
2	direct neighbours and adjacent property owners should have input, case by case.	1/18/2018 9:26 PM
3	It is hoped improvement to infrastructure including water, sewage, parking, and traffic lights will be implemented prior to building	1/18/2018 4:24 PM
4	In principle, I agree, but it depends on what you mean by "fit in."	1/18/2018 3:37 PM
5	Yes, trying to mix the new with the old in a changing environment.	1/18/2018 12:27 PM
6	Depends on the surrounding properties. This can't be looked at in isolation of other neighbourhood goals.	1/18/2018 10:37 AM
7	Victoria is a unique city. If we build all the charm out of it, will people still flock here?	1/18/2018 10:15 AM
8	Very opposed to new multi-unit buildings.	1/17/2018 10:21 PM
9	NEW, detailed design guidelines are absolutely essential. They need to be created with input from people who live in the NW/Fort st area BEFORE the next Draft of the Plan is released.	1/17/2018 9:57 PM
10	Symmetry is beautiful!	1/17/2018 9:44 PM
11	As if this city cares about surrounding properties. Give me a break.	1/17/2018 9:32 PM
12	We do not have sufficient information on what this proposal would actually mean practically.	1/17/2018 8:32 PM
13	I would appreciate building being more in line with traditional designs. This enhances our tourism draw.	1/17/2018 7:29 PM
14	Transitions are key. Developments, such as the Cook and Oliphant 5-storey, should not be permitted to proceed where they do not fit within the community context. Transitions should be gradual and densification should be gradual, i.e. no building should tower over its neighbours as will be the case at Cook and Oliphant.	1/17/2018 3:45 PM
15	As long as there are guidelines regarding parking, privacy and noise re: heat pumps.	1/17/2018 2:41 PM
16	I wouldn't want new buildings to have to replicate heritage but I'd be a proponent of new designs that align with or enhance the aesthetic of the neighborhood. More modern looking buildings should be allowed.	1/17/2018 1:01 PM
17	Gawd yes, let us avoid Generictoria. It's a shame what is happening in neighbourhoods, one of the most blatant example being on Dallas Rd. a hodgepodge of eyesores creating a bigger canker sore. Yuck. The onslaught of Dwell inspired buildings allowed to randomly pop up in this city does not do anyone any justice. A simple lefty-loosey crank on the handle and I'm sure we can come up with wise, creative and forward-thinking designs and design guidelines. Why not honour the roots of Cook St. Village and encourage early mid-century style buildings in the commercial strip? The Chelsea on Burdett and buildings by Dewhurst properties are excellent examples as are more affordable versions on around Moss/May.	1/17/2018 12:44 PM

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18	I still don't understand who is "requiring" and increase in density in area 4 and will money be spent to make all these buidings earthquake safe as the Fairfield Farms area is sitting on clay!!	1/17/2018 10:45 AM
19	What defines surrounding properties, big blocks builds like downtown?	1/16/2018 7:39 PM
20	No room for extra growth due to serious infastructure issues	1/16/2018 7:17 PM
21	This should apply throughout Fairfield, but I have my doubts about persuading developers to comply.	1/16/2018 5:32 PM
22	Only on empty lots, but where are they? The United Church on Fairfield at Moss has been designated but I can't think of any other.	1/16/2018 5:27 PM
23	We need to respect the existing residents	1/16/2018 5:24 PM
24	What's wrong with the old design guidelines?	1/16/2018 5:06 PM
25	balconies are humane and commercial/retail bring life and vitality. Innovative designs for high rise are ok...pls see my comments re residential designs, though!!!	1/16/2018 3:46 PM
26	Based on whose judgment?	1/16/2018 3:26 PM
27	I believe it is essential to retain the character of the neighborhood, and also, that there is required greenspace for enhanced pedestrian vibrancy.	1/16/2018 11:43 AM
28	its the least we could do...	1/15/2018 8:27 PM
29	The process of designing guidelines and engaging community is broken.	1/15/2018 7:51 PM
30	I believe there should be a variety of building heights on a street and in a neighbourhood, so am opposed to 'all buildings fitting in' if it means rows of similar height buildings.	1/15/2018 4:22 PM
31	Yes, please. This is an area transitioning from Downtown Core to residential Fairfield and new development must fit in design and character of the surrounding buildings.	1/15/2018 1:28 PM
32	needs to fit with neighbourhood.	1/15/2018 9:04 AM
33	New design guidelines for multi-unit buildings stated above should also apply to single family dwellings.	1/14/2018 9:20 PM
34	Density spreading	1/14/2018 4:06 PM
35	'Fit' is a subjective term and can be leveraged by existing homeowners to prevent new developments from taking place. Multi-unit buildings should fit within OCP guidelines.	1/14/2018 3:26 PM
36	While I don't think everything should look the same, and I like diversity, there are some really ugly buildings being built. More than how they look, I would like to see guidelines on how "green" they can be built.	1/12/2018 4:34 PM
37	Area does not need more density	1/12/2018 3:04 PM
38	Absolutely. Also use ability for landscape requirements and DPA guidelines to retain greenspace. I like the consideration given to protection of views, with this in mind buildings can be massed to achieve the density and keep the streets beautiful.	1/11/2018 6:52 AM
39	Absolutely.	12/26/2017 3:35 PM
40	Allow the community to define New Design Guidelines this follows our ACTS!	12/16/2017 7:10 AM
41	some of the surrounding properties should be torn down and removed / their time has gone	12/15/2017 12:04 PM
42	Design is subjective. I'm open to creativity!	12/14/2017 6:26 PM
43	This can only be accomplished if you limit the percentages of multi storey buildings.	12/7/2017 2:50 PM
44	No. The new design guidelines should be part of the plan. Not "develop" new guidelines.	12/6/2017 11:30 AM
45	Although I support a 4-6 storey building McClure street between Vancouver and Quadra, service amenities (garbage, loading zones, underground parking garages) are already maxed out on this street. Entrances including service entrances should be facing Burdett. McClure is a dead end street with many service vehicles daily and limited residential parking. I do not support more services being routed along the 900 block of McClure Street.	12/5/2017 7:27 PM
46	Can't approve before seeing the guidelines.	12/5/2017 12:48 PM
47	A 'best practices' goal that Planning themselves defeats. - even lies about in presentations.	11/27/2017 3:05 PM

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48	must ensure that design of new developments respects the form and character of existing adjacent development and mitigate any impacts	11/23/2017 7:27 PM
49	Design guidelines are urgently needed throughout Fairfield.	11/22/2017 11:27 AM
50	multi-use buildings with commercial on the ground, and residential/offices on top works well.	11/20/2017 10:55 AM
51	A FIRM maybe. Design is the answer, BEAR in mind, it is ALWAYS the case when ANY level of government becomes involved in a lot of thses decisions they come up with a "reaction", NEVER a solution. It's delicate path.	11/18/2017 11:33 AM
52	It's OK for new to look new	11/14/2017 11:25 AM
53	By this you mean existing surrounding properties. I support in principle, but I have little confidence (based on recent developments) that the design of buildings of ever greater heights fit with the surrounding propoerties.	11/13/2017 8:34 PM
54	I do not understand what this means.	11/12/2017 10:14 AM
55	Keep it looking residential	11/10/2017 5:25 PM

Q3 Did we miss anything? Read the chapter on the northwest area

Answered: 54 Skipped: 265

#	RESPONSES	DATE
1	Section 6.1.12: You overlooked Pioneer Square. It is more important to Victoria than the playground.	1/18/2018 3:37 PM
2	The way you break this survey up is purposeful in an attempt to not show the overall impact of the proposed increased density of the areas.	1/18/2018 1:46 PM
3	Not that I can see.	1/18/2018 12:27 PM
4	Affordable housing means a few get cheap housing. We should be heavily taxing non Canadians buys both on their purchase as well as annual taxes. Additionally people doing short term rentals and leaving places vacant should be taxed. Landlords as well as tenants of long term rentals need to be supported.	1/18/2018 10:37 AM
5	I see nothing on infrastructure to support all this. I'm not sure why Ross Bay Center has a limit on height and upper Fort Street doesn't have the same limits.(They are more vocal and angry?) they are both on a main corridor and both on the fringe of Fairfield. Fort St is the sacrificial lamb to progress!	1/18/2018 10:15 AM
6	Yes. Not consistent with the Official Community Plan.	1/17/2018 10:21 PM
7	No attention has been given to increasing crosswalks, traffic lights or any other pedestrian safety features for the potentially huge increase in the number of residents in this small area. It is already known that there will be a large number of elderly people some with scooters and wheelchairs in 2 - 3 years time. Nothing in the description in this section highlights what makes this little area special: small independent stores, antiques shops, Pioneer Park, historic and heritage properties, theatre and churches. There also needs to be an explicit commitment to improving streetscapes and public spaces. There needs to be a specific commitment to retaining historic properties, not just those on "heritage" lists and registers. This exercise should also include a commitment to preserve and enhance the character and feel of the City's only heritage corridor.	1/17/2018 9:57 PM
8	All good	1/17/2018 9:44 PM
9	Your questions are confusing and lead to vague or contradictory conclusions.	1/17/2018 9:40 PM
10	This area contains the Royal Theatre. Nobody! knows more globally about the Royal than I do. (presence in the building: 5 days a week average for 32 years.) Seating especially in the balcony was built for people born in the 19th century. The stage dimensions are 19th century. While we (in the arts community) will continue to chug along in a facility which is more than 100 years out of date; hugely audience unfriendly and production strapping... There will NEVER be any operatic or symphonic production at that facility of 21st century production standard, not to mention audience comfort.. until the 22 century, or never. If we EVER get to some form of amalgamation, that will be the time to perhaps rethink that whole property; heritage designation and all. I have long since absorbed the reality that it will not be in my life time.	1/17/2018 9:24 PM
11	The proposal assumes practical destruction of one of the last remaining old areas in the center of Victoria.	1/17/2018 8:32 PM
12	Affordable housing must include housing for families, which means 3-4 bedrooms. Liveable space. Welcoming space.	1/17/2018 5:11 PM
13	Would like to see density added. Affordable housing a priority, but all housing is of benefit.	1/17/2018 4:30 PM
14	The northwest corner of Fairfield, along with the Fort Street corridor is an area that transitions from downtown, through areas that have tremendous historical value (Christ Church Cathedral and Pioneer Park) along with panoramic views of the Strait of Juan de Fuca and the Olympic Mountains. It would be a shame if those feature of the city were compromised.	1/17/2018 12:59 PM
15	No schools or hospital near by to support Downtowns massive recent builds and now doing the same while causing schools to close with drug issues... Put the city in order forts then density Not this mess as it create a problem with no solution in place!	1/16/2018 7:39 PM

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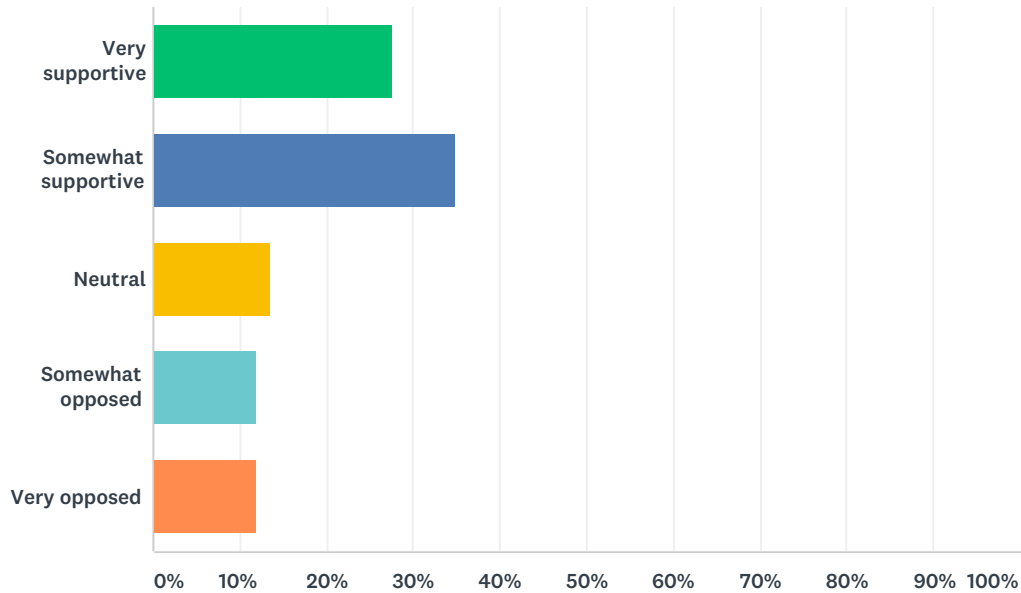
16	Yes you need to pay much more attention to the tax payers in these areas	1/16/2018 7:17 PM
17	Ensure that larger units 2 -3 brm + 2 bath with 13-1400 sqft size are built for the rental market at affordable rates.	1/16/2018 5:06 PM
18	The OCP may allow up to 6 storeys but that does not mean that is what the residents of Fairfield want.	1/16/2018 4:02 PM
19	Attempts are being made to pile too much density and building height in this area to the detriment of the streetscapes and heritage structures.	1/16/2018 1:34 PM
20	i think you are putting the cart before the horse. all these proposals need to start from the infrastructure and then we can talk about housing.	1/16/2018 1:02 PM
21	The people of Victoria live here because it is human scaled. They would live in Vancouver West End if they wanted high rises.	1/15/2018 10:08 PM
22	Again, keep fairfield rd 4 stories, collision can one to 6 stories as it already has a 6 story building.	1/15/2018 8:48 PM
23	Yes, please move more slowly and consult for longer. Development is already proceeding too quickly in Victoria, no need to rush the process.	1/15/2018 7:52 PM
24	The community engagement process is outdated, broken and highly disengaging. Fix the process before trying to plan the future. With the current process you can't claim to have heard the community voice.	1/15/2018 7:51 PM
25	All new buildings need to have the capacity to recharge all types of electric vehicles, and storage for bicycles, kayaks etc. Public parking underground like at Village Green(under London Drugs)	1/15/2018 9:04 AM
26	When giving out extra density, be sure to get something concrete and of value back. We don't need more micro paved area soul-less plazas or aluminium art. City seems to give out millions of dollars worth of extra density and get a few thousands of amenities back. Make the developers work for this benefit.	1/14/2018 8:07 PM
27	I don't spend a lot of time in this area, and so my comments are few.	1/12/2018 4:34 PM
28	Commercial zoning in mixed use developments should service the residents. Limit retail sales to small footprint (floor area limits) grocery stores and maybe hardware stores (for example), in strategic areas using a walkability index.	1/11/2018 6:52 AM
29	growth implications of plan elements are not addressed.	1/2/2018 9:18 PM
30	There is too little green in this city 'downtown' few places for people who live here and walk/shop here to sit and rest or observe life around them, mostly cement sidewalks and buildings	1/2/2018 6:08 PM
31	The key elements are the cathedral and pioneer square. A green, pedestrian friendly corridor from those spots to downtown would be ideal.	12/26/2017 3:35 PM
32	Accountable Engagement!!! This survey can be sent to multiple respondents who do not live in this area!!!!	12/16/2017 7:10 AM
33	Enhance the area's livability bearing in mind that people like quiet uncrowded situations with green space and public areas. Proximity to downtown means that encroachment of bars, stores, marijuana shops etc are not a necessary feature for the area and they will only bring problems that the Cathedral Hill precinct owners want to avoid. This area is marginal to downtown, yes, but that does not mean it needs to be destroyed by urban issues of the type currently encountered downtown and along the Johnson-Pandora corridors, nor does it mean it needs to be sterilized like the area around the Aria with high rises and cement and ground floor businesses that are mainly professional offices or empty. Keep it moderate density and residential and the result will be a happy area.	12/15/2017 3:51 PM
34	Need to ensure that there is infrastructure to support additional traffic, public transport, utilities, waste removal etc	12/15/2017 1:01 PM
35	parking for real 4 or more wheel vehicles....	12/15/2017 12:04 PM
36	Too much emphasis placed on housing supply rather than housing demand. The city needs more affordable housing for middle to lower income individuals. Allowing more density doesn't make housing more affordable, often it just fuels speculation and reduces affordability. As modest house and apartments are replaced with brand new 400 sf "affordable" homes. This only profits for developers leaving many renters on the street.	12/14/2017 2:31 PM

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37	Preserve rental units by requiring one for one replacement in existing properties and % of affordable rental units in new developments.	12/14/2017 2:30 PM
38	Yes. You missed a plan to deal with the traffic congestion problem you caused with the removal of parking and the new bike lanes.	12/14/2017 11:27 AM
39	I am against blanket zoning. Any formal statement or policy of this nature, can singlehandedly wipe out all single family housing, multifamily housing, row hosing, town houses and building of heritage value! It is almost against a developer's nature to build less than what the new zoning will permit and a property owner not to sell given the value of their property may have doubled in value.	12/7/2017 2:50 PM
40	Keep heritage houses and ensuring building heights do not become too high.	12/7/2017 1:31 PM
41	I don't live in this area of fairfield and don't really know how this will impact lifestyle there	12/7/2017 12:49 PM
42	Although I support a 4-6 storey building McClure street between Vancouver and Quadra, service amenities (garbage, loading zones, underground parking garages) are already maxed out on this street. Entrances including service entrances should be facing Burdett. McClure is a dead end street with many service vehicles daily and limited residential parking. I do not support more services being routed along the 900 block of McClure Street.	12/5/2017 7:27 PM
43	You missed everything	12/5/2017 12:48 PM
44	Bike lanes on Cook Street will push more automobile traffic onto Vancouver Street.	12/3/2017 9:38 PM
45	It is inappropriate that people are invited to submit feedback on areas that they have little knowledge about or are not invested.	11/22/2017 11:27 AM
46	Please keep the character houses on streets like Linden and Howe at Faithful. Let's not put apartment buildings on that side of Cook.	11/20/2017 9:26 PM
47	Most important concern for me is what happens to current residents and what is the likelihood based on new developments being proposed that current residents will be able to afford to remain in the same neighbourhood.	11/18/2017 11:45 AM
48	My comment for pretty much everything will be mandate that new buildings have room for extra cars - there need to be fewer cars parked on the streets	11/14/2017 6:35 AM
49	Need traffic calming measures and separated bike lanes on Linden Avenue from Dallas to Fort Street as many families on that street and cars speed on that avenue to avoid Cook Street. We need a connection point from Dallas to the Fort Street bike lane.	11/13/2017 4:50 PM
50	More public support for Mount Edwards Court as supportive housing is needed in this community.	11/13/2017 1:54 PM
51	No	11/12/2017 11:33 AM
52	There is an error that needs to be corrected in regards to the component 6.1.16 which reads: Support the provision of ground floor commercial or retail within mixed-use buildings located at the intersection of Collinson Street and Vancouver Street. There are no mixed-use buildings at the intersection of Collinson St and Vancouver St, so this reference needs to be removed from the Fairfield Neighborhood Plan in the 3 places it is reiterated. I feel that this is an egregious error that needs to be corrected immediately. What does exist on the SE corner of Vancouver St at Collinson St, at 617 Vancouver St. is an historic anomaly - Lou's Auto Repair. This is the oldest automotive repair shop in Victoria situated on a single-family dwelling size lot. It is erroneous to suggest additional commercial use in a location that is obviously a grandfathered variance in zoning. If the new policy being imputed is to spawn commercial use on the backs of these anomaly situations, then the Fairfield Neighborhood Plan must name all instances of anomalies in Fairfield - including 1403 May St (Stewart Monumental Works) and 15 Wellington Ave (Hung Homo Stay), among others. I am also following-up directly with the City of Victoria on this matter given the significant negative impact that allowing this error to stand as fact can have on consideration of future use for a pre-existing anomaly commercial use on a residential-size lot.	11/12/2017 10:14 AM
53	encourage/require more 2-3 bedroom apartment. less profitable for developers but more realistic for attracting families to the area for the long term	11/11/2017 7:40 PM
54	Protect trees while redeveloping	11/10/2017 5:25 PM

Q4 How supportive are you of the overall vision for Cook Street Village? See sketch above

Answered: 286 Skipped: 33

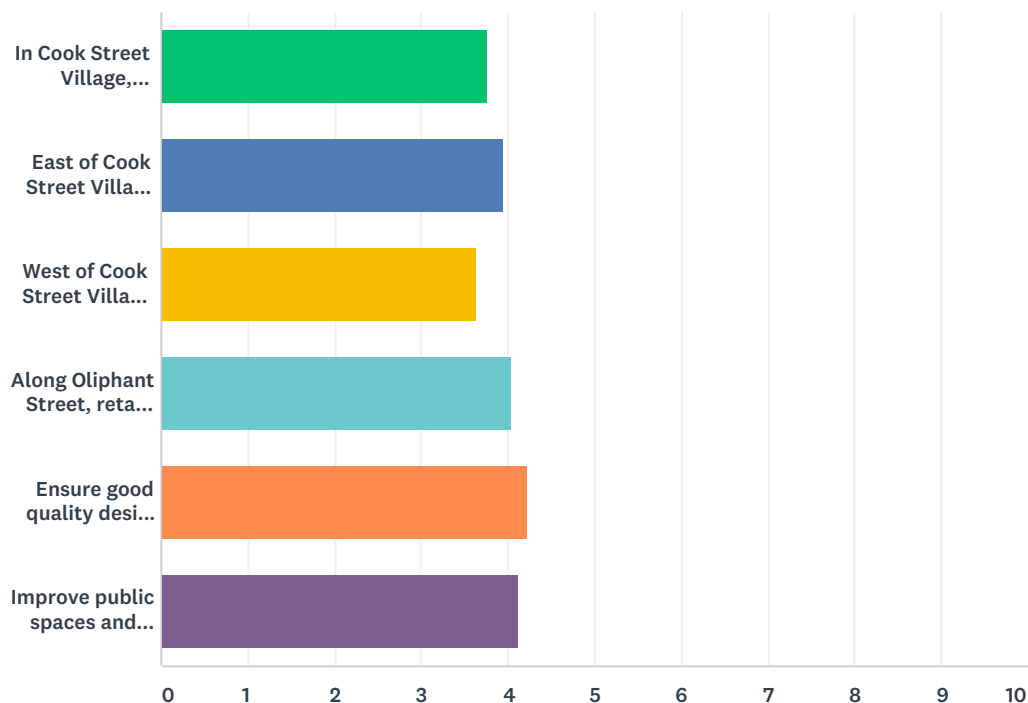


ANSWER CHOICES	RESPONSES	
Very supportive	27.62%	79
Somewhat supportive	34.97%	100
Neutral	13.64%	39
Somewhat opposed	11.89%	34
Very opposed	11.89%	34
TOTAL		286

#	COMMENTS FOR " VERY SUPPORTIVE"	DATE
	There are no responses.	
#	COMMENTS FOR "SOMEWHAT SUPPORTIVE"	DATE
	There are no responses.	
#	COMMENTS FOR "NEUTRAL"	DATE
	There are no responses.	
#	COMMENTS FOR "SOMEWHAT OPPOSED"	DATE
	There are no responses.	
#	COMMENTS FOR "VERY OPPOSED"	DATE
	There are no responses.	

Q5 How supportive are you of the key initiatives for Cook Street Village?

Answered: 285 Skipped: 34



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
In Cook Street Village, encourage housing above shops and limit building height to 4 storeys (requires a change to the Official Community Plan, which allows up to 6 storeys) [concept diagram]	43.97% 124	24.82% 70	7.80% 22	9.57% 27	13.83% 39	282	3.76
East of Cook Street Village to Chester Street: Maintain the current policy encouraging townhouses, duplexes, single detached houses and secondary suites but not new apartment buildings [concept diagram]	42.55% 120	30.85% 87	12.77% 36	6.38% 18	7.45% 21	282	3.95
West of Cook Street Village: support small apartment buildings (up to 4 storeys) on most blocks and townhouses (this differs from the Official Community Plan for parts of this area)	32.00% 88	34.18% 94	11.64% 32	8.73% 24	13.45% 37	275	3.63
Along Oliphant Street, retain the traditional residential context with single-detached houses, duplexes, heritage house conversions, townhouses and "houseplexes" [concept diagram]	45.85% 127	29.60% 82	14.08% 39	2.89% 8	7.58% 21	277	4.03

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Ensure good quality design of buildings, streets and public areas with new design guidelines for Cook Street Village [Design Guidelines and more background information]	53.26% 147	27.17% 75	11.23% 31	4.71% 13	3.62% 10	276	4.22
Improve public spaces and streetscape [concept diagram]	53.70% 145	20.74% 56	16.67% 45	2.59% 7	6.30% 17	270	4.13

#	COMMENTS FOR "IN COOK STREET VILLAGE, ENCOURAGE HOUSING ABOVE SHOPS AND LIMIT BUILDING HEIGHT TO 4 STOREYS (REQUIRES A CHANGE TO THE OFFICIAL COMMUNITY PLAN, WHICH ALLOWS UP TO 6 STOREYS) [CONCEPT DIAGRAM]"	DATE
1	We would like the limit to be no more than two storeys to keep the character of the village	1/18/2018 9:48 PM
2	Maximum of 4 storeys is best to retain character of village.	1/18/2018 5:03 PM
3	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to building	1/18/2018 4:32 PM
4	To much density and gentrification.	1/18/2018 1:49 PM
5	Good thinking of the need for variation.	1/18/2018 12:33 PM
6	I'd like to see the 6 storey limit maintained. The more people the better. I also think this allows for improved housing options.	1/18/2018 12:16 PM
7	Since there is already a precedent for six storeys (the Cook/Oliphant building) I am rather cynical about Council having the backbone to turn the tide.	1/18/2018 12:07 PM
8	Support lower heights as in this proposal. As always, the devil is in the details.	1/18/2018 10:08 AM
9	Very opposed to additional multi story condos in Cook Street Village.	1/17/2018 10:22 PM
10	Building above shops is a great idea, hopefully it will reduce a need to continue to build. Why not make the area more enticing for people, it is a beautiful area that nobody should be deprived of. But it must be affordable!	1/17/2018 9:50 PM
11	This might maintain the character of the area.	1/17/2018 8:32 PM
12	ALLOW 6 STOREYS	1/17/2018 7:55 PM
13	I'm fine with 6 storeys as long as this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:15 PM
14	We should not be limiting; 6 stories on a main street is reasonable. The city is currently facing a housing shortage. The village can be precious and still support the need for housing.	1/17/2018 4:33 PM
15	Most essential change!	1/17/2018 4:23 PM
16	This should have happened before the Cook and Oliphant development was ever allowed to proceed. Four storeys should always be a maximum in and around the village.	1/17/2018 4:03 PM
17	But I don't have a problem with 6 stories. It would not hurt anyones views, unless people are worried about light, and dark shadows over properties.	1/17/2018 2:48 PM
18	Good job, you've come a long way.	1/17/2018 1:17 PM
19	Maybe only three stories so that we keep the feeling that we like. New developments down there are awful. I don't want the village to become like the pet and pizza joint and the mother nature's/liquor store building. You guys demonstrated terrible judgment with these which suggests that you can't be trusted to make good choices here so maybe do us all a favour and leave it well enough alone.	1/17/2018 12:42 PM
20	I am opposed to taller buildings and more people in a tight area	1/17/2018 10:56 AM
21	Stay with 6 story allowance...	1/16/2018 10:02 PM
22	more density is needed to support commercial	1/16/2018 8:36 PM
23	See 4 and 3	1/16/2018 7:46 PM

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24	I like the idea of housing above stores but not at the expense of replacing good heritage homes or adding bike lanes.	1/16/2018 6:38 PM
25	I prefer the original community plan which allows up to 6 storeys. I think if we are really thinking about the future, 4 storeys will not provide the housing needed for our growing population.	1/16/2018 5:54 PM
26	Three stories would be better	1/16/2018 5:31 PM
27	However , i see nothing wrong with the OCP allowed 6 storeys	1/16/2018 5:10 PM
28	Even fewer storeys than 4 is fine with me.	1/16/2018 4:27 PM
29	What's wrong with 6 storeys?Density is good...let's get more people, more life on Cook St, and provide neighbourhood customers for more commercial/retail!!	1/16/2018 3:51 PM
30	Strongly believe that maximum building height should be 4 stories.	1/16/2018 1:37 PM
31	Same 30 people complaining about height	1/16/2018 1:34 PM
32	over population	1/16/2018 1:10 PM
33	Higher buildings, at least 6 stories and potentially higher.	1/16/2018 12:03 PM
34	Two stories is plenty high. I also like largest setbacks possible.	1/15/2018 10:25 PM
35	Keep to 4 stories, do not construct bike lanes.	1/15/2018 8:52 PM
36	A village area, especially along the busy Cook street can easily handle the additional residential and commercial development. To me, the AFFORDABILITY (yes, i'm shouting) is the most important thing. I'm not sure that 1 in 10 apartments at affordable rents does it. People who pay 50% or more of their incomes for housing are not 1 in 10 in this city.	1/15/2018 8:40 PM
37	4 stories is too high for a village	1/15/2018 8:38 PM
38	4 storeys is the absolute maximum height, 3 storeys would be ideal.	1/15/2018 8:21 PM
39	I think 6 storeys will change the feel of this neighborhood too much. 4 storeys is better	1/15/2018 8:13 PM
40	4 storeys seems much more aligned with character of this neighbourhood and urban village (vs. treating this area like a "downtown" area).	1/15/2018 8:13 PM
41	limit building height to 4 storeys	1/15/2018 8:10 PM
42	While 4 stories seems like an improvement over 6, most of the current buildings are 2 story. If the entire village becomes 4 story buildings the character and charm will be lost.	1/15/2018 8:06 PM
43	The "up to 6 stories" clause should be struck. The Cook and Oliphant development should never have been allowed to proceed at 5 storeys. In fact, it should be reduced to four to comply with this more sensible thinking.	1/15/2018 4:22 PM
44	I am supportive of up to 4 storey development along Cook St. only - no 4 storey development on the streets west of Cook St.- Oliphant, Sutlej, Pendergast, Southgate South, Heywood, Vancouver and Park Blvd.	1/15/2018 1:54 PM
45	Four stories is absolute max in the village. Dont turn it into a soul-less canyon.	1/14/2018 8:14 PM
46	All existing traditional residential properties in the "West Village sub area"should have the opportunity to be excluded from the recommendation for future multi-residential development encouraged in #7.1.8. of the neighbourhood plan.We don't want Oliphant Street to be surrounded by 4 storeys buildings.	1/14/2018 5:41 PM
47	must become a bylaw with proper zoning.	1/14/2018 4:39 PM
48	So sad that we didn't get more units above the Mother Nature development and Bubby's Kitchen development. Hopefully can get more density above the PicAFlic development.	1/14/2018 3:35 PM
49	Shouldn't allow flat building front - each floor should be stepped back by a certain footage - 4 for max	1/13/2018 2:50 PM
50	If you walk the Cook Street Village, it has a nice sunny feel, and the trees are beautiful. I really dislike the idea of a "wall" being built in the village. I think 2 stories fronting Cook St. and stepping back to up to 4 storeys would be better. It would keep the village more open. The development that houses Bubby's kitchen is a nice mix of commercial and residential without overwhelming the area.	1/12/2018 4:53 PM
51	4 stories is the max	1/12/2018 3:07 PM

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52	Cook Stree Village can go higher. Use design guidelines to control form and character so buildings do not feel opposing. I think Yale Town has some good examples of this, but the extreme height there wouldn't be appropriate. Incentivize the developers to make the vision real. Mandate affordable housing, rental units, and family housing (3+) units.	1/11/2018 6:58 AM
53	In line with what residents desire and preserves the human scale of the village.	1/5/2018 12:06 PM
54	The City needs to make requirements of developers to put back into the community when the buildings are under 6 storeys. To not adjust in accordance to what the community is requesting and losing out on developers' commitment to neighbourhoods is a problem.	1/3/2018 10:47 PM
55	six stories preferred	1/3/2018 2:32 PM
56	6 storeys should remain permissible. 4 storeys is too low given current and projected realities.	1/2/2018 9:36 PM
57	I am not supportive of higher story buildings on cook street between oxford and oscar. All other parts of the plan look fine	12/29/2017 10:09 AM
58	Agree with 4 story limit, but deisgn considerations are also important.	12/26/2017 3:38 PM
59	allow 4-6 storey buildings	12/22/2017 2:15 PM
60	More density would make it affordable for developers to offer better sized apts.	12/18/2017 3:55 PM
61	encourage housing above shops YES. limit building height NO	12/17/2017 2:42 PM
62	There are no design elements that show shading and what are the Ceiling Heights!	12/16/2017 7:18 AM
63	Good grief, take it to six and get some more density. Remove the old cluny single family homes and build some apartments. You are bowing to a vocal opposition group here (yet again) rather than planning for the growth of the city.	12/15/2017 3:59 PM
64	6 stories please. We need more housing stock. There are 6+ story buildings three blocks away towards Fairfield and Linden	12/14/2017 6:34 PM
65	There is already a problem with parking in Cook Street Village. Where will the new people park????	12/14/2017 3:44 PM
66	I'm ok with 6 stories on the Cook Street corridor if it means more green space at street level. Also please please please do not put separated bike lanes through this area.	12/14/2017 2:44 PM
67	we have a 5 story building approved that is a huge mistake by this council to allow such a massive re-zoning. Let s not make this mistake again.	12/14/2017 2:13 PM
68	Lets encourage 6 storeys, not 4. Council needs to show leadership on affordable housing and allowing for families in the neighbourhood.	12/14/2017 2:06 PM
69	Why the increase in density?	12/14/2017 11:29 AM
70		12/12/2017 3:01 PM
71	Cook St. village should maintain its present character and zoning:CR-3M with the present setbacks.	12/7/2017 3:14 PM
72	Nope again. Cook & Oliphant proved you cannot be trusted. Plan must be specific. No changes in setbacks. No allowing variances.	12/6/2017 11:40 AM
73	I'd like to see more density in the Cook Street Village. (keep 6 stories with design guidelines) The more dense the area the greater the vitality of the Cook Street Village. Also keep the south Gateway but don't keep the north Gateway. The Village may need to grow Northward.	12/5/2017 2:19 PM
74	Increasing building height above shops will change character of Cook Street Village and increase population density, resulting in increased traffic, fewer available parking places and slower service.	11/30/2017 4:14 PM
75	Changes should be tied to designs than supports innovation without relying purely on flat street wall for full heights.	11/27/2017 3:41 PM
76	6 stories should never have been allowed. It is not an "Urban" village. It is a residential area with some local businesses that have built up over the years to serve that population.	11/20/2017 11:27 PM
77	Need an anchor grocery store. Need more tennis courts, preferably clay ones and for children.	11/20/2017 9:30 PM
78	Having had time to think about this, I think that 6 is too much, and 4 is too little. 5 would be better, with commercial on the bottom, and residences on top.	11/20/2017 11:06 AM

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79	Leave it at 6 stories	11/17/2017 7:18 PM
80	Should not be over 3 floors	11/16/2017 4:35 PM
81	as always, where will people with vehicles park? will there be adequate parking for their visitors.	11/16/2017 3:57 PM
82	Lower heights is valuable to limit density.	11/16/2017 11:12 AM
83	4 storeys too limited	11/14/2017 11:27 AM
84	Concerned about how limited the density is. I don't think going above 4 storeys by another floor or two is going to hurt the charm of Cook St. Reducing density is going backwards.	11/13/2017 2:01 PM
85	Bus transportation seems to have low priority compared to cycling and driving. Yet there are many seniors in the area. I think City council and planners don't ride the bus so it's not on your radar screen. Right now on weekdays and Saturday there is no bus service on Cook St to the Village from about 6:30 pm when the # 3 stops running, until 8:30 pm when the # 7 goes to its night route. Cycling and driving are for able bodied people.. If you think buses take up too much space maybe we could run some smaller buses but more frequently. My other concern is that the developers will raise retail rents and all the cheaper shops will be gone (like Pic a Flic, Oxford Foods, and the vegetable man (Mr de Jong) on the east side. These are the businesses that give the place character, not more fancy coffee shops and boutiques. You say you have no power over this retail rent issue. If so the Village is doomed to go upscale and lose its neighbourhood character. Why can't you enact legislation to control retail rents?	11/12/2017 11:05 PM
86	The neighbourhood needs to be set up to provide housing to meet all types of family configurations and population growth equally in all parts of Fairfield. The proposed changes are counterintuitive. As this area of Fairfield is right next to beautiful green space (Beacon Hill Park) and very close to the ocean, there is no need to be so restrictive in building heights or types. There is adequate natural green space to allow for densification. It is time for this to become a modern village that will encourage complete range of ages and family configuration (e.g. single, couples, families with children).	11/12/2017 7:36 PM
87	We must not only consider but compensate for the shading effect of every building change on the properties north, west and east of it.	11/12/2017 3:30 PM
88	Why are you listening to the NIMBYs and reducing building height in Cook Street Village. There should be the possibility of some 5-6 story buildings in the core of the village	11/11/2017 7:49 PM
89	I like it BUT for the 4 storey (13.5m) limit on Cook St. Itself. The Village is already high enough as enough of the sky is blocked out. It will be enjoyed more by everyone if new development on the Cook st corridor is kept to 2 stories between Oliphant and Oscar St.	11/11/2017 3:43 PM
90	Building height should be limited to 2 storeys with shops below and one storey apartment above. This will allow sunlight in the village which is precious. A 4 storey corridor on both sides will remove the sunlight that makes the village so special where people can sit outside and drink coffee or eat their meals.	11/11/2017 3:38 PM
91	Leave it as it is; crowded and noisy and traffic enough. No diversity of types of businesses.	11/11/2017 9:13 AM
92	6 stories was too high. The public outcry on the last large development attests to community feeling on height.	11/10/2017 5:37 PM
93	This a great use of space and I always support creating more housing opportunities.	11/10/2017 4:18 PM
94	Limit to four stories is very important.	11/10/2017 3:44 PM
95	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:48 AM
96	This is the most important initiative and critical to ensure that Cook Street remains attractive to rest	11/10/2017 8:33 AM
#	COMMENTS FOR "EAST OF COOK STREET VILLAGE TO CHESTER STREET: MAINTAIN THE CURRENT POLICY ENCOURAGING TOWNHOUSES, DUPLEXES, SINGLE DETACHED HOUSES AND SECONDARY SUITES BUT NOT NEW APARTMENT BUILDINGS [CONCEPT DIAGRAM]"	DATE
1	Not enough density	1/18/2018 7:36 PM
2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to building	1/18/2018 4:32 PM
3	Too much increased density.	1/18/2018 1:49 PM

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4	Seems reasonable.	1/18/2018 12:33 PM
5	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:22 PM
6	Why build more if we can fill everything out other ways? Good work here!	1/17/2018 9:50 PM
7	This will maintain the character of the area.	1/17/2018 8:32 PM
8	I'm actually happy to have apartment buildings as long as this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:15 PM
9	We need to increase density.	1/17/2018 4:33 PM
10	More density. It is completely unfair that normal families are increasing prohibited from living in Fairfield.	1/17/2018 4:19 PM
11	The piece about "not new apartment buildings" should be added to any clauses referring to the west of Cook Street Village area.	1/17/2018 4:03 PM
12	secondary suites will only help if the city does compliance on Airbnb and actually is given the resources to do so	1/17/2018 3:38 PM
13	The whole portion of the neighbourhood west of Cook should receive the same treatment - new housing should focus on medium-density and maximizing un-/under-used lands should receive priority, before more multi-storey apartment style buildings. We have enough of these for now and owners should be encouraged to maintain and/or do improvements to the property while avoiding renovations.	1/17/2018 1:17 PM
14	I think 2-3 storey apartment buildings should be permitted in some pockets but agree with an overall push to townhomes etc. I could like to see row houses utilized to ensure added aesthetic diversity	1/17/2018 1:08 PM
15	what do you mean by the vague word 'encouraging', I suspect it really means "we are going to" like it or not.	1/17/2018 10:56 AM
16	See 4-2 answers	1/16/2018 7:46 PM
17	I support retention and reuse of homes in the village. I do not support bike lanes. It is unfair to push out established businesses or make it awkward for customers to frequent them.	1/16/2018 6:38 PM
18	Encourage conversions!	1/16/2018 5:10 PM
19	Please don't encourage building apartment buildings in this area, infill housing, and too much density.	1/16/2018 4:27 PM
20	we need apartment buildings - they are not uncommon in this community	1/16/2018 1:47 PM
21	over population	1/16/2018 1:10 PM
22	too restrictive.	1/16/2018 12:03 PM
23	Greatly reduce these densification plans please. No need to 'encourage' increases in density.	1/15/2018 8:06 PM
24	Yes, maintain the area east of Cook St. (as well as west of Cook St.) as an attractive, character residential Village. No to any apartment development in the immediate area east and west of Cook St.	1/15/2018 1:54 PM
25	Design guidelines should apply to all types of structure including single detached houses.	1/14/2018 9:47 PM
26	I guess this aligns with existing character of the area, but seems like 3-4 storey apartment buildings up to Dallas along Cook St. wouldn't be too crazy, given that there are many 1-2 storey apartments now.	1/14/2018 3:35 PM
27	Yes and provided there is adequate parking - no where near enough now - 1 car spot per dwelling is not enough	1/13/2018 2:50 PM
28	No to townhouses and row houses. Densification can come by working more with existing stock.	1/12/2018 4:53 PM
29	how can you support growth, diversity and "enhancing business" if you won't permit higher density?	1/2/2018 9:36 PM
30	As long as the character and heritage houses are maintained	12/29/2017 10:09 AM
31	Town housing is not a Character Element in this area it is traditional housing!!!	12/16/2017 7:18 AM

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32	Density not single family. Look, if we do not change, we will always have house prices out of reach for the majority. I am fine with not changing as I own my own home, but do not complain about density if you are not prepared to address it across the city, not just in a few blocks marginal to the city core.	12/15/2017 3:59 PM
33	again more density: but where is the parking and vehicle access route after forcing bike lanes into the surrounding area	12/15/2017 12:11 PM
34	More density please!	12/14/2017 6:34 PM
35	Creating more housing is important but it seems that too many apartment blocks will make the village look like a high rise inner city which will destroy the idea of a village.	12/14/2017 3:44 PM
36	To accomodate these changes Oxford, McKenzie and Oscar will need be widened to allow for additional parking on both sides of the street. This needs to be in the policy.	12/7/2017 3:14 PM
37	The problem for me is small lot houses. Fairfield gets much of its character from having enough land around houses for residents to garden and landscape. I don't support Balkanizing Fairfield by subdividing into a bunch of small otlot houses with little land around them. It is much preferable to build a large multi unit house on bigger lot thanto subdivide it.s.	12/7/2017 1:08 PM
38	only old apartment buildings?	12/5/2017 12:48 PM
39	Secondary suites will increase population density and decrease quality of life.	11/30/2017 4:14 PM
40	sequentially, the retention of existing traditional housing stock should come before demolition for new development (perhaps relax house conversion regulations to support this)	11/29/2017 3:17 PM
41	Again, maintaining commitment to transitions is key to acceptance and success.	11/27/2017 3:41 PM
42	no more apartmentbuildings	11/24/2017 3:26 PM
43	Very careful attention must be paid when introducing multi residential development into areas that exist as small scale single family dwellings. transitioning in height, bulk etc must be looked at, privacy and noise impacts , on street parking impacts and loss of existing mature landscaping	11/23/2017 7:34 PM
44	Leave apartment buildings off of Linden and Wellington and Faithful area	11/20/2017 9:30 PM
45	Townhouses from character conversions, or new mutli-unit houses fitting the style of the neighbourhood. I'm neutral/slightly opposed to duplexes.	11/20/2017 11:06 AM
46	Same comment as before. There's a lot of family homes that will be replaced in this plan. I'm more prone to support duplex developments than higher density developments in this area.	11/18/2017 11:51 AM
47	No new apartment buildings is good, but the focus needs to be on lower density, particulary as you move east.	11/16/2017 11:12 AM
48	This is an appropriate area for new apartment buildings	11/14/2017 11:27 AM
49	Same for Vancouver St. (west of Cook) Please ensure sufficient parking is secured with in-fill.	11/13/2017 9:04 PM
50	If there's potential for multi-unit buildings (even in existing buildings) I don't think it should be discouraged.	11/13/2017 2:01 PM
51	It's not clear why new apartment buildings will not be allowed -- should be spelled out.	11/12/2017 3:30 PM
52	I don't have any problem with apartment buildings as long as they have shared outdoor areas.	11/10/2017 4:18 PM
53	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:48 AM
#	COMMENTS FOR "WEST OF COOK STREET VILLAGE: SUPPORT SMALL APARTMENT BUILDINGS (UP TO 4 STOREYS) ON MOST BLOCKS AND TOWNHOUSES (THIS DIFFERS FROM THE OFFICIAL COMMUNITY PLAN FOR PARTS OF THIS AREA)"	DATE
1	This whole area should remain as is except for Vancouver Street	1/18/2018 5:03 PM
2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to building	1/18/2018 4:32 PM
3	Too much increased density.	1/18/2018 1:49 PM
4	PLEASE retain traditional residential context as specified for Oliphant on ALL STREETS west of Cook from Southgate to Park	1/18/2018 12:59 PM
5	Reasonable.	1/18/2018 12:33 PM

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6	Again, I am sceptical about these neighbourhood plans being allowed to go against the OCP.	1/18/2018 12:07 PM
7	No additional condo buildings.	1/17/2018 10:22 PM
8	Again, let's invite people here!	1/17/2018 9:50 PM
9	ALLOW 6 STOREYS	1/17/2018 7:55 PM
10	Again, if this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:15 PM
11	West of Cook Street Village should be preserved and protected for what it is: and enclave of well-kept, character houses. The traditional residential label should be attached to all houses in this area. No new apartment buildings are needed or wanted in this area, nor do they fit the context. Existing older apartments provide the only affordable housing in the area and should be preserved and improved. Nothing should be knocked down to make way for newer developments that will never be affordable. Density should be achieved through incentives for home owners to add secondary suites or lane way houses (garden suites).	1/17/2018 4:03 PM
12	why to we need this density to support a growth of 2000 people	1/17/2018 3:38 PM
13	See above.	1/17/2018 1:17 PM
14	Encourage townhouses and SMALL apartment buildings	1/17/2018 12:42 PM
15	Should be the same as east side otherwise it will wall off the park from the village with multiple 4 story buildings. Also the same principles should apply as Oliphant street to help maintain a mixed neighbourhood.	1/16/2018 9:45 PM
16	6 stories needed	1/16/2018 8:36 PM
17	Not supportive of reuse or retention of traditional homes along Oliphant - allow apartments!	1/16/2018 8:18 PM
18	No townhouses...row housing is better resale!	1/16/2018 7:46 PM
19	All lots west of cook to allow up to 4 stories - no exceptions	1/16/2018 6:45 PM
20	I do not support bike lanes at all on Cook St. Some people do ride bikes but the majority of people do not. We have many in the community that do not. Besides, how is one supposed to do a week's shopping and bring groceries, etc. home on a bike?	1/16/2018 6:38 PM
21	Fits with current character of the area	1/16/2018 5:31 PM
22	Encourage conversions!	1/16/2018 5:10 PM
23	I disagree with this because it could lead to dramatic densification of the area and destroy its character.	1/16/2018 4:27 PM
24	More height and density	1/16/2018 1:34 PM
25	densification is not the answer especially with infrastructure that is barely keeping up with what the population is now	1/16/2018 1:10 PM
26	to restrictive	1/16/2018 12:03 PM
27	Single family, two story townhouses, duplexes are better. Not more apartments.	1/15/2018 10:25 PM
28	Current development plans at corner of Cook and Pendergast negatively impact local business and residents adjacent to the development.	1/15/2018 10:22 PM
29	Keep the residential neighbourhood. Agree with tone homes, not apartments	1/15/2018 8:52 PM
30	see my comments above. I'm hesitant about full scale allowing of turning the residential context (single-detached and duplexes) into an apartment street. Would be more sold if I knew that there would be options for lower income housing and larger units so some families just might be able to live in Victoria.	1/15/2018 8:40 PM
31	Maximum 4 storeys	1/15/2018 8:21 PM
32	I would need to see a clear definition of "small apartment building" and how many are being proposed.	1/15/2018 8:13 PM
33	No!! Apartment buildings on most blocks, again destroys the character of the neighbourhood. 4 stories is high!	1/15/2018 8:06 PM

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34	NO, NO, and NO. All traditional houses between Soutgate and Park, and Cook and Heywood should retain traditional residential status if they already have it or be granted it if they do not. Stop overdeveloping a beautiful community just to be able to say that your density goals have been achieved.	1/15/2018 4:22 PM
35	No small 4 storey apartment building west of Cook St. Village, use Gentle Density idea for infill in this area... higher density will be happening north of Fairfield St. in the Northwest Area. Leave the Cook St. Village west and east still a village with Gentle Density infill.	1/15/2018 1:54 PM
36	Height is crucial, but so is design. Tendency to massive blocks of glass and zinc is terrible. Encourage consistency in palette and variable texture. Things like the new Abstract Design (worst offenders) building at Fort and Cook, or the new huge building in James Bay, to be discouraged.	1/14/2018 8:14 PM
37	up to 3 storeys would be preferred. maintain tree-lined boulevards	1/14/2018 4:39 PM
38	I agree with the plan except the Oliphant part below. Much of this area is already 4 storey apartment buildings.	1/14/2018 3:35 PM
39	I am not sure what you mean by small apartment buildings. You have given a height reference, but could it be as huge as the one at Cook/Oliphant? If that is the case I would be opposed.	1/12/2018 4:53 PM
40	including oliphant. see below.	1/2/2018 9:36 PM
41	support small apartment buldings (up to 4 storeys) on ALL blocks	12/22/2017 2:15 PM
42	Keep the OFFICIAL COMMUNITY PLAN or return the area to what this area wants!!!	12/16/2017 7:18 AM
43	Same comment as above	12/15/2017 3:59 PM
44	As above.... Too many apartment blocks will end the feeling of a village.	12/14/2017 3:44 PM
45	I don't see why we can have 6 storey as we approach downtown and Beacon Hill Park.	12/14/2017 2:06 PM
46	The POLICY shd. state that only 50% of buildings CAN be 4 storeys or property values and subsequent housing will be adversely affected.	12/7/2017 3:14 PM
47	Again, the problem for me is small lot houses: fairfield gets so much of its character and lifestyle from having enough land around houses for residents to garden and landscape. I don't support Balkanizing Fairfield by subdividing it into a bunch of small lot houses with little land around them. It is much preferable to build a large multi unit house--a "houseplex"-- on bigger lot than to subdivide it. I think there should be a limit on the number of small lot houses that can be built on any given block.	12/7/2017 1:08 PM
48	up to 6 stories and that fits into the existig neighbourhood	12/5/2017 2:19 PM
49	support?	12/5/2017 12:48 PM
50	Should follow Official Plan	12/2/2017 4:15 PM
51	I support this where there is a presumption if favour of retaining character properties, where they currently exist	11/29/2017 3:17 PM
52	There is actually no need to expand the range and number of apartment buildings in this area.	11/27/2017 3:41 PM
53	Support 4 storey buildings, but not the building of apartment units.	11/25/2017 7:41 AM
54	no more apartments	11/24/2017 3:26 PM
55	4 stories is too large. Check the new building on southgate - it is a multiunit but a reasonable size.	11/20/2017 11:27 PM
56	Keep character houses on Linden/ Faithful area	11/20/2017 9:30 PM
57	Townhouse complexes (TC) might work here, definitely would as part of an apartment complex.	11/20/2017 11:06 AM
58	Don't support the designation change from traditional residential in OCP to urban residential (i.e.apartment buildings) in the LAP, particularly along Vancouver St. Vancouver should be retained thesame as Oliphant	11/13/2017 9:04 PM
59	As long as no apartment buildings on Linden	11/13/2017 4:52 PM
60	Again, up to 6 stories will not hurt the charm of the neighbourhood.	11/13/2017 2:01 PM
61	Concerned for some of the existing single family homes and small apartments in this area. Will they be forced out and taller apartments put in place?	11/11/2017 6:11 PM

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62	Stay with current limits for areas that allow only 2 storeys or houses raised one storey with basement. Streets that already have 4 storey buildings are fine.	11/11/2017 3:38 PM
63	Our street already ruined by two charming cottages being replaced by 5 3 storey townhouses, not even in same style.	11/11/2017 9:13 AM
#	COMMENTS FOR "ALONG OLIPHANT STREET, RETAIN THE TRADITIONAL RESIDENTIAL CONTEXT WITH SINGLE-DETACHED HOUSES, DUPLEXES, HERITAGE HOUSE CONVERSIONS, TOWNHOUSES AND "HOUSEPLEXES" [CONCEPT DIAGRAM]"	DATE
1	See comment above. Don't single out Oliphant Street only to remain as is.	1/18/2018 5:03 PM
2	How many residents would be displaced and how much will these units rent and sales prices go up?	1/18/2018 1:49 PM
3	Extend Oliphant criteria to all existing traditional residential properties west of Cook from Southgate to Park	1/18/2018 12:59 PM
4	Good thinking.	1/18/2018 12:33 PM
5	This should be for most of the residential streets in Fairfield!	1/18/2018 10:19 AM
6	Good for families!	1/17/2018 9:50 PM
7	INCONSISTENT WITH SUTLET, PENDERGAST ETC.	1/17/2018 7:55 PM
8	Enclaves of wealthier residents may want to maintain their preferred type of housing, however the need for housing outweighs this wish.	1/17/2018 4:33 PM
9	Oliphant is a street of traditional residential houses and should remain so. Suttlej, Pendergast and Vancouver should be added to this list. Older well-kept houses should not be knocked down, but rather improved as we did. Now we live in our house and have a suite for a tenant. Townhouses should not replace single family dwellings.	1/17/2018 4:03 PM
10	why just this street	1/17/2018 3:38 PM
11	I like houseplexes, as long as we review parking guidelines, so neighbours don't get a parking lot instead of trees.	1/17/2018 2:48 PM
12	The whole portion of the neighbourhood west of Cook should receive the same treatment - new housing should focus on medium-density and maximizing un-/under-used lands should receive priority, before more multi-storey apartment style buildings. We have enough of these for now and owners should be encouraged to maintain and/or do improvements to the property while avoiding renovations.	1/17/2018 1:17 PM
13	This should apply to whole west side!	1/16/2018 9:45 PM
14	Bad idea! Inconsistent with lots west of cook; will not fit in!	1/16/2018 8:18 PM
15	Do this everywhere...it will allow the necessary services to be in place first ...then overbuild to you capacity.	1/16/2018 7:46 PM
16	Apply urban designation like all lots west of cook...	1/16/2018 6:45 PM
17	Nothing over 4 stories.	1/16/2018 6:38 PM
18	There are beautiful homes along this street; worth protecting	1/16/2018 5:31 PM
19	There are some very nice character houses on Oliphant Street. I support any strategy that will preserve this character and don't yet see that the planners have explicitly identified how to do that.	1/16/2018 4:27 PM
20	potential for small buildings - if people sell there homes why can't the person buying the home choose to increase density?	1/16/2018 1:47 PM
21	Building density please	1/16/2018 1:34 PM
22	the question is too vague so i have to oppose it	1/16/2018 1:10 PM
23	to restrictive - we need to encourage density and affordability not maintain large expensive houses for the few.	1/16/2018 12:03 PM
24	The City blew it when they booted the renters out of the little apartment and sold that building to Port Townsend for peanuts. Then allowed a horrid piece of architecture to be built right up to the edges of that property. Classy!	1/15/2018 10:25 PM
25	great idea. I just think maybe this is what the other streets on the west need too.	1/15/2018 8:40 PM

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26	OK with single-detached and duplexes, heritage house conversions.	1/15/2018 8:06 PM
27	Protect the character homes that exist on Oliphant as well the other streets in the West of Village Sub-area. These homes currently provide affordable suites to the village. Once the character homes west of the Village are taken down they are irreplaceable. Please protect the character older homes on the sidestreets west and east of the Village. Higher density will be happening along Cook St. itself and in the Northwest area.. leave Cook St. Village area to infill gently.	1/15/2018 1:54 PM
28	Why bother you already let Oliphant at Cook get wrecked.	1/14/2018 8:14 PM
29	there should be covenants put on these properties to ensure developers do not build land "assemblies" and knock them all down.	1/14/2018 4:39 PM
30	Stupid Oliphant neighbours. I lived in the apartment on Suttlej for years. Four storeys in that area makes perfect sense. Fuck their single-detached homes, naysayers.	1/14/2018 3:35 PM
31	Townhouses should not be included here	1/12/2018 4:53 PM
32	Mandate affordable housing, rental units, and family housing (3+) units. Forgive parking. Compensate with care share dedicated spots and bike storage.	1/11/2018 6:58 AM
33	incompatible goals. the older SFH structures cannot be maintained indefinitely and will be out of context.	1/2/2018 9:36 PM
34	makes no sense to restrict development along Oliphant	12/22/2017 2:15 PM
35	No Townhouses this is not a Character element for this area!!!	12/16/2017 7:18 AM
36	why that specific street? I am sure there are other heritage houses around on other streets	12/15/2017 5:01 PM
37	Same comment as above	12/15/2017 3:59 PM
38	quality over quantity even if the sale prices are more expensive	12/15/2017 12:11 PM
39	What is so special about Oliphant that it deserves special recognition?	12/14/2017 6:34 PM
40	This is a terrible idea to isolate one little enclave that then becomes surrounded by 4 story apartment buildings. This is not fair to residents to have this restriction.	12/14/2017 2:13 PM
41	Why not have this for the whole area WeThe setbacksst of the village.	12/7/2017 3:14 PM
42	Again, the problem for me is small lot houses: fairfield gets so much of its character and lifestyle from having enough land around houses for residents to garden and landscape. I don't support Balkanizing Fairfield by subdividing it into a bunch of small lot houses with little land around them. It is much preferable to build a large multi unit house--a "houseplex"-- on bigger lot than to subdivide it. I think there should be a limit on the number of small lot houses that can be built on any given block.	12/7/2017 1:08 PM
43	strongly encourage suites. duplexes, townhouse, houseplexes that fit into the neighbourhood.	12/5/2017 2:19 PM
44	anything goes, but an apartment building. Not much of a "plan"	12/5/2017 12:48 PM
45	Heritage house conversions into multi-unit apartments will increase population density. I am opposed to squishing more people into the area.	11/30/2017 4:14 PM
46	Sequentially, the policy should support retention of existing character homes (not necessarily Heritage Registered or Designated) before allowing demolition for townhomes.	11/29/2017 3:17 PM
47	As previous, there is no practical need for a change along this street. Desire is not the same as 'need'.	11/27/2017 3:41 PM
48	High density, same charm and value of the existing neighbourhood. No TC please.	11/20/2017 11:06 AM
49	Oliphant could be redeveloped for town houses and walk-up (3-4 storeys) apartments	11/14/2017 11:27 AM
50	I don't support Oliphant becoming a "crater" in a area of 4 storey buildings!! Vancouver St.is of similar merit and should also be retained	11/13/2017 9:04 PM
51	I love the feel of this area and it would be great to retain that.	11/10/2017 4:18 PM
#	COMMENTS FOR "ENSURE GOOD QUALITY DESIGN OF BUILDINGS, STREETS AND PUBLIC AREAS WITH NEW DESIGN GUIDELINES FOR COOK STREET VILLAGE [DESIGN GUIDELINES AND MORE BACKGROUND INFORMATION]"	DATE
1	Upholding good standards.	1/18/2018 12:33 PM

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2	I don't think any guidelines will go far enough as far as protecting the unique SMALL village quality of Cook St.	1/18/2018 12:07 PM
3	Access to sunlight and plants/trees is important	1/18/2018 10:51 AM
4	With LOTS of opportunity for public feedback, and TIME to react	1/18/2018 10:19 AM
5	Against bike lanes and bike parking. As a biker and driver, I would choose Vancouver for biking. People are old, disabled and some don't like biking.	1/17/2018 8:38 PM
6	What does "good quality design" mean? The steel and glass boxes may be a good quality design but they are cold and ugly. Tourists come here to walk through the neighbourhoods and see the heritage homes. Our old houses are being floats away to the islands and this needs to stop.	1/17/2018 7:37 PM
7	Please make sure this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:15 PM
8	Again, transitions are key. Permitting the Cook and Oliphant development at 5-storeys and enormous massing was a mistake. This should not happen again. No structure should tower over its neighbours - this was not good quality design or planning.	1/17/2018 4:03 PM
9	Yes in theory but you're incapable. You just approve the developer's plan or the FGCA does it for you.	1/17/2018 12:42 PM
10	Outline what is the nest design is it plane crash design in the village with flat roofs' Then absolutely not Cole's trendy mess is not design but cheap and traudry not classical to look good through time.	1/16/2018 7:46 PM
11	I do not like, or agree with, the building of the new "big flat boxes" being erected and void of Fairfield's character and do not fit into our heritage flavour.	1/16/2018 6:38 PM
12	design is subjective	1/16/2018 1:47 PM
13	No entrance gate to cook needed	1/16/2018 1:34 PM
14	too vague	1/16/2018 1:10 PM
15	where are the separated bike lanes?	1/16/2018 12:03 PM
16	Consistent with the heritage character of the area whenever possible.	1/16/2018 9:06 AM
17	Small, tasteful is good.	1/15/2018 10:25 PM
18	Don't go hogwild with setbacks, part of the charm of the street is that older businesses are not set too far back.	1/15/2018 8:21 PM
19	I notice that the city is giving away a lot to developers. Allowing units to be built with no parking, for instance. I'm not sure I can really trust the city's definition of 'good quality design' any more.	1/15/2018 8:06 PM
20	good quality design is highly subjective. You need actual criteria.	1/15/2018 7:55 PM
21	Design Principles are provide in section 7.2	1/15/2018 4:14 PM
22	New quality design should enhance, not change the character of Cook St. Village. The corner of Oliphant and Cook development is an example of an inappropriate design that changes the character of the village. A more appropriate design would be peaked roofs, curves, colour, something very different from a glass/concrete structure that fits more appropriately Downtown.	1/15/2018 1:54 PM
23	But you use the New Bubby's/Pet food as a good example -- that is very ugly and hostile. Are we at war with wood exteriors now?	1/14/2018 8:14 PM
24	what does this mean exactly? how can this actually be enforced?	1/14/2018 4:39 PM
25	Yes ensure good quality design, not stucco buildings from California. Keep the trees! And green areas.	1/13/2018 12:07 AM
26	Not sure how to answer here. I like the idea of guidelines, but I hate the illustrations that are presented. I do not want the area to look like that.	1/12/2018 4:53 PM
27	"good quality design" : i know how i would interpret it... but how are you ever going to get people to agree?	1/2/2018 9:36 PM
28	Use previous Guidelines there is too much change from the old!!!	12/16/2017 7:18 AM
29	As long as there are enough parking spaces. Underground parking is expensive; who is paying. I do not want to be forced to bicycle as I am getting less mobile	12/15/2017 5:01 PM

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30	Good idea to ensure good quality of the buildings...are you really asking this? All in favour of bad quality buildings raise your hand...	12/15/2017 3:59 PM
31	quqlity / get rid of this forced social housing attitude and let the buyer make the area more attractive and desirable	12/15/2017 12:11 PM
32	No separated bike lanes! Do not narrow streetscape with separated bike lanes.	12/14/2017 2:44 PM
33	I feel this is just a euphemism for stopping six storey buildings and affordable housing.	12/14/2017 2:06 PM
34	In the village the current set backs of 3m. for the boulevards and 6m for any storeys above 2 should be maintained.	12/7/2017 3:14 PM
35	What are the guidelines. "Ensure good quality" need to be specific.	12/6/2017 11:40 AM
36	should, encourage, consider	12/5/2017 12:48 PM
37	Strong language must be provided in the Design Guidelines (use words like must, will and shall)	11/29/2017 3:17 PM
38	In order to accomplish this there would have to be a will from Council and planning to create a rich public realm through CAC and Density bonusing charges to pay the cost of these kinds of improvements. Staff and council have shown themselves incapable of this degree of imagination and resolve.	11/27/2017 3:41 PM
39	should be more than guidelines which are open to being ignored	11/27/2017 12:27 PM
40	Design guidelines are key but based on developments around Fairfield they have often been ineffective in preventing inappropriate designs.	11/22/2017 11:54 AM
41	the building on the corner of cook and oscar is the nicest building that has been put up on cook since day 1.	11/20/2017 11:27 PM
42	No chain restaurants please. Need an anchor grocery store.	11/20/2017 9:30 PM
43	Who makes the guidelines? Again, reaction or solution? MANY times government proposed volunteer guidlines become mandatory, ANOTHER evil method of government.	11/18/2017 11:38 AM
44	Looks good.	11/16/2017 11:12 AM
45	See comments above. If you don't control retail rents the village will lose its neighbourhood character and go upscale.	11/12/2017 11:05 PM
46	I feel that good quality design includes maximizing community use space at grade in exchange for added building height up to 6 storeys.	11/12/2017 7:29 PM
47	Good with the setbacks	11/11/2017 3:43 PM
48	Cook St village already okay; don't fix it if it isn't broke and it isn't.	11/11/2017 9:13 AM
49	Boy, I almost couldn't get back to survey from looking at the guidelines! Put an X to get back please. Design guidelines mention horse chestnut trees. Is that all there can every be? Setbacks that small should be set in stone so no developers can try to lessen them.	11/10/2017 5:37 PM
50	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:48 AM
51	Important to ensure access to sunlight, step-back and height limitations met by all proposed projects before approval.	11/10/2017 8:33 AM
#	COMMENTS FOR "IMPROVE PUBLIC SPACES AND STREETScape [CONCEPT DIAGRAM]"	DATE
1	Additional off street parking will be essential to this area.	1/18/2018 4:32 PM
2	They are great as is.	1/18/2018 1:49 PM
3	Excellent planning and communication.	1/18/2018 12:33 PM
4	Anything in the streetscape that diminishes the ability of the road to carry all its traffic, and to provide adequate parking,should be discarded.	1/18/2018 12:07 PM
5	I think the sodwewalk space is fine as is. We have plenty of places to congregate in the 3 coffee shops and other cafes.	1/18/2018 10:19 AM
6	Retain the middle turning lane for traffic on Cook Street.	1/17/2018 10:22 PM
7	Accessibility! Key!	1/17/2018 9:50 PM

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8	Plan envisions too much increased housing	1/17/2018 4:27 PM
9	The concept of the urban forest sounds nice. Cook street with its large chestnut trees, and Oliphant and other streets with their cherry blossoms add much to the liveability and aesthetic appeal of the community. More trees and additional natural beautification will always be welcome.	1/17/2018 4:03 PM
10	Needs to be well lit.	1/17/2018 2:48 PM
11	It's nice already. Your improvements make it worse almost always.	1/17/2018 12:42 PM
12	you already have the waterfront and park accessible in minutes by foot, no need to create more in this area	1/17/2018 12:24 PM
13	Existing public spaces and streetscape are sufficient	1/17/2018 10:44 AM
14	Maintain Set Backs	1/16/2018 7:46 PM
15	Yes for public spaces and streetscapes, keeping original boulevard trees.	1/16/2018 6:38 PM
16	No separated bike lanes please.	1/16/2018 5:31 PM
17	No need to spend on this.....Beacon Hill park next door!	1/16/2018 5:10 PM
18	This idea needs a lot more development and to be clearly expressed to the public. Will the 'Gateways' be roundabouts?	1/16/2018 4:27 PM
19	waste of money unless part of redevelopment paid for by developers	1/16/2018 1:47 PM
20	where do we park for the elderly and handicapped that cannot walk well and definitely cannot bike.	1/16/2018 1:10 PM
21	No " gateways to the CSVillage, please. Modesty is attractive these days because it is so RARE!	1/15/2018 10:25 PM
22	Do not construct bike lanes along Cooks St in the village	1/15/2018 8:52 PM
23	hard for me to see what's wrong with the streetscape now. Broken sidewalks? just not convinced its so bad.	1/15/2018 8:40 PM
24	Really concerned about the impact a separate bike line will have on pedestrian traffic. Pedestrian traffic is primary; all rides (bikes and motorized vehicles) should be secondary.	1/15/2018 8:21 PM
25	Don't need a 'gateway' or 'village green' at May and Cook. Definitely don't need improved bike facilities and parking.	1/15/2018 8:06 PM
26	This of course is always a nice dream. The streetscape can be improved with new 4 storey developments having a diversity of setbacks, public space in front, not all apartments in a straight line.	1/15/2018 1:54 PM
27	small improvements, not big improvements. the village has a character, it does not need to look like Disneyland or downtown	1/14/2018 4:39 PM
28	Yes provided no loss of parking spaces	1/13/2018 2:50 PM
29	Yes to trees, vegetation, community gardens, benches, tables, cycling. No to big art sculptures.	1/13/2018 12:07 AM
30	Again not sure how to answer. I like the idea of improvements, but not what is presented. We do not need Gateways. Why would you want this? It is completely unnecessary Things that are useful are public seating, bike parking, pedestrian spaces, good access to parking, charging for electric vehicles, nice landscaping that by the way could include native plants that are important pollinators for bees and other things like rare butterflies.	1/12/2018 4:53 PM
31	I am not in favour of the Gateways at both ends of the Village. Too much money and not necessary. Lots of green space is a priority for me. We don't need Gateways.	1/12/2018 4:21 PM
32	do not need a plaza- the park is right there for public space	1/3/2018 2:32 PM
33	More garden like, less cement and building focus	1/2/2018 6:10 PM
34	I like this, and any increase in setback to add to the sidewalk area would also be great.	12/26/2017 3:38 PM
35	Need more specifics in order to have an opinion.	12/17/2017 2:42 PM
36	And ensure adequate free or inexpensive parking.	12/16/2017 8:13 PM
37	More setback is required	12/16/2017 7:18 AM
38	Same as above, my concerns are cost and reducing the access to cars	12/15/2017 5:01 PM

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39	How??? if you keep stuffing in more density and narrowing the road for urban vehicle users...	12/15/2017 12:11 PM
40	As above.	12/14/2017 2:44 PM
41	Public spaces should be under public control and allow for a variety of community uses	12/14/2017 2:34 PM
42	I find the streetscape and public spaces in this community are great. Sure they could be improved, but don't need a big signs saying this is "Cook street village." The money could be spent on making the amenities there better.	12/14/2017 2:06 PM
43	Stop making it hard for families with children, and those with mobility issues, to get around. Not everyone is a middle-aged cycle enthusiast.	12/14/2017 11:29 AM
44	Outdoor seating on boulevards and for businesses. Allow musicians to play on occasion	12/11/2017 5:00 PM
45	not thru densification	12/8/2017 10:59 AM
46	No walls need to built!	12/7/2017 3:14 PM
47	"Improve" specifics needed.	12/6/2017 11:40 AM
48	nothing on the diagram shows this	12/5/2017 12:48 PM
49	opposed to mixed use development	11/30/2017 4:14 PM
50	As previous. lack of resolve and willingness to borrow from successful projects in other locales.	11/27/2017 3:41 PM
51	be careful when introducing more vehicular crossings into developments because this negatively impacts the pedestrian and the streetscape. retain mature landscaping wherever possible	11/23/2017 7:34 PM
52	I don't really like the latest public manufactured streetscapes...they look a bit artificial and they all seem to look the same in the end. The best part about the village is that it has been allowed to grow slowly and adapt it's own look and ambience. The huge building at cook and oliphant is completely at odds with that. I believe a better solution would have been to have kept the little apartment at the corner and develop the 3 houses on cook into a more modest edifice.	11/20/2017 11:27 PM
53	Need more bike lanes.	11/20/2017 9:30 PM
54	see above	11/18/2017 11:38 AM
55	Cook Street looks OK now	11/14/2017 11:27 AM
56	Every time SF house are removed, to make way for multi-res. buildings with underground parking all trees are removed. Replacements will never be comparable, hence a shrinking of the urban canopy.	11/13/2017 9:04 PM
57	Need a separated bike lane on Linden to connect to Fort Street. Make Linden one way from Dallas to May Street with a separated bike lane. Add traffic calming on Linden.	11/13/2017 4:52 PM
58	The developer at Pendergast and Cook speaks of a 2 meter wide "park" strip in front of his proposed building along Cook St. Are you kidding?	11/12/2017 11:05 PM
59	The draft Fairfield Neighborhood Plan states on p 14 that, "The neighbourhood plan will largely be accomplished through private development." Given this, it is essential that development interest be welcomed with respect and a willingness to look at innovations. The current reality, unfortunately, is that the preferences of the loud vocal minority of traditional homeowners are given far more weight than their numbers warrant.	11/12/2017 7:29 PM
60	Awesome	11/11/2017 3:43 PM
61	See no need. It's artificial. People congregate where there is something they want - e.g., coffee houses.	11/10/2017 5:37 PM
62	no bike lanes through the village	11/10/2017 5:04 PM
63	Make more bike friendly and safe.	11/10/2017 3:44 PM
64	I know the City standard M.O. is to have a consultation and then just do whatever they want, so I doubt there's any value in this survey at all.	11/10/2017 9:48 AM

Q6 Did we miss anything? Read the chapter on Urban Villages

Answered: 68 Skipped: 251

#	RESPONSES	DATE
1	Do not sacrifice car lanes to bike lanes and highways!	1/19/2018 4:10 PM
2	NO bike lanes on Cook Street please	1/18/2018 8:46 PM
3	No.	1/18/2018 12:33 PM
4	I don't see anything anywhere about protecting and preserving the unique small businesses and cafes in Cook Street Village. Rosie's is the best diner in town.	1/18/2018 12:07 PM
5	We need to support cycling. Cyclists provide the biggest return on health and tourist dollars Currently there are minimal bike racks and none are covered!	1/18/2018 10:51 AM
6	Parking is critical. You may love people walking through here, but people do not shop for groceries on bikes, nor do people who live more then 2 blocks away want to haul groceries.	1/18/2018 10:19 AM
7	Bicycles and cars operating in Cook Street Village are sharing the road at the moment and changes to traffic on Cook Street are not necessary.	1/17/2018 10:22 PM
8	Preserve the existing character of the village. Maintain the car traffic patterns that exist now.	1/17/2018 9:47 PM
9	There is a lot of space in the plan devoted to Cook Street, where no major teardown complete redevelopment is envisaged; unlike the Farifield Plaza where almost not thought has been seriously and extensively expressed.	1/17/2018 9:25 PM
10	This is not the community that I live directly but do walk down and enjoy the village. It would loose its character if it got over developped	1/17/2018 9:19 PM
11	I am concerned about the proposed bike lanes on Cook St. through the village. While I'm not opposed to providing more and better bike access, I think the lanes could be more problematic than helpful in contributing to the village atmosphere. Of course parking is the flip side of this. You need to proceed carefully in this area.	1/17/2018 5:21 PM
12	The most important point I need to make is that all houses within the Southgate to Park, Cook to Heywood neighbourhood should be protected under the traditional residential designation. Knock downs should be discouraged or banned to make way for improvements and enhancements. Our improvement project which saved one of the neighbourhood's old houses proves that it is possible, that these projects add value to the property and the community, that there is an alternative to allowing developers to knock everything down, and that there are people who will stand up and save older houses and communities, making them beautiful and liveable for many years to come without paving over everything. This approach is better for the environment and the existing residents of these neighbourhoods. Enough projects have disrupted the peace of this peaceful nook of the city for too long. It is now time to focus on preservation, not destruction.	1/17/2018 4:03 PM
13	Yes: 1. a more thorough and comprehensive look at traffic What about evacuation routes in cases of emergencies 2. What happened to environmental standards and earthquake safety standards for new buildings especially in this era of climate change?	1/17/2018 1:17 PM
14	You are not saying anything about how the taxes of all these people will go up and what that fall-out will mean to people just managing to pay now but will not have the income to pay for an increase in taxes	1/17/2018 10:56 AM
15	No bike lanes, do not deviate on parking requirements foe new buildings	1/16/2018 10:02 PM
16	You need services in place FIRST ..we are in crisis now...school full 5 hour emergency wait..when 20 will save lives... You are nuts!	1/16/2018 7:46 PM
17	Yes more studies on traffic and impact on quaint neighbourhoods	1/16/2018 7:22 PM
18	No buildings over 4 stories high anywhere in the village.	1/16/2018 6:38 PM
19	Yes. Please improve parking options for this destination village. I would even go as far to suggest a modest height parkade. It would be a service to the neighbourhood.	1/16/2018 4:27 PM

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20	Cook St is great but it seems sleepy and slow...how about more vitality, more people, more shops and conveniences? (yoga, more shops and restaurants, even a wine bar?!)	1/16/2018 3:51 PM
21	Bike lanes and pedestrian controlled crosswalks needed	1/16/2018 1:34 PM
22	yes, you are missing the big picture of what over populating this city will do. nothing in place for infrastructure and no mention of the elderly or handicapped	1/16/2018 1:10 PM
23	remove the restrictions on building heights.	1/16/2018 12:03 PM
24	Underground wiring and custom street lighting lamp posts. Additional UG wiring conduits to all street trees for lighting as on Government Street to help emphasize the village size and feel. Very visible crosswalks and traffic calming to slow traffic down in the village	1/16/2018 11:41 AM
25	Improve frequency of public transportation to Cook Street village and Beacon Hill Park.	1/16/2018 9:11 AM
26	The idea of a bike lane on Cook is ludicrous - put it on Vancouver	1/16/2018 9:06 AM
27	PARKING! Increased density in this area would be catastrophic for parking, which is already non-existent! We need more parking.	1/16/2018 8:01 AM
28	do not construct bike lanes on Cook st in the village	1/15/2018 8:52 PM
29	Please allow the Fairfield Community Association and neighbourhood working groups more time to consult with residents and provide meaningful feedback and revisions to this process. No need to rush! Too much development going on in Victoria already. Let's get this right!	1/15/2018 8:06 PM
30	Adequate parking must be considered a criteria of good quality design. Until we have rapid transit here (not buses), cars will remain on the road despite pipe dreams that we'll all hop on a bike if bike lanes exist.	1/15/2018 7:55 PM
31	Safety will be a growing concern as more people are pushed into the Village. Speeding up side roads is already an issue. Many people have children and pets, there are many parked cars and steps should be taken to protect residents against the bad habits of busy and important guests. One suggestion that could be pursued is to dead-end some of the quiet side streets, e.g. Oliphant, at Cook. Speed humps is another option.	1/15/2018 4:22 PM
32	Lack of parking in the village. Posted speed limit is 30km/hr. Bicycle lanes are unnecessary all along Cook St.	1/15/2018 9:14 AM
33	I see exactly one mention of moving power lines etc underground in the community plan. This should be much more of a priority. Not only is it aesthetically a huge deal, but the lines through the trees are devastating. City did not look after the Cook St chestnuts at all well, don't make this mistake again. Also your concept plan shows new buildings with a 10m chestnut beside them, this is fine but that's a 40 year tree. By then, will the community plan have changed again? Will the cheap buildings they put up now need replacing?	1/14/2018 8:14 PM
34	If there are to be improvements to the public realm, the residents need to be involved as they are directly impacted on a daily basis. there must be a transition zone from the village to Beacon Hill park. stores must be stopped at Oliphant, nothing towards the park should be allowed.	1/14/2018 4:39 PM
35	Need more parking - not enough now	1/13/2018 2:50 PM
36	I would rather have a lower rise on the streetscape of Cook St. Village to retain its sunny and pleasant character, not a wall built up along it. I think we are missing many of the ideas that contribute to a small community village and instead you are looking at something like the Cook Street Shopping Centre.	1/12/2018 4:53 PM
37	I do not see mention of the proposed bike lanes for Cook Street. I am opposed to any park of Cook Street throughout the Village being used for separated bike lanes.	1/10/2018 7:55 PM
38	statements imply that goals are complementary. some are most definitely 'not.' write out the implications of each, then compare and contrast.	1/2/2018 9:36 PM
39	only to have Oliphant Avenue designated urban residential and to allow multi residential up to 4 stories	12/22/2017 2:15 PM
40	Rather than strata-plan townhouses, fee-simple row houses should be built. Condominiums of any kind encourage the worst sort of absentee landlords who view individual units as an investment to be kept filled irrespective of the effect on immediate neighbours.	12/17/2017 11:51 AM

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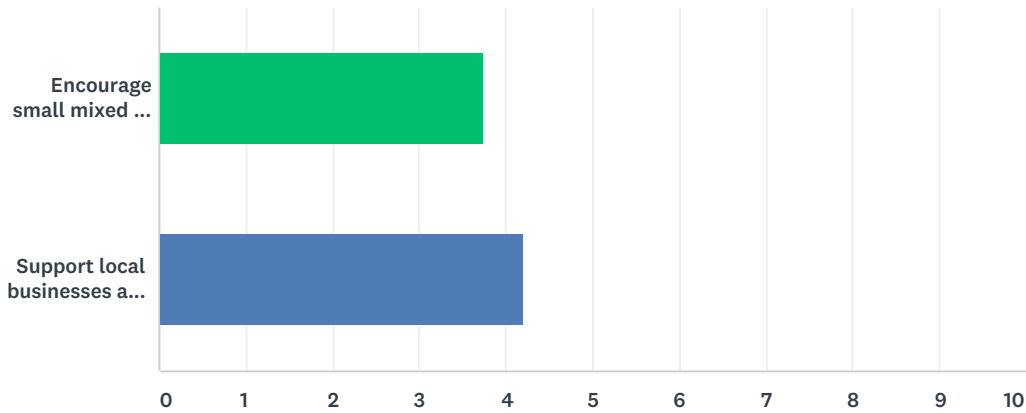
41	There is a need for free/cheap parking as not everyone can walk/cycle or has the time to walk/cycle when needing to stop to pick up a few items at a shop. Ideally, parking for up to 20 minutes should be readily available and free.	12/16/2017 8:13 PM
42	Anyone can fill our this survey multiple times who does not live in this area!!!!	12/16/2017 7:18 AM
43	Seriously addressing the density issue.	12/15/2017 3:59 PM
44	Can developers across Fairfiled, Fernwood and downtown contribute to the building of the community sportsplex on Quadra. That community sportsplex will be servicing the needs of the increased density in our city, density the developers are profiting from.	12/14/2017 2:06 PM
45	Yes.	12/14/2017 11:29 AM
46	Specific plans to improve parking need to be put into the yearly city plans. "Approximately" should be taken out of the policy as confusing. Cook Street should not include bike lanes they should be on Vancouver which needs to WIDENED NOT HAVE MORE CURBS EXTENDED WHICH ENDANGERS CYCLISTS.	12/7/2017 3:14 PM
47	Yup, not addressed in the questionnaire is the parking problem in Cooke Street Village: It needs to be improved! Perhaps by opening some of the residential parking on collateral streets to short tem parking. Certainly the way to encourage more biking and walking is not by strangling car parking and thus forcing people to walk!	12/7/2017 1:08 PM
48	Yes you did. The plan needs to have certainties. Cook & Oliphant fiascos will be allowed to continue under this proposed plan. So it should be rewritten with specific regulations not guidelines that bring certainty for neighbourhood and developer.	12/6/2017 11:40 AM
49	keep options open so that the Village can grow to the west with 6 storey buildings with shops and residential.	12/5/2017 2:19 PM
50	Diversity of independent businesses is fundamental to enhancing/sustaining village function and charm. The current planning process does not address this and as a result may be counterproductive given the planning process invites building investments that cannot be supported by renting to small independent businesses.	11/22/2017 11:54 AM
51	Please close Linden at Dallas and use for another bike lane. At minimum need speed bumps on Linden. Build another set of tennis courts in Beacon Hill Park due to high usage. Build public outdoor pool in Beacon Hill. Connect Beacon Hill park to ocean.	11/20/2017 9:30 PM
52	Again I'm concerned with impact on current residents in the area.	11/18/2017 11:51 AM
53	Quit taking on more maintenance responsibilities, start looking after what you already own and are responsible for.	11/18/2017 11:38 AM
54	affordable housing and rental stock retained	11/17/2017 6:38 PM
55	Discourage commercial building east of cook except on Fairfield road	11/16/2017 4:35 PM
56	Don't put in a bike lane along Cook Street from Dallas to Fort Street. Put the bike lane along Vancouver Street which is less busy. Keep parking along Cook Street.	11/16/2017 2:51 PM
57	Again, trying to ensure density does not get too high is key. Particularly as you move east (away from downtown)	11/16/2017 11:12 AM
58	Protected bike lanes on Cook Street.	11/14/2017 9:06 PM
59	Has anyone ever suggested 1-way streets for the whole area southeast of Fairfield & Cook along with parking on only 1 side of the street - repeating my earlier opinion: there are too many parked cars everywhere (for such narrow streets too) Also, I think there should be a traffic signal for westbound traffic on Oxford at Cook. This is a confusing & dangerous intersection if you're driving (or walking) west on Oxford and want to end up on Cook, or simply cross Cook...	11/14/2017 6:52 AM
60	More 4 storey milt unit buildings should be built along the Fairfield Rd. corridor which is a frequent transit route and near to small and large urban villages .	11/13/2017 9:04 PM
61	Don't feel gateways necessary on N or S end of village.	11/13/2017 3:05 PM
62	Cook St could be safer for cyclists. That would improve the neighbourhood significantly.	11/13/2017 2:01 PM
63	Surface parking needs to be enhanced for merchants to survive.	11/13/2017 12:22 PM
64	No	11/12/2017 11:35 AM

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65	This area has already been compromised with development in Cook Street such as the proposed demolition of pic a flic store and replacement with multi storey housing. This development is contrary to the village concept. It's interesting that you don't include pictures of this side of the street as illustrating the character of the village.	11/12/2017 1:36 AM
66	There is too much "resident only" in the whole CSV area. Especially with the planned bike lanes it will be important to free up some new parking. Streets are PUBLIC spaces not owned by adjacent land owners	11/11/2017 7:49 PM
67	no mention of proposed bike lane running down cook street should not go further south than Oscar street	11/10/2017 5:04 PM
68	The most important aspect of Cook Street Village is its feeling of a small community village. This can only be maintained through clear and enforced limitations on height and continued access to sunlight in cafes and ground level shopping. If that is not done then the area will simply become another part of downtown. I have heard developers at public meetings say that even they find clear, enforced standards (i.e. not a Council who will always grant rezoning applications) benefit them. A lot of community work has gone into developing the Cook Street Plan, please respect that community contribution by applying the plan.	11/10/2017 8:33 AM

Q7 How supportive are you of the key initiatives to support commercial areas at Moss Street and May Street, and Moss Street and Fairfield Road?

Answered: 282 Skipped: 37



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Encourage small mixed use or residential buildings up to 3-4 storeys, (see the Small Urban Villages concept sketches). Existing zoning allows 3-4 storeys (Official Community Plan supports up to 3 storeys)	37.28% 104	32.26% 90	8.60% 24	11.83% 33	10.04% 28	279	3.75
Support local businesses and community gathering by creating attractive public spaces (see Small Urban Villages concept sketches)	55.68% 152	23.44% 64	11.36% 31	4.03% 11	5.49% 15	273	4.20

#	COMMENTS FOR "ENCOURAGE SMALL MIXED USE OR RESIDENTIAL BUILDINGS UP TO 3-4 STOREYS, (SEE THE SMALL URBAN VILLAGES CONCEPT SKETCHES). EXISTING ZONING ALLOWS 3-4 STOREYS (OFFICIAL COMMUNITY PLAN SUPPORTS UP TO 3 STOREYS)"	DATE
1	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to building	1/18/2018 4:34 PM
2	Im opposed to increased density and gentrification and the city's plan to consume Fairfield and Gonzales and make it part of Downtown	1/18/2018 1:50 PM
3	Reasonable.	1/18/2018 12:34 PM
4	would like to see commercial at grade and residential above.	1/18/2018 12:17 PM
5	Up to 3 stories, not higher.	1/18/2018 10:12 AM
6	I agree to encourage mixed use, but would limit to 3 stories, as too tall buildings would take away from the Residential neighborhood	1/17/2018 10:26 PM
7	Retain existing businesses and no further expansion of new businesses. No additional condos.	1/17/2018 10:23 PM
8	While the concept of commercial uses at Moss and May has merit, that does not have to include raising height restrictions to 4 stories. This will also negatively effect the culture of the neighbourhood.	1/17/2018 9:52 PM

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9	3 storeys seems plenty high in that area which is mostly residential neighbourhood.	1/17/2018 9:22 PM
10	Moss St/Fairfield St corner would be too enclosed. In reality there are not as many trees as shown in the diagram. Very misleading.	1/17/2018 7:44 PM
11	Again, I would hope this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:17 PM
12	Stay at 3storeys	1/17/2018 4:28 PM
13	Larger would be better.	1/17/2018 4:20 PM
14	I like mixed use residential on corners.	1/17/2018 2:53 PM
15	I am not convinced that four-storeys is necessary for this area. There is so much infill areas in this neighbourhood that need to be taken advantage of.	1/17/2018 1:19 PM
16	Only because it's needed.	1/17/2018 12:43 PM
17	Traffic is the main problem on Fairfield Rd. No Bike Lane on Fairfield Rd Please.	1/17/2018 12:29 PM
18	This area is full of existing families and schools and centers. There are suites in every house almost. No need to further populate this area.	1/17/2018 12:26 PM
19	again, what do you mean by "encourage" and "sensitive" that is too vague to vote on by saying I agree	1/17/2018 11:04 AM
20	New developments must have enough parking	1/16/2018 10:04 PM
21	We need emergency services and schools,first!	1/16/2018 7:50 PM
22	I believe that for the time being these areas need to stay as they are .	1/16/2018 7:27 PM
23	No more than 3 stories max. Other than Fairfield United Church what other buildings will be torn down?	1/16/2018 6:43 PM
24	This corner has developed nicely over the past decade and provides services we use as Fairfield residents. Some addition capacity would be welcome, but incremental in nature	1/16/2018 5:35 PM
25	No. Keep as many existing single family dwellings as possible around the small commercial area at Moss and May.	1/16/2018 4:37 PM
26	4 stories is too tall	1/16/2018 4:07 PM
27	More density, more shops -- great!	1/16/2018 3:58 PM
28	I am supportive of small mixed use residential buildings up to current 3 storey high in these residential areas, not 4 storeys. This is too impactful of direct home owner neighbours. ,	1/16/2018 3:39 PM
29	over population. i don't know what "infill" means so I'm opposing it. again the questions are too vague and sugar coated for me to agree with them	1/16/2018 1:15 PM
30	The area is fine the way it is. The proposed plan really does not change much, plants some trees, and enhances the bus stop not sure that will have a an impact and create the desired changes.	1/16/2018 1:07 PM
31	Could go higher. stop being so restrictive.	1/16/2018 12:05 PM
32	max 3 stories -	1/16/2018 11:45 AM
33	Three stories	1/16/2018 9:06 AM
34	Up to 3 stories is better	1/15/2018 10:30 PM
35	IMPORTANT THAT DESIGN BLENDS WITH RESIDENTIAL HOMES AND DOES NOT LOOK LIKE A MODERN BOX TYPE BUILDING	1/15/2018 10:08 PM
36	I like the idea of mixed use right adjacent to the corners. However, I think encouraging infill of multi-storey residential buildings more than one block in either direction will be ugly. I am supportive of more business and the viability of business from increased residential. I just see this as a neighborhood...if you look at large cities, there are small groceries and services at the corners,And townhouses or other buildings in between.	1/15/2018 8:47 PM
37	3 storeys, especially at Moss and May	1/15/2018 8:25 PM
38	Three storeys seems sufficient as these are not large intersections.	1/15/2018 8:23 PM

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39	Not on Fairfield road. There is already enough traffic. You can hardly make a left hand turn on to Fairfield road anywhere	1/15/2018 8:14 PM
40	Let's put the small back in small commercial areas! Many commercial businesses in this area are 1 story, or 2 at most. I am not in favour of increasing to 3 or 4. When I walk along Fairfield now (where I am a home owner) I see new construction which is 2 story, and already seems to big, and looms over neighbourhood houses. I think 3 or 4 story would be really out of place, and ruin the feel of our neighbourhood.	1/15/2018 8:11 PM
41	Four stories at Moss/May is too much. Discourage useless services in these neighbourhood villages like dentists and chiro's. At Moss and May the hairdresser and the yoga studio get constant interest. The medical building adds nothing to the neighbourhood. Nothing. And it is butt ugly as well.	1/14/2018 8:20 PM
42	should be only 3 storeys. this is not downtown. mixed use is okay if done within what is designed in the area.	1/14/2018 4:43 PM
43	Two stories is high enough	1/14/2018 4:19 PM
44	These seem like sensible proposals.	1/14/2018 3:37 PM
45	This is generally a family neighbourhood. Don't commercialize it.	1/13/2018 12:09 AM
46	Stay with 3 storeys. Your diagram shows 3 storeys.	1/12/2018 4:54 PM
47	Only 3 stories should be allowed	1/12/2018 3:09 PM
48	Go higher for underground parking, but use form and character guidelines to control form. Use floor area limits to favour small businesses. Use retail specific zoning to meet the needs of residents. Grocery stores, hardware stores, pet food, etc. This is how you get people out of cars.	1/11/2018 7:00 AM
49	I would prefer that we do not exceed 3 stories as allowed in the OCP.	1/10/2018 8:00 PM
50	I am new here and want to hear opinions for longer time residents	1/2/2018 6:12 PM
51	4 stories in these areas may be too high?	12/19/2017 7:56 AM
52	Require all multi-unit residential buildings to devote the ground floor to commercial/retail use.	12/17/2017 11:58 AM
53	But beware of pushing these multi-storey developments south away from the corner. Keep them closer to the intersection only.	12/16/2017 8:18 PM
54	No Ceiling height mentioned, buildings could look like 6 stories and design element are not mentioned!	12/16/2017 7:21 AM
55	What is the rationale behind this?	12/14/2017 11:30 AM
56	Moss and May: as long as there is a gradual transition to blend with the single detached houses on Moss street	12/12/2017 3:07 PM
57	Up to 3 storey maximum	12/11/2017 5:02 PM
58	it is fine right now	12/8/2017 10:59 AM
59	Don't think that anything above 3 storeys is justified.	12/7/2017 3:18 PM
60	4 storeys mixed use is a good fit for this neighbourhood.	12/5/2017 2:26 PM
61	7.6.5	12/5/2017 12:48 PM
62	Should limit to 3 stories	12/2/2017 4:16 PM
63	Zoning should be changed to 3 stories per community plan	12/2/2017 3:48 PM
64	Why residential only? How does this support the commercial area. Mixed use only in the small urban village please. Small scale neighbourhood commercial on ground floor only, residential only above.	11/29/2017 3:22 PM
65	Maintain max 3 storey height within this section. More aggressive 'living streets' measures required.	11/27/2017 3:47 PM
66	3 storeys at the most	11/27/2017 12:28 PM
67	3 storey MAX	11/27/2017 12:05 PM

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68	design guidelines will have to be very specific to ensure compatible transition with new higher density development with existing small scale single family residential area.	11/23/2017 7:36 PM
69	Moss at Fairfield has a long history of commercial use as this should be sustained without encouraging more commercial development. Moss and May however has limited commercial use now and limited potential given the services available in the Cook Street and Ross Bay Villages. Sustaining and protecting residential use should be the priority.	11/22/2017 12:06 PM
70	I can see it at moss and fairfield, but not at moss and may	11/20/2017 11:31 PM
71	More bike lanes please.	11/20/2017 9:32 PM
72	Not sure how to control the spread of apartment buildings. If we expand out east from cook street village area and then out from these 2 areas how long until they just end up meeting? It's too much too close together. We will fast lose the family environment that I love about Fairfield.	11/18/2017 11:57 AM
73	two storeys	11/18/2017 11:42 AM
74	Do not need commercial building in the middle of neighbourhood when cook street and thrifty mall are so. Lose. Nothing over three stories	11/16/2017 4:39 PM
75	I'm not in favour of the increased density, particularly townhouses. Where will people park? I appreciate that you are trying to improve options for public transit but people will have cars. So, as long as these are designed with suitable off street parking for the residences and their guests, I would support. Also consider removing parking on one side of Oxford since that can get quite congested for vehicles.	11/16/2017 4:05 PM
76	Limit building height to 3 stories.	11/14/2017 9:10 PM
77	Development could and should be intensified in this immediate area	11/14/2017 11:28 AM
78	I'm okay with buildings that are 4-storeys in this area	11/14/2017 6:52 AM
79	spread density to other pockets of Fairfield rather than concentrate it in the area west of Cook St. Village.	11/13/2017 9:07 PM
80	I don't love more 4 storey buildings in our character house neighbourhood. I would like more separated bike lanes and green spaces. I don't want subsidized or public housing.	11/13/2017 4:54 PM
81	Should be up to 6 stories to be prepared to be able to encourage population growth.	11/12/2017 7:38 PM
82	No four-storey buildings at these sites; three has proven adequate. Too much shade with four storeys.	11/12/2017 3:34 PM
83	Chances are good, we need to grow!	11/12/2017 11:36 AM
84	3 storeys here is ample. Stay with official community plan.	11/11/2017 3:40 PM
85	Don't shop in this area as no parking ever available.	11/11/2017 9:14 AM
86	keep 3 stories	11/10/2017 5:41 PM
87	This survey does not respond to choices!	11/10/2017 3:02 PM
#	COMMENTS FOR "SUPPORT LOCAL BUSINESSES AND COMMUNITY GATHERING BY CREATING ATTRACTIVE PUBLIC SPACES (SEE SMALL URBAN VILLAGES CONCEPT SKETCHES)"	DATE
1	Additional off street parking will be essential here	1/18/2018 4:34 PM
2	There's already ample attractive public spaces	1/18/2018 1:50 PM
3	You're on the right track.	1/18/2018 12:34 PM
4	this is less important to me than seeing more residential development.	1/18/2018 12:17 PM
5	I guess I'd have to see a more detailed plan for the public spaces.	1/18/2018 10:27 AM
6	Of course, lets build on an already great asset!	1/17/2018 9:51 PM
7	An "attractive public space" is a matter of opinion. We do not need change for change sake, just because planners want to plan.	1/17/2018 9:26 PM
8	It would depend on what it looked like and what the businesses and public spaces were.	1/17/2018 9:22 PM

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9	Lots of this plan in certain areas except for Sub Area four appear to have investments in trees, and streetscapes. There is a mutual benefit to the neighbours of getting nicer shops, prettier looking buildings and increased tree canopy.	1/17/2018 2:53 PM
10	Don't do anything. It's nice already.	1/17/2018 12:43 PM
11	What data do you have to indicate these spaces will be used to a percentage that makes the cost worth spending the money on?	1/17/2018 11:04 AM
12	Existing design is sufficient. This (Fairfield) is a busy road/intersection, a main artery into town, and does not need any further development to slow things down.	1/17/2018 10:47 AM
13	We need emergency services and schools first...you have left this off because YOU DO NOT CARE...what do you hate children and the sick?	1/16/2018 7:50 PM
14	At what cost will this come on the tax payer	1/16/2018 7:27 PM
15	This sounds wonderful, but where and how?	1/16/2018 6:43 PM
16	Not much use of "gathering places" is anticipated.	1/16/2018 5:11 PM
17	No need to do this. There already is a nice gathering area at the corner of Moss and Fairfield, and many people gather for the Moss St market every Saturday at the school.	1/16/2018 4:37 PM
18	Absolutely. See comment, below.	1/16/2018 3:58 PM
19	no mention of handicapped access or elderly with poor motor skills	1/16/2018 1:15 PM
20	don't sacrifice available space for businesses and amenities with large public spaces. Let those places be the gathering spots.	1/16/2018 12:05 PM
21	this like, "if you build it, people will gather". People gather because there's stuff there, stuff they want. Chiropractors and health buildings don't create community. Hemma is a great contributor to community. As would coffee shops, convenience stores, anything that people need. Just not sure that the population can support all this commercial stuff. I'm hoping you've done market research that says that residents are leaving and shopping, or getting services elsewhere? If not, then please don't create more potential for empty street level commercial space.	1/15/2018 8:47 PM
22	There's a nice gathering space at Sir James Douglas School already, enhancing this would be fine but don't go hogwild because where are folks who want to take advantage of this but don't live in the neighbourhood going to park?	1/15/2018 8:25 PM
23	OK with improved lighting and street furniture.	1/15/2018 8:11 PM
24	No one doesn't want this but it includes greenery, places to sit, covered places, and play facilities. Not just nice bricks and some gold plated condos	1/14/2018 8:20 PM
25	support local business - this is an idea. if the business is not selling to local customers then it won't thrive. people won't support businesses that don't sell what they need - the law of supply and demand. spending money on creating attractive spaces can end up annoying residents - public art has not been a great thing in some cases in Victoria.	1/14/2018 4:43 PM
26	Attractive public spaces? Yes if this means gardens, trees, benches, walkability, etc.	1/13/2018 12:09 AM
27	Concerned spaces will be too sterile	1/12/2018 3:09 PM
28	businesses are 'supported' by people and sales, not by how many public benches are out front.	1/2/2018 9:45 PM
29	Is this really a significant gathering place?It's far enough from Cook St. Village. Why not put more into that area instead?	12/19/2017 9:54 AM
30	These will only be appealing if the building walls adjacent are short and allow sun penetration. Consider stepping back each storey, or at least putting balcony's on upper floors so the walls step back.	12/16/2017 8:18 PM
31	Must show set backs to allow for senior demographics which will be increasing!!	12/16/2017 7:21 AM
32	Exactly how does this support local business?	12/14/2017 11:30 AM
33	no need for changes	12/8/2017 10:59 AM
34	I don't think that more businesses need to be introduced in a primarily residential neighbourhood.	12/7/2017 3:18 PM
35	and parking.	12/7/2017 1:09 PM

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36	Public spaces that encourage gatherings. Also for music, temporary public art and festivals. (for example Moss Street Paint-in)	12/5/2017 2:26 PM
37	attractive?	12/5/2017 12:48 PM
38	Planting trees is fine, but behind that, unnecessary.	11/30/2017 4:29 PM
39	Fine, but the five corners functions as an important traffic intersection. As long as it is allowed to continue to serve this purpose. There are some oportunities here for enahncing pedestrian safety, particularly for school children who have to cross the road here.	11/29/2017 3:22 PM
40	The quality of the public realm is essential to supportive these small scale neighbourhood businesses and attracting customers.	11/27/2017 3:47 PM
41	3 storey MAX	11/27/2017 12:05 PM
42	Not broke. Don't fix it.	11/22/2017 12:06 PM
43	business hours CANNOT effect the EXISTING envirnment of homeowners, no choice on this matter.	11/18/2017 11:42 AM
44	Parking etctight. This is a family neighbourhood with lots of parks. Do not need higher density until downtown area is full. Do not need commercial buildings	11/16/2017 4:39 PM
45	More separated bike lanes on Linden Avenue to connect to new Fort Street bike lane. Make Linden one way from Dallas to May Street with a separated bike lane.	11/13/2017 4:54 PM
46	I do not see the need for street furniture and gathering spaces. Where is it coming from? You go, you shop, you talk to people you run into where you find them and go home. How about dog parking, to keep them out of businesses?	11/10/2017 5:41 PM
47	Supporting local business. You do get some points for making me laugh. The is, I admit, a good one.	11/10/2017 9:49 AM
48	We already have public spaces, leave Fairfield alone to be the beautiful neighbourhood it is	11/9/2017 10:07 PM

Q8 Did we miss anything? Read the chapter on Urban Villages

Answered: 48 Skipped: 271

#	RESPONSES	DATE
1	Don't spend thousands of dollars on ridiculous road paint that doesn't last.	1/19/2018 4:12 PM
2	We support very little change and development for both of these intersections. Traffic is already a major concern, both for residents as well as the school children on a daily basis. Adding any additional loads, be them residential or commercial, should be done with extreme caution and analysis on a case by case basis. There is no "one policy" that will work for these intersections.	1/18/2018 9:46 PM
3	The way you break this survey up is purposeful in an attempt to not show the overall impact of the proposed increased density of the areas.	1/18/2018 1:50 PM
4	No.	1/18/2018 12:34 PM
5	Will the trees block out the sun? In the winter, I cross to the sunny side of the street even if it's out of my way to be in some sun for vitamin D (and to lift my spirit)	1/18/2018 10:27 AM
6	No further condo development at Moss and May. No further condo development at Moss and Fairfield.	1/17/2018 10:23 PM
7	Again - I do not live directly in either of these spaces but walk around the neighbourhood. I currently do not access any of the business in these spaces	1/17/2018 9:22 PM
8	I think the proposal for additional height buildings in the Moss/May area are overly ambitious and out-of-character for this small commercial area. Greater density may lead to increased demand for commercial growth.	1/17/2018 5:23 PM
9	Move Bus Stop down a bit. Major congestion problem when school is in session	1/17/2018 12:29 PM
10	New developments must have enough parking, No variances.	1/16/2018 10:04 PM
11	No Necessay new schools or Medical Emergemcy Vuildingd...You must hate children and the sick!	1/16/2018 7:50 PM
12	Aging infrastructure	1/16/2018 7:27 PM
13	I do not agree that there should be infill housing close to these small light commercial corners. Densification will ruin the charming nature of these areas.	1/16/2018 4:37 PM
14	I am really disappointed with the Five Corners building design,replacing the United Church. I'm all for the promised coffee shop but worry that the mostly cement wall at street level may kill rather than enhance "community gathering" there. Why a cement streetscape where the plan calls for "attractive public spaces" for "community gathering?"	1/16/2018 3:58 PM
15	I am a direct neighbour (on Moss Street) to the Fairfield United Church proposal. I am in complete opposition to balconies facing our property and interfering with our privacy, rather they be placed on the Fairfield Road side facing the school. I also do not support 4 storey high buildings in these primarily residential areas.	1/16/2018 3:39 PM
16	the diagrams are too vague. pretty pictures and nice wording are not impressing me when i know this is all slanted to make me feel good but will bring nothing but higher taxes and over population	1/16/2018 1:15 PM
17	again, stop being so restrictive on building types and heights. This limits density and affordability.	1/16/2018 12:05 PM
18	The pedestrian scramble seems to be a little much as these are features you find in very large urban centres, not a small urban village.	1/15/2018 8:23 PM
19	Parking must be addressed for commerical additions	1/15/2018 7:56 PM
20	You exempt the SW corner of Moss and May. Why? Who lives there who is so special? They wrecked their own property with that MASSIVE and intrusive "garden suite." Also the community plan misses at least two non-residential properties on May St: the Orthodox Church and the Tombstone Manufacturing shop. Speaking of May St, how about some stairs from May up into Moss Rocks? Could make it a place where people would walk up from Ross bay to go, as it stands, its mostly a fancy back yard for the rich and those hideous new buildings on the Fairfield Side.	1/14/2018 8:20 PM

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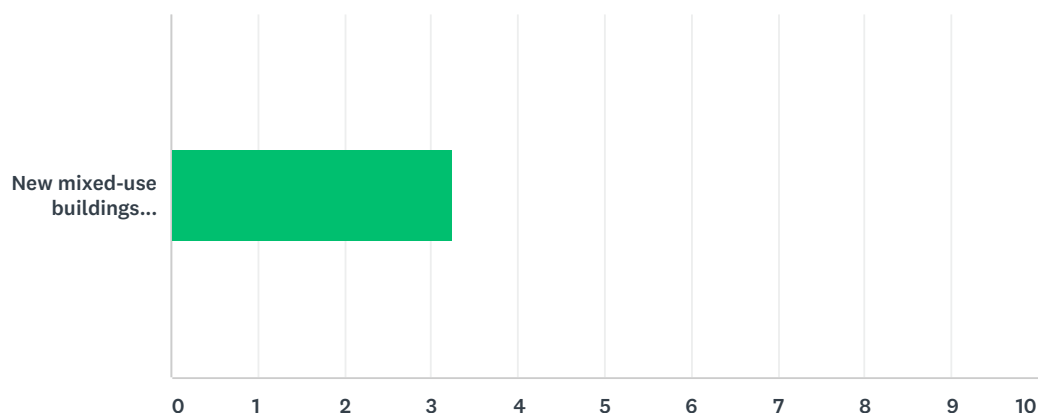
21	can the residents get a say in what goes in as public realm improvements? trees need to be preserved. building right to the property line or putting in underground garages - you cannot grow trees in concrete.	1/14/2018 4:43 PM
22	Maintain and create green spaces.	1/12/2018 4:22 PM
23	Pay attention to parking needs. I do not believe that the reality of vehicle parking needs has been appreciated. "Walkable" does not mean that people will not have need of vehicles.	1/10/2018 8:00 PM
24	how will you ensure safety near SJD? The intersection is already quite dangerous, and increased density will bring increased traffic. Regardless of location, people still have cars.	1/3/2018 2:34 PM
25	overall the plan makes the mistake of confusing 'neighbourhood' with 'community.' imo, the Fairfield community comprises several distinct neighbourhoods.	1/2/2018 9:45 PM
26	More bike parking needed at Moss & May. The one bike rack outside the yoga studio is often full.	12/20/2017 12:47 PM
27	Again, ensure adequate parking for residents (under the new buildings) and also for clients of any businesses. (Free for business clients for 20 minutes or with 'free parking pass with purchase' arrangements, otherwise parked cars clog the residential streets around.	12/16/2017 8:18 PM
28	Anyone can fill this survey from anywhere multiple times!!!	12/16/2017 7:21 AM
29	Missing plan to seriously address density across the area. Listening only to homeowners in the planning who want to maintain the single family home model in spite of the fact that increased density is required. Again, doesn't matter to me, I would rather live in single family home land, but you are perpetuating a serious problem.	12/15/2017 4:02 PM
30	Need to ensure that there is sufficient infrastructure support increase traffic, parking, utilities, sewers.. Also this area is less geologically stable compared to other neighbourhoods.	12/15/2017 1:05 PM
31	very congested if the local population increases without increased access and a better exit strategy	12/15/2017 12:13 PM
32	No separated bike lanes along Fairfield Road. We all get along just fine thanks; vehicles cyclists, pedestrians, schools zone, children playing. When too much destination commercial is creates	12/14/2017 2:51 PM
33	Nothing was said about preserving the heritage character of the buildings in both these locations and it needs to be!	12/7/2017 3:18 PM
34	I do not see any discussion of the Moss Street market, it's retention, support or removal. I see this as a key gathering point currently for the community and nearby communities. I hear from the Moss Street vendors that continuing the market in its current form is very soon not sustainable. This is sad, as there are so few events and places like this in the city.	12/6/2017 6:27 PM
35	Mixed use in the small urban villages are good. Also, artist live/work 4-8 storey buildings should be encouraged in the North West corner and in the Cook Street Village - close to services and transportation. Perhaps also at Moss and Fairfield as well.	12/5/2017 2:26 PM
36	people take transit if it is affordable and fairly convenient, not because of the bus stop design!?	11/20/2017 11:31 PM
37	More bike lanes please	11/20/2017 9:32 PM
38	It's just too many areas moving to too high density too close together. Family homes will disappear quickly as it's always easy to approve the next development beside the other development. It will spread and the charm of Fairfield will disappear. Most importantly families and elderly will be pushed out, at least those who don't have a million dollars in the bank.	11/18/2017 11:57 AM
39	developement cannot deteriorate existing quality of life for a taxpayer, if it does, then there is FAIR compensation, none of this "we believe" it's fair stuff, policy should never ill effect a taxpayer, and to hell with eminent domain.	11/18/2017 11:42 AM
40	affordable housing in proximity to the school is very valuable. Consider affordable housing above commercial units	11/17/2017 6:40 PM
41	With the increased density, I would like to see speed bumps or some narrowing inserts to slow down traffic on Moss St. Vehicular speeds can be excessive along Moss.	11/16/2017 4:05 PM
42	Bike parking and make Fairfield Road more bicycle friendly.	11/14/2017 9:10 PM
43	some intersections don't have stop signs - one ex: eastbound on Oxford at Oxford/May - can they be put up easily? Is there a reason there are no stop signs at some intersections?	11/14/2017 6:52 AM
44	Please make a separated bike lane on Linden Avenue. Please try to encourage a grocery store on May Street.	11/13/2017 4:54 PM

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45	New developments for businesses need parking	11/13/2017 12:22 PM
46	No	11/12/2017 11:36 AM
47	It would be wonderful if the Moss and May zoning would support a coffee shop or other food service establishment. There was one here for a long time and it is missed by the neighbourhood	11/11/2017 7:53 PM
48	Some choices are not allowed in all cases.	11/10/2017 3:02 PM

Q9 How supportive are you of the key initiatives for Ross Bay Village?

Answered: 284 Skipped: 35



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
New mixed-use buildings (housing above shops), up to 3 - 4 storeys in height, and townhouses (this is a change from the Official Community Plan, which currently envisions mixed use buildings up to 4 - 6 storeys on this site).	33.45% 95	21.48% 61	5.99% 17	13.38% 38	25.70% 73	284	3.24

#	COMMENTS FOR "NEW MIXED-USE BUILDINGS (HOUSING ABOVE SHOPS), UP TO 3 - 4 STOREYS IN HEIGHT, AND TOWNHOUSES (THIS IS A CHANGE FROM THE OFFICIAL COMMUNITY PLAN, WHICH CURRENTLY ENVISIONS MIXED USE BUILDINGS UP TO 4 - 6 STOREYS ON THIS SITE)."	DATE
1	I don't agree with the row housing	1/19/2018 4:14 PM
2	Reduce building height to 2-4 stories, with a max of 2 stories next to neighboring residential areas	1/18/2018 10:18 PM
3	too dense, ruins the ambience of fairfield neighbourhood	1/18/2018 9:57 PM
4	No need for change here. This is a classic plaza that works well as is. Adding this density will drive customers away. There will be increased parking frustration and it won't be a simple place to stop quickly to buy what you need, as it currently is. This plan will backfire here. Think Tuscany Village (but far, far worse as there is less space here for that sort of development). Additionally, the local residents (on adjacent streets) will not appreciate the higher storied buildings here. Please leave this alone.	1/18/2018 9:52 PM
5	I am a resident on Stannard Avenue and am very opposed to these changes. The traffic around this area is enough and these proposed changes will only increase that traffic. It will also remove the community feel. These are detached single family homes that will be replaced with townhouses and rentals. This will also increase traffic, cause parking issues and eliminate the family and community feel of the neighbourhood.	1/18/2018 9:37 PM
6	I am a resident on Stannard Avenue and this is completely unacceptable. This places my family home directly next to the townhouses. Under no circumstances is this reasonable. It will completely change the quaint neighbourhood I bought into many years ago to raise my family in.	1/18/2018 9:35 PM
7	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to building. Has the soil been tested to ensure underground parking can be achieved at Fairfield Plaza? And, I see no plan to retain a gas station in the area, which is a concern based on proximity of other stations	1/18/2018 4:36 PM

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8	I live near Thrifty's. Residents are long term and lived here because of the green space and single family dwellings. Parking, traffic and soil issues are a big problem currently. Any extra density will compound all these problems and make this area an undesirable place to live. The huge majority of residents in this area share my view.	1/18/2018 3:50 PM
9	I am for less height above the commercial space	1/18/2018 2:29 PM
10	Way too much development and change to this small site. It looks as if you are eliminating parking completely. Dream on!	1/18/2018 1:55 PM
11	This is ridiculous and completely ruins the neighbourhood. You also have failed to involve gonzales in this discussion. The way you break this survey up is purposeful in an attempt to not show the overall impact of the proposed increased density of the areas. The concept sketches are impossible in reality and the vast majority of affected residents are unaware of this plan. I hate everything about this.	1/18/2018 1:51 PM
12	Like the concept of specificity.	1/18/2018 12:36 PM
13	I live across the street and am willing to see up to 6 storeys here. I don't think that the proposed density makes redevelopment of this site attractive. I don't want to look at a run down strip mall for the next 20 years.	1/18/2018 12:18 PM
14	I support the reduction in height from the OCP. However have planners/council members actually visited people in the surrounding streets and heard their horror that developers are going to be buying up several lots at a time to build all this glorious scheme? What about protecting existing houses?	1/18/2018 12:14 PM
15	Again, keep co sistent with Fort Street. Why not have density here if it's ok for Fort St?? Here is where we shop!	1/18/2018 10:41 AM
16	1) Stop using the term "Ross Bay Village". People who live here do not call it that. Coming into someone's place and renaming it is extremely rude. 2) This concept completely changes the current nature and esthetic of the area.	1/18/2018 10:17 AM
17	It's called Fairfield Plaza. Let's keep that name. 3-4 stories is too tall. No to the townhouses. This is too dense for the current space. Who's going to pay for the new infastructure? The Plaza is currently built on a very non-secure piece of land. If any earthquakaes or even tremors occur then liquifaction occurs. You can't dig down. Has anyone looked at the siesmic maps of this area?	1/18/2018 8:29 AM
18	THIS IS THE HISTORICAL ROSS BAY CEMETARY NEIGHBORHOOD. THIS UNIQUE AREA IN VICTORIA SHOULD NOT BE OVER-DEVELOPED.	1/17/2018 10:49 PM
19	while I am open to the initiatives for the ross bay village, i would limit height to 3 stories, and I do like the idea of mixed use. I actually like the gas station at the corner of Fairfield and St. Charles, as I do think it does keep people from having to drive too far. I am somewhat opposed with having a row of townhouse/rowhouse transition zone on the East side, as I think this is too much and believe this would be detrimental to our neighborhood. I do agree with increased density, but this is a huge leap forward, and I believe I would be more in tune with not being able to combine lots, and rather just allow some more density on each lot, more like a Rowhouse that would accommodate maybe 2-3 families?. and maintaining the max height to 2/2.5 stories.	1/17/2018 10:33 PM
20	Very opposed. No new townhouses or condos at "Ross Bay Village". Retain the name Fairfield Plaza.	1/17/2018 10:23 PM
21	Stop trying to force extensive increases in density in the community through height increases and townhouses.	1/17/2018 9:54 PM
22	For Christ's sake - leave some of this city with its heritage	1/17/2018 9:38 PM
23	This is a very residential community with many home owners that love to live in this community, I live on Stannard Ave just off Brooke Towards the townhouse/rowhouse zone (although does not appear to be in the zone). I love the residentail street and I do not feel part of the plaza., I would not have purchased a house baking the plaza as that is a turn off. Having residential and a urban center better blended I am in support of.	1/17/2018 9:35 PM

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24	<p>This initiative appears to have overlooked the relative location of Hollywood Park, right next to the "Townhouse Transition Zone" on St. Charles St. I live in that zone, with the backyard next to the park, a park that is used by hundreds of local and visiting families throughout the year, including Little League and soccer team participants. Allowing certain high density buildings to be built right next to the park (e.g. apartment buildings up to 3 storeys or row houses) so close to the boundary of the park is going to have downstream impacts to the park, potentially decreasing habitat and ecological functions, and would reduce residents' and visitors' ability to relax or their ability to connect with nature - as that "nature" would be crowded by these kinds of development. This is inconsistent with the plan's goal to "Enhance parks as public gathering places for the neighbourhood with a variety of facilities for diverse ages and activities." To be consistent with that objective, the plan should limit building height to 2 storeys and the current rear yard setback should be kept at 9.1 m. The plan should also encourage adjacent property owners to protect natural areas and use landscape management practices that support the park's ecological value. The "Townhouse Transition Zone" on St. Charles St. is also adjacent to another neighbourhood park, the Ross Bay Cemetery, another park frequently visited by many residents and non-residents given its unique historical significance, as well as peaceful and picturesque setting. It is my strong view that the portion of St. Charles St. that is currently identified in the plan as a "Townhouse Transition Zone," should instead be designated a "Park Transition Zone" with principles established regarding appropriate future development that protects the integrity, ecological and cultural value of these two adjacent neighbourhood parks, as experienced by local residents and visitors.</p>	1/17/2018 9:33 PM
25	<p>Your question is a double edged sword. DON'T mess around with the Fairfield Plaza. It's more or less fine as it is. The plan envisages a multi-pronged disaster.</p>	1/17/2018 9:27 PM
26	<p>Where's the wonderful neighbourhood gas station gone? Do the owners of the gas station know about this? They are a huge asset and part of the community. Where are the cars going to park? In the bike lanes? People bike on Richardson and the back streets like Brooke Street. It's much safer.</p>	1/17/2018 8:45 PM
27	<p>Where is the awesome Petro Canada station in this master plan?</p>	1/17/2018 8:45 PM
28	<p>ALLOW 6 STOREYS</p>	1/17/2018 7:55 PM
29	<p>I understand the current zoning is for a one story or 15 foot max height. Surrounding streets would be overlooked with this proposal</p>	1/17/2018 7:46 PM
30	<p>I'm happy with up to 6 storeys as long as this includes affordable housing for families (3-4 bedrooms) in a liveable space.</p>	1/17/2018 5:17 PM
31	<p>No increased housing is possible, infrastructure first!</p>	1/17/2018 4:29 PM
32	<p>Recently, overdevelopment has plagued our communities in Fairfield. Our family supports anything that proposes scaling development back.</p>	1/17/2018 4:05 PM
33	<p>I think that keeping to 3-4 would be good, and then have a public forum if the developer proposes 4-6. This way the surrounding residents have a change to provide input at the time of development.</p>	1/17/2018 2:55 PM
34	<p>I do not want buildings any higher than 3 stories at the most. We don't want to become downtown. I have lived here for 40 plus years and our neighborhood is the way we like it,</p>	1/17/2018 2:23 PM
35	<p>No matter the plaza and building design, this place will remain a gong show if there is not a better effort regarding traffic flow - and it's not like Fairfield Rd. is a great route for pedestrian or cyclists either.</p>	1/17/2018 1:19 PM
36	<p>It's a good little centre. Leave it alone. What you are planning looks like the shopping centre next to the Victoria Hospital. It looks like crap and it would be soul-destroying to live there. Your plan is that bad.</p>	1/17/2018 12:45 PM
37	<p>People invested in this area and neighbourhood will not want extra traffic and burden of transition to an area already working at its limit. It will also decrease housing value which is a secondary concern.</p>	1/17/2018 12:29 PM
38	<p>We didn't hear anything about 1. the 60 feet of clay underneath 'Fairfield Farms', 2. Any comments to indicate the owner of the Plaza is willing to sell or agrees with this plan. 3. we did not hear about the plan to make all the new building earthquake safe. You can do all the planning and building and then call in the auxiliary disciplines such as roads, sewer etc. after the fact. These feasibility assessments need to be done at the same time</p>	1/17/2018 11:10 AM

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39	Existing single-story Fairfield plaza serves its purpose very well. Surrounding area of single-family dwelling (Zone 4) should NOT be re-zoned.	1/17/2018 10:49 AM
40	While I support redevelopment of the Ross Bay Village, I am concerned about traffic. We live on Stannard ave and it is frequently used as a shortcut from Richardson to Fairfield. The new development would bring more cars (I know less so looking forward 20 years, but in the time we'll be here, it's a concern).	1/16/2018 9:24 PM
41	More density	1/16/2018 8:19 PM
42	Will ground support such a large structure? Reference to plaza as a village is laughable. I am a neighbor, just off St Charles on Earle. Why is corner lot on Earle not included in row houses? Are there other development plans?	1/16/2018 8:01 PM
43	Where are the medical buildings where are the new schools!	1/16/2018 7:51 PM
44	Would like safer cycling to get to Ross Bay Village (cycle paths or lanes) and areas at Ross Bay Village for bicycle parking. Traffic calming and any other features that help safe and pleasant walking.	1/16/2018 7:49 PM
45	where will all the residents park that live there now .	1/16/2018 7:28 PM
46	Allow 6 stories	1/16/2018 6:47 PM
47	It would be great to have a lower level parking area -similar to the centre on Quadra/McKenzie.	1/16/2018 6:23 PM
48	The Fairfield Plaza is a critical commercial hub. The proposed densification will increase traffic congestion and undermine its purpose as a commercial centre. There are no estimates on the population impact of the proposed changes but it will be several times the current population. We do not need public spaces here.	1/16/2018 5:40 PM
49	But where will the parking be? Already too many cars at many hours to park all. Go underground?	1/16/2018 5:26 PM
50	Residents up in arms about any development ! Very shortsighted	1/16/2018 5:13 PM
51	No no. The owner of this building does not have any interest so far in making any changes here. It is called the Fairfield Plaza, not the other name. I do not see the point of setting up a plan to develop the Plaza. It is a distraction. I suggest dropping this 'key direction' and focus on more important things.	1/16/2018 4:40 PM
52	having underground parking will be key	1/16/2018 4:31 PM
53	3 to 4 stories is too tall for existing neighbourhood	1/16/2018 4:08 PM
54	The sooner the better!	1/16/2018 3:59 PM
55	4-6 stories is appropriate	1/16/2018 1:47 PM
56	has anyone from the city tried shopping in the current plaza. the parking is less than what is needed at any time of day and there is almost no street parking. this plan provides no parking and is too vague for me to support	1/16/2018 1:17 PM
57	This area is hugely congested and can't support the amount of traffic that is there today. Does this new plan assume people won't drive cars in the future? Where will they park? And what about the soil in this area? As an old estuary/bog, the risk of this area becoming liquified from the increased density increases dramatically.	1/16/2018 1:11 PM
58	Traffic would be the main concern with a secondary concern for parking. Its busy location as well that serves as a bit of a community larder. Not sure if changing it in the direction purposed helps or hinders the surrounding community. I lean more to the hinders thus my opposition.	1/16/2018 1:10 PM
59	Allow for at least the current 4-6 stories - if not higher. stop limiting density and affordability	1/16/2018 12:05 PM
60	missing from this design is comment ways to address the very real issue of adequate parking for this centre. so long as there is a major grocer in the plaza car traffic will continue to be a major factor ; already the parking lot is dangerously busy and infamous for fender benders. increased activity in the area without increased/improved parking options is poor planning.	1/16/2018 11:00 AM
61	VERY VERY VERY OPPOSED TO THE INCREASED DENSITY IN THIS CONCEPT FOR FAIRFIELD PLAZA	1/16/2018 9:18 AM
62	THREE STORIES MAXIMUM! But the way we call it Fairfield Plaza. Great thoughts but where do people park? I live less than a block from the Fairfield Plaza and at many times during the year parking is impossible.	1/16/2018 9:09 AM

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63	No height added to existing, please. And no high rises, none of any height.	1/15/2018 10:33 PM
64	I am a homeowner on St. Charles St designated on the draft plan as Townhouse transition zone. I am supportive of increasing density, including townhouses (and even duplexes), but am strongly opposed to the possibility of row house development in this zone. Section 8.8.2 b) (page 79 of the FNP) stipulates a minimum depth of 130 ft for such developments. The lot plans for the houses in this particular zone are ~111 ft. Permitting row house developments in this zone (as per section 7.5.5 of the FNP - page 64) is contrary to the character of this neighbourhood, and contrary to s. 8.8 of FNP. I am supportive of increasing density in a manner that is respectful of our neighbours and their houses, which includes having a minimum required setback between buildings, with back and front yards for all housing types in this area. Parking within the lot must also be a requirement for any development as there is a high risk of damage to cars parked on the street near the loading zone of Thriftys. I also question why this Townhouse Transition Zone excluded the corner lot of St. Charles and Earle St. In the presentation of the draft FNP on Jan. 15th, the City planner spoke specifically of corner lots as ideal for townhouse developments. Was this particular corner lot specifically excluded in support of a proposed development that would be contrary to the draft FNP (section 8.6 i)? If so, I would find this process unfairly and improperly influenced by developers. I think the principles, modified to exclude row house developments, that are to apply to this particular townhouse transition zone should encompass the corner lot as well.	1/15/2018 9:57 PM
65	I own a home on St Charles St in the proposed Transition Townhouse zone. I don't foresee selling my home anytime soon. Without my property being combined with one of the adjacent properties, I don't believe that either townhouses or rowhouses, as defined in the plan, can fit the space available. That would likely require variances be granted to decrease the space between my home and the adjacent buildings. This would be a significant change to the feel of this block and significantly impact the enjoyment of my property.	1/15/2018 9:48 PM
66	No parking. Many people living in Fairfield area do not use bikes, and are not able to walk home with grocery bags. Parking is already tight as it is. DO NOT reduce parking stalls.	1/15/2018 8:54 PM
67	Once again....affordable housing MUST be a part of this plan, and not a token either on the part of developers. This land and the redevelopment of this land is worth Millions, from which the City should benefit (so it has money to fund new low income housing supports) so that it can manage without continually jacking up property taxes in an unsustainable way.	1/15/2018 8:50 PM
68	Tuscany Village used the same hype for their redevelopment. In the end it is just a strip mall with crappy parking lot.	1/15/2018 8:46 PM
69	Please do not recreate the fiasco that Saanich created with Tuscany Village. Not everyone wants to take their groceries or purchases home on a bike, especially those residents coming from up the hill in Rockland.	1/15/2018 8:29 PM
70	This would kill the neighborhood with the increase in density to the point that there would be no neighborhood or sense of community	1/15/2018 8:17 PM
71	The Fairfield Plaza is a single story commercial centre. Moving to 6 storeys is absurd!! It would be awful for the homes nearby, and would tower over the cemetery. Right now everyone can enjoy the beauty of the skyline, and the Ross Bay cemetery trees against the sky. Neighbours to the north of these 4-6 story buildings will lose the sky. Awful idea!	1/15/2018 8:14 PM
72	only if there is parking provided. The area is a traffic mess as it is.	1/15/2018 7:56 PM
73	Too big, too fast, all over	1/15/2018 4:15 PM
74	3-4 storeys is much more appropriate than 4 - 6 storeys, thank you. I love the Village plaza idea with the shops around it and trees separating the different shopping areas. I don't see on your picture where the parking will be - I assume by the grocery store, then people will walk to the other shop areas and the open plaza.	1/15/2018 2:04 PM
75	How wide is the setback from Earle Place? Will there be underground parking?	1/15/2018 9:23 AM
76	Assuming that there is adequate underground parking	1/14/2018 9:58 PM
77	Limit height is a good idea. Underground parking has to be very very well designed to be used. No one wants to go into an Uptown-Style driving hell. So if you insist on underground parking as a density solver (this applies wherever) then be sure it is well lit, spacious, easy to use, wide stalls, not too many constraining pillars, safe, etc.	1/14/2018 8:21 PM

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78	I have lived on 300 block Stannard Avenue for 29 years, around the corner from Fairfield Plaza. This plaza is ALREADY a vibrant centre. I use many of the businesses daily and weekly. Myself and my neighbours walk to this plaza. I am sure that the future plans will NO LONGER allow for the LARGE number of business now located in this mall. As soon as you take out a bank or a liquor store, for example, we will be getting into our cars to go elsewhere!!! This one story plaza is totally unobtrusive to the surrounding neighbourhood. Four stories above a few shops!! How dreadful!!! Taking out the gas station also means driving further out to get gas. I have personally spoken to every neighbour who owns their house on 300 block Stannard. 19 out of 20 households did NOT want to see townhouses build on our street!!!!!!!!!!!!	1/14/2018 4:55 PM
79	this needs to be thought out a bit more. a formal plan is a good idea but it would need 1 developer buying up all the land around to make it coherent. not sure that's a good idea.	1/14/2018 4:45 PM
80	Where in hell are we supposed to buy gas in our area, we don't need the density!	1/14/2018 4:38 PM
81	Love this part of the plan!!!! Can't wait. I grew up in that Thrifty's plaza. Shopping was a major social event with my mom. I love the idea of mixed-use buildings in the area. Would probably make decent restaurants more viable.	1/14/2018 3:38 PM
82	Working out as it is	1/13/2018 4:19 PM
83	Village concept is not bad and better with the reduced floors - Need to deal with townhouse /small apartments with is a great transition but you are already receiving plans for increased density and new small house on etc corner of Earle Street and St Charles	1/13/2018 3:10 PM
84	No why go ahead when then owner of this plaza is not interested to sell as well as most residents do not want this & too they want our street too on Earle Place .We are not for any of it thanks .	1/13/2018 7:57 AM
85	Four storey is fine. mixed use - maybe daycare/library pop-up/restrooms/street furniture/public art	1/12/2018 9:19 PM
86	Someone I know in this area was approached by a developer to sell their house. They don't want to. They like living on their street in their house in their neighbourhood. So I am not sure how that transition zone is going to work out. I do like the lowering of storeys to 3 - 4 from 4 - 6.	1/12/2018 5:00 PM
87	I am concerned about biking along Fairfield Road. The road is narrow and with cars parked on both sides in many areas it makes biking dangerous. Couldn't we do something to make biking more comfortable along Fairfield Road?	1/12/2018 4:22 PM
88	Limit height to 2 stories	1/12/2018 3:10 PM
89	should have stayed 4-6 storeys	1/12/2018 8:54 AM
90	But where would people park? We don't all live next to the village or bike everywhere	1/11/2018 9:35 AM
91	4 - 6 storeys appropriate, but use a density bonus to not give it away without affordable housing. Higher buildings enables underground parking and a mix of residential units. 3 + bedrooms for families, rental housing, affordable ownership housing. Housing agreements.	1/11/2018 7:02 AM
92	My issue with this proposal is that there is no mention of vehicle parking. The existing center has considerable surface parking, but even that is inadequate at peak times. Please clarify your intentions regarding proposals for adequate parking.	1/10/2018 8:04 PM
93	I believe 3 storeys should be max for any buildings which contain shops. As for the "transition" area prefer single family detached over townhouse, as that is why i bought in the area. To add housing I would support more secondary or garden suites instead.	1/9/2018 10:15 PM
94	3-4 storeys is more appropriate for this area than the current 4-6	1/5/2018 12:09 PM
95	I agree with mixed use development but not if it encroaches into the single family area nearby . Also need to make sure that there is sufficient parking provided	1/4/2018 4:40 PM
96	better than 6 stories, but still very high. Will be seen from all of the surrounding neighbourhood	1/3/2018 2:36 PM
97	My house backs onto this plaza. I am absolutely 100% opposed to this plan.	1/3/2018 8:25 AM
98	1. maintain 4-6 storeys. 2. how is it not 'walkable' now? (it certainly is, imo)	1/2/2018 9:47 PM
99	Not more than 4 storey's, does this include low income or seniors housing?	1/2/2018 6:14 PM
100	I just don't want it to look like Uptown!	1/1/2018 11:40 AM

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101	I have lived on the Southwest corner of Earle and St.Charles for 23 years. I had planned to live here until I die... When I purchased this home Thrifty Foods was not being a good neighbour with their delivery schedule....They would bascially deliver when they pleased...6:00 am. or 11:00 pm or even later. I made a deal with Alex Campbell about delivery hours. NOT before 8:00 am and not after 4:00 pm. They kept this schedule until they were bought by Sobey's. We still have a 7:00 am and a 5:00 pm delivery times. After the dinner rush is over (about 6:30pm.) they are quiet as can be...I DID NOT BY THIS HOUSE EXPECTING A 3 OR 4 STOREY BUILDING BEHIND ME....OR HEAVY RESIDENTIAL USE WITH TOWNHOUSES....I have been a single parent for 10 years here and have struggled to keep ownership of this house. I like it's peace at night and St.Charles is barely traveled at night . The peace and tranquility would be long since gone...and development would destroy my present view of the Olympic Mountains and my peace and tranquility in the evenings. St Charles would turn into a main drag versus now it's a secondary residential road.	12/27/2017 7:25 PM
102	I think it would help if you showed where parking would go on this illustration. I know it is mentioned in the chapter on Ross Bay Village, but it should also be highlighted here. I think that the traffic concerns on Fairfield and other streets like St. Charles need to be addressed before a redevelopment like this is undertaken. Cars drive SO quickly along St. Charles, which we have to cross in order to get to Margaret Jenkins Elementary and it can be dangerous in the morning and afternoon. The parking lot is always jammed and while underground parking would be nice, will this just mean even more traffic in the area? And with more residential buildings will come more families with young children - where will these kids go to school? Both elementary schools in the area are at capacity.	12/20/2017 12:53 PM
103	a non starter for me, all belongs to one landowner and not sure it will ever get done....	12/19/2017 7:56 AM
104	Allowing stepped down higher development would encourage the owner of othe propoerty to create more housing and parking to support the vibrancy of the area.	12/18/2017 3:57 PM
105	The current shopping centre is very wasteful of space in that the majority of the area is devoted to a car park and none of the shops have housing above.	12/17/2017 12:02 PM
106	Where is the parking for the grocery store?? Ensure adequate free parking for shoppers.	12/16/2017 8:19 PM
107	Town housing is not a character element in this community!!!	12/16/2017 7:24 AM
108	I support the 3-4 storey height and living space above the shops but I do not support having only small shops. Where will the hardward store be located? It is a key store for that area. I am also very concerned that this major design change means that we will be without facilities for years based on how other city projects have been managed!	12/15/2017 5:09 PM
109	Little density and no discernable parking. The current parking lot is always full. Thousands more people are moving to new builds downtown with few options to shop for groceries. Where will all the customers of the grocery store actually park?	12/15/2017 4:05 PM
110	Less disruption to existing residents	12/15/2017 1:06 PM
111	I support the OCP and want to see up to 6 stories	12/14/2017 6:36 PM
112	Keep the buildings low and this will add to the village. Parking once again will be a challenge.	12/14/2017 3:46 PM
113	This really interest me, a great way to increase density, affordability while maintaing the feel of the community. I think buildings in the plaza could be 6 storeys.	12/14/2017 2:08 PM
114	Too much density.	12/14/2017 11:30 AM
115	As long as there is adequate parking; not all of us are able to cycle or walk to Thrifty's Plaza from our homes	12/12/2017 3:10 PM
116	No more densification it is already too busy to shop at Thrifty's	12/8/2017 11:00 AM
117	2 storeys should be the default with perhaps a 30% 3 storey buildings. The present plan does accomodate parking.	12/7/2017 3:21 PM
118	And Parking!	12/7/2017 1:10 PM
119	That's awful. "Gently transitions" What is that? No one believes you after Cook & Oliphant.	12/6/2017 11:42 AM
120	People will always drive, especially seniors. When I worked in this plaza in 2002-2006 the parking lot had many many issues, and many accidents. Although I do not have a particular vision for how this parking lot could be improved, it certainly needs massive improvement.	12/5/2017 7:30 PM
121	Nice picture. Too many "should" and "consider". Support change to 4 stories max.	12/5/2017 12:48 PM

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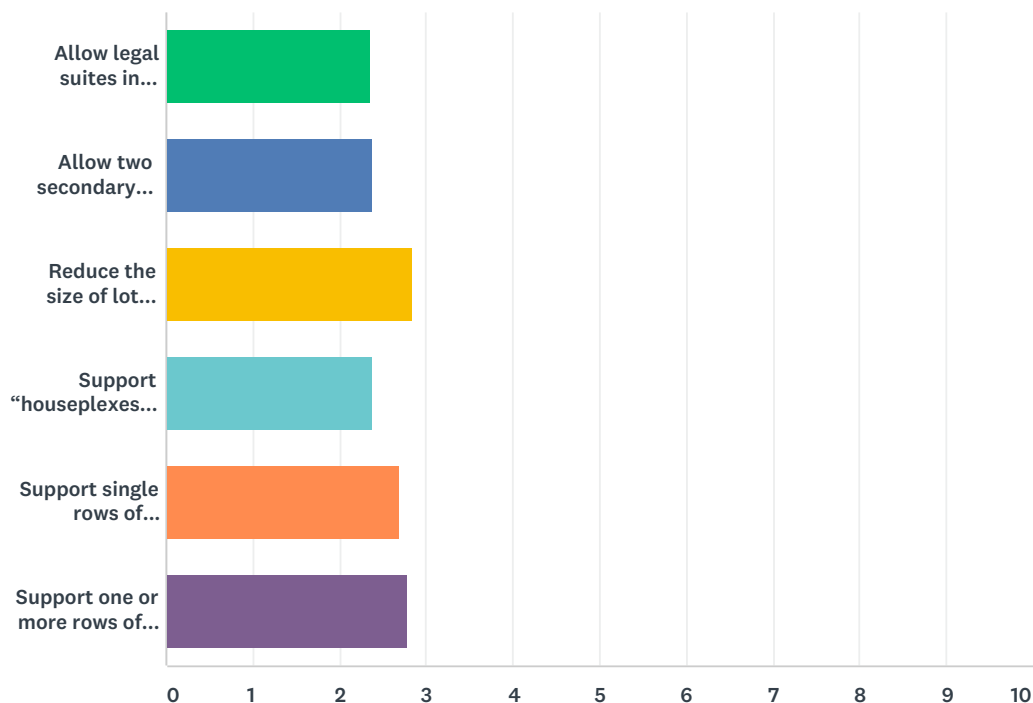
122	Existing village has low visual impact and has a full range of walkable services for the neighbouring residences. Adding residences and reducing parking will likely reduce the viability of these services and increase congestion for the neighbourhood.	12/2/2017 4:21 PM
123	Village currently does not obstruct neighbourhood sightlines and is a wonderful full service local marketplace. I can do nearly all my shopping by walking to the village. Increasing heights, adding residences and reducing village parking will bring a neagative visual impact, add congestion and noise, and likely reduce the viability of maintaining the existing range of commercial services.	12/2/2017 4:10 PM
124	What about parking a vehicle?? whereabouts can you park a car while making a shopping trip to this location??	12/1/2017 6:40 AM
125	NO MORE THAN 3 STORIES. WE BOUGHT IN THIS AREA BECAUSE IT IS ALL SINGLE FAMILY HOMES WITH THE EXCEPTION OF THE LOW PLAZA. ALSO WHERE IS THE PARKING FOR THE PLAZA? THRIFTY FOODS FAIRFIELD IS ONE OF THE BUSIEST GROCERY STORES PER SQUARE FOOT IN CANADA.	11/30/2017 1:30 PM
126	This plan appears to not provide any clear plan on how to maintain the existing shops and shopping services and increased living units and accommodate even a reduction in automobile use. I don't believe it will be economically feasible to redevelop this site to low density and provide the required under ground parking requirement. Cosy of P1 parking =\$28 - 35,000/stall. Without a full economic analysis this is a pipe dream and misleading.	11/27/2017 3:53 PM
127	2-3 storeys MAX - Where is plan for parking?? Parking is a big issue at this site... This is NOT a good neighbourhood for row houses / townhouses	11/27/2017 12:10 PM
128	sounds awfully crowded	11/24/2017 3:29 PM
129	I agree with the concept of mixed use development. I worry about the lack of parking because the reality is that people will still use cars.	11/23/2017 7:37 PM
130	Ross Bay Village is currently a vibrant place largely due to the astounding diversity of businesses. This village is unique in providing all of the following services: supermarket, pharmacy, hardware, bank, barber, pub, liquor store, dentist, optometrist, sushi restaurant, pizza restaurant, insurance services, dry cleaning, shoe repair, running/fitness supplies, pet supplies, consignment clothing, espresso bar..... Many of these businesses are small locally owned and operated. The low profile "mid-century modern" design of the buildings allows it blend into the surrounding area which consists largely of homes from the same era. The city should not encourage redevelopment and risk losing the diversity of small businesses due to the inevitable increase in leasing costs from such an investment. Redevelopment beyond 2 stories would not fit with the surrounding low profile residences.	11/22/2017 12:51 PM
131	town house and row houses around the perimeter of the mall, but not 4 story apartments. And what happened to the gas station? It's the only one in the whole of fairfield.	11/20/2017 11:33 PM
132	The thrifty foods parking lot is too busy. That grocery store needs to be much bigger. Yes build up here please!	11/20/2017 9:33 PM
133	Mixed Use should be allowed	11/20/2017 5:16 PM
134	This will not work unless the bulk of the parking is underground. otherwise it will still be an unattractive strip mall.	11/20/2017 11:08 AM
135	This neighbourhood is full of single family homes. This sort of development will absolutely kill the feel of the neighbourhood. Additionally why are you proposing development outside of the Fairfield boundary which is the east side of St. Charles up from Fairfield. That should never have made it into this plan. There is also development being proposed further down Fairfield on the other side of the park for a larhe condo development. This would sandwich rhe park with large high density buildings and im sure it wont be long until the rest of Farfield road is pressured to become apartment buildings. I live directly across from hollywood park on Fairfield and I rent my home. I work from home with my husband and our 2 kids. We have rented this hone for 9 years. This development would surely have me losing my house. The proposed development down the road used the term "affordable housing" and when questioned they said units would start at \$750k. This higher density would not help improve affordability in this neighbourhood, it will force families like mine out.	11/18/2017 12:04 PM
136	two storeys	11/18/2017 11:42 AM
137	I think that 4-6 storeys is too tall. limit to 4 storeys max.	11/16/2017 4:07 PM

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138	This is far too far east for increasing density. It is critical for traffic flow through the area that density is kept low. The redesign of the center looks great, absent the plans for residential development.	11/16/2017 11:14 AM
139	The height limit is too constrained. This site needs to require underground parking and up to 6 storeys	11/14/2017 11:29 AM
140	If I understand (and I'm free to admit that I may not) the plan correctly, you're planning on putting trees in the parking lot where the Thrifty Foods is...???? This doesn't make sense to me. Also, is the current Thrifty Foods (which is extremely important to everyone who lives here) considered "mid-sized" as noted in the plans? I don't agree with putting housing the Fairfield Plaza. There should be more parking here - multi-storey shops is fine, but again - if people live in the plaza area, there are going to more cars and less place for shoppers who drive to the plaza for groceries - I think this plan has not been thought through fully - just my opinion of course	11/14/2017 7:03 AM
141	Buildings should be up to 4 storeys in the entire plaza and along the Fairfield corridor, then transitioning into the surrounding neighbourhood. Southern neighbours shade by developments up to 13.5 m not likely to object!!	11/13/2017 9:10 PM
142	This intersection at Fairfield and St Charles is already so busy with traffic. What upgrades will be made to accommodate the additional traffic from the proposed residential housing? The village is already exceptionally busy and I don't see how the plans account for the growth proposed.	11/13/2017 7:42 PM
143	Need a bike lane to connect to Fort Street bike lane. Linden would be perfect.	11/13/2017 4:55 PM
144	We need affordable buses to get people out of cars.	11/12/2017 10:06 PM
145	Official Community Plan more realistic and keeping with what is needed.	11/12/2017 7:39 PM
146	I love to see a library in the Future somewhere at the Plaza or Cook Street Village.	11/12/2017 11:39 AM
147	I can only support this proposal if the character of the area is preserved and doesn't turn out like Cook Street	11/12/2017 1:38 AM
148	While this looks pretty it doesn't seem all that practical compared to the current use. There does actually need to be some parking for the groceries and shops. Lots of people bike and walk to the current location but 80% drive and I don't see that changing. On building height - if there is new residential here it should be 5-6 storys	11/11/2017 8:00 PM
149	I am concerned that there appears to be no ground level parking in this plan. It is all underground. There is a large grocery store which most people drive to in this plaza. People need to be able to park and get their groceries back to their cars efficiently. Not everyone rides a bike and buys groceries.	11/11/2017 6:13 PM
150	Crowded enough; parking tight; lots traffic; don't need more, more, more of everything except green space okay.	11/11/2017 9:15 AM
151	4-6 stories seemed reasonable. Love the mixed use and village concept	11/10/2017 8:36 PM
152	I am concerned about what we will do if you zone for this and the whole commercial area our neighbourhood relies on is out of service or inconvenient during construction. We will have to drive, rather than walk. It is commercial and can stay commercial.	11/10/2017 5:43 PM
153	I choose very supportive	11/10/2017 3:03 PM
154	Great idea to use the space.	11/10/2017 10:10 AM

Q10 How supportive are you of the key initiatives for housing?

Answered: 283 Skipped: 36



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Allow legal suites in duplexes, small lot houses and townhouses. Read more	38.65% 109	25.53% 72	10.64% 30	10.64% 30	14.54% 41	282	2.37
Allow two secondary suites or a secondary suite and garden suite in single detached houses where the original house is retained. Read more	39.21% 109	23.38% 65	11.51% 32	10.79% 30	15.11% 42	278	2.39
Reduce the size of lot suitable for duplexes. Read more	27.51% 74	17.47% 47	18.59% 50	15.61% 42	20.82% 56	269	2.85
Support "houseplexes", new 3- 4 unit buildings that look like single detached houses, on lots of sufficient size. Read more	34.06% 94	30.07% 83	12.32% 34	9.42% 26	14.13% 39	276	2.39
Support single rows of townhouses adjacent to small urban villages; and on corner or laneway lots of sufficient size. Read more	29.30% 80	26.01% 71	12.45% 34	10.26% 28	21.98% 60	273	2.70
Support one or more rows of townhouses near Cook Street Village, some locations on Fairfield Road and north of Fairfield Plaza, on lots of sufficient size. Read more	31.64% 87	19.64% 54	11.27% 31	12.73% 35	24.73% 68	275	2.79

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#	COMMENTS FOR "ALLOW LEGAL SUITES IN DUPLEXES, SMALL LOT HOUSES AND TOWNHOUSES. READ MORE "	DATE
1	I'm am extremely opposed to the densification of section 4.	1/18/2018 10:24 PM
2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
3	It is important that variances are not allowed unless there are exceptional circumstances. The existing residents are negatively affected by parking and traffic etc It will encourage subdivision where it does not fit in the neighborhood.	1/18/2018 4:02 PM
4	The proposed amount of townhouses is outrageous and doesn't fit the neighbourhood at all.	1/18/2018 1:52 PM
5	Wondering about controlling parking and vehicle use.	1/18/2018 12:39 PM
6	There need to be some protections for the residents in the rest of the building	1/18/2018 10:21 AM
7	This area is currently very unaffordable. You can't change that. The current infrastructure won't support an increase in density. Who pays for upgrades? There is a wide spread feeling of distrust amongst residents of developers and variances with permits. It seems that whatever 'flavour of the week' is the guidance criteria and as city councils' change then permits and bylaws change.	1/18/2018 8:39 AM
8	I agree with allowing more suites in duplexes, and small lot houses. Even garden suites. But I don't want the back part of the yard to turn into a parking lot either	1/17/2018 10:41 PM
9	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM
10	Allow more chances for families or single living people to "make it". I like it!	1/17/2018 9:53 PM
11	I personally like my own private lot and do not like all the added cars and parking with added living spaces. If it is done well and parking is build into the plan - then it can be good as families today need the added revenue to pay for spaces.	1/17/2018 9:39 PM
12	Allow suites in small house lots or duplexes but that's it.	1/17/2018 8:50 PM
13	Suites in existing houses is fine. This area has serious parking concerns and increasing the density is going to complicate those concerns. Fairfield Plaza 's parking lot is already congested. If you put apartments over the businesses then parking MUST be park of that plan. S	1/17/2018 8:05 PM
14	OK provided there is adequate parking for tenants and for visitors.	1/17/2018 7:54 PM
15	I'm not in love with this as it further divides up family homes or takes away green space for tiny homes that are only good for single, somewhat transitory people (students). It creates a wealthy landowner/poor renter scenario which is not great.	1/17/2018 5:24 PM
16	Townhouses should not be encouraged if it means the destruction of perfectly viable older single family homes which could benefit from the addition of a secondary suite.	1/17/2018 4:16 PM
17	only will work if the city actually does compliance on airbnb	1/17/2018 3:41 PM
18	I live and own a duplex in Sub Area 4, and I do not support legal suites in duplexes. (I support detached garden suites in duplexes with large enough lots). 1. Noise- duplexes in Fairfield in the 1950's were not built (despite being to code) to support multiple families. They are very noisy and living in one harmoniously depends on the mutual respect and trust of your neighbour. It would be awful if suddenly our neighbour decided to get a tenant and we had to listen to rock music and not get any of the benefits of the increase in income. 2. I would support having a duplex having a suite only for new duplexes because they can be built properly, with concrete barriers and floor joints that are separate, and only if the suite was detached from the duplex.	1/17/2018 3:19 PM
19	I prefer the idea of small houses or suites in current houses. I do not like the idea of housing that is tall and does not enhance the look of the neighborhood.	1/17/2018 2:27 PM
20	Mis-leading question, and my response is conditional that this housing initiative apply to other areas of the neighbourhood: at the very least eastwards to Heywood, northwards along Vancouver St. to Fairfield and eastwards towards Linden.	1/17/2018 1:43 PM
21	You need the extra housing and this is the logical way to get it. Also logical is not making it so painful and difficult for owners to add these suites and garden suites.	1/17/2018 12:51 PM
22	Over population can't be undone. This is a very desirable area to live. More cars on the streets and more shopping aren't that desirable.	1/17/2018 12:31 PM

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23	Who is asking for this to happen? The people of Fairfield area 4 did not ask for this to be done? What do you know about the capacity of the schools at the moment--how much increase in children is available right now? Will the schools run out of space because you increased the population in this area?	1/17/2018 11:20 AM
24	Stop building boxes! No more flat top houses that don't fit into the neighbourhood	1/16/2018 9:57 PM
25	I oppose small lot housing. As per existing plans	1/16/2018 8:05 PM
26	Why not make 4 plexus that are two stories? This works in the Orient as their best use of land!	1/16/2018 7:59 PM
27	There is just not enough information on this topic as to future direction .	1/16/2018 7:39 PM
28	This has the potential to add a considerable amount of affordable housing without dramatically changing the character of neighbourhoods (providing on street parking is maintained).	1/16/2018 6:58 PM
29	A duplex with two legal suites could imply 8 cars. How can this be controlled or addressed?	1/16/2018 6:27 PM
30	Some duplexes are easily adaptable to legal suite. Do on case by case basis. Be careful with small lot houses--townhouses near the Fairfield/Moss and May/Moss okay but only a few lots long...	1/16/2018 5:31 PM
31	Too much densification for Fairfield. And it will be expensive rent so won't be affordable for families anyways.	1/16/2018 4:54 PM
32	parking and large walls and faces for neighbours to look at	1/16/2018 4:12 PM
33	if you are going to allow this then the suite need to off street parking for two people. there is barely enough parking as is	1/16/2018 1:23 PM
34	Town/row houses that respect the existing neighbourhood and don't disrupt/destroy the existing residents' livelihood would be acceptable, but the current plan seems to suggest that developers are being allowed to break rules or lobby for them to be changed without any consideration to this. And again, what about traffic? There is little or no street parking as it is. Do people not drive cars in this future?	1/16/2018 1:20 PM
35	a no-brainer.	1/16/2018 12:07 PM
36	I do not support sub area (4) (Stannard Ave) allowing anything other than single family homes or single family homes with suites.	1/15/2018 11:12 PM
37	Parking? Parking!	1/15/2018 10:40 PM
38	i'm concerned about the unnecessary demolition of existing homes to take advantage of the profit to be derived from the houseplex idea. Perhaps the city can provide a monetary disincentive for replacing older housing stock? or an incentive to renovate or lift houses to create suites? This would help maintain the character of the neighborhoods.	1/15/2018 8:59 PM
39	As long as these are not used for short-term tourist rental housing like AirBnB and the like.	1/15/2018 8:42 PM
40	These seem too small to have additional suites in them as well.	1/15/2018 8:28 PM
41	I am not opposed to legal suites or garden suites if home owners are required to rent to actual residents. (i.e.) Not Air B&B vacation suites!! Air B&B doesn't do anything to improve availability of rental units for Victorians.	1/15/2018 8:22 PM
42	Need to have off street parking for 2 vehicles	1/15/2018 2:20 PM
43	I don't want to see townhouses on my street. Duplexes and small lot houses are fine.	1/14/2018 5:04 PM
44	it increases the density dramatically in traditional residential areas. small lot houses should not have suites. possibly duplexes depending on the size of the lot. perhaps a townhouse but not sure. I don't think it would work if every property owner does this along a block. perhaps designated areas for this to happen rather than a blanket across the community.	1/14/2018 4:58 PM
45	Absolutely! It's the only way I would ever be able to consider raising a family in the neighbourhood, despite growing up in Fairfield, attending Sir James Douglas, and renting in the neighbourhood for most of the last 8 years.	1/14/2018 3:45 PM
46	We agree but the big elephant - PARKING must be addressed - more density requires more parking spaces - Do not loose any parking and all developments must increase parking with more density	1/13/2018 3:15 PM
47	No	1/13/2018 7:59 AM

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48	no suites in duplexes, parking is a real problem in our neighbourhood. Please no small lot houses.	1/13/2018 12:12 AM
49	I think this is a great way to densify and to help people afford housing.	1/12/2018 5:08 PM
50	Increased density will not decrease cost, increased density brings increased traffic.	1/12/2018 3:17 PM
51	But only if adequate off street parking is required.	1/10/2018 8:13 PM
52	Prefer legal suites in duplexes or small lot houses in some areas, over town houses	1/9/2018 10:32 PM
53	Introducing more diverse housing types on major arterials such as cook street and Fairfield road makes sense. However, the proposed townhouse development potential for "sub area 4" is strongly opposed as it will disrupt existing residential character . Better to look into more suites within existing houses, relax site size to allow duplex development and allow garden suites on some of the longer lots. To contemplate 10 units where now there is one on a lot will adversely impact on all the infrastructure as well as the residential amenities now enjoyed in this quiet neighbourhood. You can't just "plunk" a huge amount of extra density in one area and particularly one where low scale character and sense of community are now enjoyed and need to be protected. You could certainly relax some of the site area requirements to allow new duplex development without seriously impacting on the existing character of the area ; however, to introduce townhouse development (as many as 10 units on a lot) would seriously impact what is now a low key single family area. Multi family housing belongs in "apartment" zones or along major arterials. I STRONGLY opposed the changes contemplated for SUB AREA 4. and I would note that the community has NOT been properly informed regarding the contemplated changes.	1/4/2018 4:57 PM
54	parking is an issue	1/3/2018 2:41 PM
55	1. both density and building diversity must increase to achieve the goals. 2. delete the statement "The cost of housing is a key concern." (Of course it is, but such statements here are incompatible with the scope of the plan).	1/2/2018 10:06 PM
56	We need more density, obviously, but we need to try to do that without erasing the character and feel of Fairfield as it is now.	1/1/2018 11:42 AM
57	Supportive as long as rental considerations are similar to condos/apartments.	12/26/2017 3:44 PM
58	Allowing secondary suites does NOT make housing more affordable. It raises the purchase prices!!! Surely someone has provided the evidence that this is the case! (Contrary to information presented by the city previously!!)	12/16/2017 8:28 PM
59	Massing is not needed in this area, changing the character id not necessary! Repurposing of homes with ONE Secondary Suite and a Garden Suite meets and exceeds the OCP growth requirements!	12/16/2017 7:31 AM
60	I am opposed to increasing housing for renters and families and more mortgage-helping suites in area that are strictly residential east of Cook village. There is a reason why I bought a residential house in an expensive neighborhood. I was not looking for higher density and diverse residents. We can drive to Douglas St if we want to see density and diversity. This is why I do not like to go downtown.	12/15/2017 5:37 PM
61	Great, tiny additions to density. Many sizeable single family homes occupied by one person in this town. These should be amalgamated and converted to higher density, higher than this plan. How was it done in the sixties to create all the rental units?	12/15/2017 4:10 PM
62	This will dramatically change the neighbourhood for existing residents for no real benefit.	12/15/2017 1:12 PM
63	increased density lowering quality of livability	12/15/2017 12:18 PM
64	As long as bylaw is aggressively enforced that these are residential units NOT commercial short term rentals	12/14/2017 3:27 PM
65	I think the city is doing a great job here keeping the feel of the neighbourhood while increasing density. I think in major thoroughfare (Cook St.) and the downtown (Quadra and Blanshard) we should increase density greatly so we can keep the feel of the neighbourhood beside the downtown while transitioning the downtown from a small town to a city	12/14/2017 2:11 PM
66	From whom did you hear these things? It doesn't reflect what my neighbours and I hear, and we weren't invited to connect. The Mayor needs to stop only talking to those whose beliefs reflect her own.	12/14/2017 11:31 AM

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67	I am opposed to small lot houses: they reduce green space for landscaping; give the appearance of postage stamp size lots; houses are closer together reducing personal privacy of neighbouring houses; it is the beautiful landscaped gardens that give Fairfield its charm and liveability	12/12/2017 3:28 PM
68	Parking needs to be kept away from the front of townhouses. More parking needs to be provided on narrow street by widening the streets.	12/7/2017 3:30 PM
69	Again, the problem for me is small lot houses: Fairfield gets so much of its character and lifestyle from having enough land around houses for residents to garden and landscape. I don't support Balkanizing Fairfield by subdividing it into a bunch of small lot houses with little land around them. It is much preferable to build a large multi unit house--a "houseplex"-- on bigger lot than to subdivide it. I think there should be a limit on the number of small lot houses that can be built on any given block.	12/7/2017 1:16 PM
70	I can't support increases in density without rules and limits along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan"	12/6/2017 11:59 AM
71	no townhouses, especially two rows	12/5/2017 12:49 PM
72	Neighbourhood has been largely single residence for 60+ years. The proposed densification will increase traffic and noise, reduce green space, and greatly impair our quality of life.	12/2/2017 4:28 PM
73	This neighbourhood has been largely single residence for 60+ years. My family and I have lived here for 28 years. I it is a wonderful, peaceful, green, neighbourhood. The proposed rezoning for townhouses and other densification, coupled with the proposed emphasis on Stannard Ave (my street) as a "pass through" driving route, will bring increased traffic and noise, and reduced views and green space. The plan is a direct threat to the quality of life of my family and my neighbors.	12/2/2017 4:09 PM
74	Opposed to resulting increased population density.	11/30/2017 4:33 PM
75	Sounds ok in principle but the devil is in the detail.....how will adequate amenity space be provided on small lots? how would this work in townhouses (i.e. how would you determine whether units are secondary/accessory to principle units), additional off-street parking requirements should apply. This needs further thought before pushing forward with policy.	11/29/2017 3:37 PM
76	We need to relax the lot requirement. Nobody need the large lot anymore.	11/27/2017 6:41 PM
77	if you are introducing multiple residential development into a current single family area you need to ensure that ALL lots have development potential beyond that of just single family, otherwise you end up with "locked in lots" which are devalued and definitely negatively impacted.	11/23/2017 7:50 PM
78	Population growth can be supported by gently increasing density using existing buildings and adjacent used lot space. No need to large scale disruptive developments. Large new developments will require high return on investment which pushes housing costs up further.	11/22/2017 1:00 PM
79	On-street parking is already at a premium on 1100 block May st. due to apartments, bus stops, airbnbs, etc.	11/20/2017 11:45 PM
80	Character house retention is key. We still need green spaces. Bike lanes are important. Let's close some streets eg Linden at Dallas.	11/20/2017 9:35 PM
81	Having seen the document to describe the townhouses, I am supportive of the single row townhouses, the multiple row tends to look like a complex, and (in my experience) tends to break up the neighbourhood - and we have alternatives in Fairfield.	11/20/2017 11:12 AM
82	I'm fully against double row townhouses in area 4 and all these higher density buildings MUST also have at least 1 parking space off street for each unit.	11/18/2017 12:31 PM
83	Again, it cannot ill effect existing quality of life. Parking issues?	11/18/2017 11:45 AM
84	Again, parking. Will there be sufficient parking? for the residents? for their guests.	11/16/2017 4:14 PM
85	concerned about on street parking. I own a house on Linden and already see issues with parking; with downtown workers choosing to park there and walk into town. More density will make this more of an issue.	11/16/2017 4:12 PM
86	This is the biggest issue, in my mind, to the residents of Fairfield. Increasing residential density will increase traffic flow on streets, reduce parking, increase the demand on services like sewer, and change the feel of this relatively quiet area. Changes should be making suites, duplexes and townhouses harder and require bigger lots. This is going the wrong way to maintain property values, maintain the feel of the community, and decrease the traffic flow on the streets.	11/16/2017 11:20 AM
87	When some additional off street parking is provided and tree canopy is maintained.	11/13/2017 9:24 PM

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88	Parking is a concern.	11/13/2017 3:11 PM
89	I am very supportive of this initiative providing a fair proportion of the the suites, duplexes, small lot houses and townhouses in the traditional residential areas are devoted to affordable housing too. So, given the approval for 78 affordable housing units at Mount Edwards Court, 78 of the new suites, duplexes, small lot houses and townhouses in the traditional residential areas need to be affordable housing too.	11/12/2017 7:52 PM
#	COMMENTS FOR "ALLOW TWO SECONDARY SUITES OR A SECONDARY SUITE AND GARDEN SUITE IN SINGLE DETACHED HOUSES WHERE THE ORIGINAL HOUSE IS RETAINED. READ MORE"	DATE
1	I disagree with this completely	1/19/2018 4:16 PM
2	This will significantly increase traffic making our street less safe for children and cyclists and will create parking problems.	1/18/2018 10:13 PM
3	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
4	It is important that variances are not allowed unless there are exceptional circumstances. The existing residents are negatively affected by parking and traffic etc It will encourage subdivision where it does not fit in the neighborhood.	1/18/2018 4:02 PM
5	Great thoughts.	1/18/2018 12:39 PM
6	Garden suites can greatly impact neighbours and reduce green space and shouldn't be allowed.	1/18/2018 11:12 AM
7	This is really the way to go. It's happening now and works, although you may not know about all of them.	1/18/2018 10:47 AM
8	as per above comments, I agree with adding a second suite to a property, but ensuring the property does not turn into a parking lot for all the extra cars.	1/17/2018 10:41 PM
9	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM
10	Allow more chances for families or single living people to "make it". I like it!	1/17/2018 9:53 PM
11	Again - has to be planned well and I think that there has to be some regulation as to how many are allowed in an area - so if max number is reached in a zone then you cannot densify more - versus every house in the zone can.	1/17/2018 9:39 PM
12	Okay with garden suites	1/17/2018 8:50 PM
13	Once again parking becomes a huge issue.	1/17/2018 8:05 PM
14	Too much density	1/17/2018 7:54 PM
15	I'm wary of seeing yards taken up with more housing, but if it can be designed so that there is yard space for gardens, for children to play, then that's great. I do not want to see designs created that essentially pave the lot. You may as well build a small apartment then and create more density.	1/17/2018 5:24 PM
16	Parking considerations need to be taken into account.	1/17/2018 4:16 PM
17	has the city done enough on Airbnb and how well will the compliance work	1/17/2018 3:41 PM
18	Yes, I like the idea of using and developing existing structures. There should be bylaws on heat pumps though and proximity to neighbours. For example: heat pumps should be in front of suites, not to the rear or side adjacent to the neighbour.	1/17/2018 3:19 PM
19	It is already too congested in the Fairfield/Ross Bay areas with numerous rentals and cars parking in front of single family homes and then they walk downtown to work!	1/17/2018 2:37 PM
20	Parking for the additional people has to be addressed.	1/17/2018 2:27 PM
21	As above.	1/17/2018 1:43 PM
22	That's logical. Make it easy for people to do it, and stop charging so many thousands of unnecessary fees. Your Engineering staff is smart and helpful, but in Zoning you have a stupid rotten one that can't even interpret your own Schedules. Get rid of her.	1/17/2018 12:51 PM
23	parking in this area is busy now, how are we going to create new parking spaces?	1/17/2018 11:12 AM
24	Garden suites are an excellent use of existing land space - out instead of up.	1/17/2018 10:53 AM
25	Smart! Keep the character that is Victoria...set backs with gardens for the garden city!	1/16/2018 7:59 PM

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26	Again not enough information on this topic . i.e size of suite . How will this impact a single family neighbourhood .	1/16/2018 7:39 PM
27	This option will be more oriented towards commercial property managers rather than owners who live in their home; my experience of revenue properties is that generally they are not maintained in keeping with the neighbourhood.	1/16/2018 6:58 PM
28	I am finding garden suites, particularly with no neighbor input, very problematic. Reducing green space dramatically. I prefer raising a house to put in a suite below.	1/16/2018 5:31 PM
29	Too much densification for Fairfield. The suites are not likely to be affordable housing anyways.	1/16/2018 4:54 PM
30	parking	1/16/2018 4:12 PM
31	Again, there's no space to accommodate the number of residents this would attract, and the lots are already small enough without trying to accommodate parking and increased density.	1/16/2018 1:20 PM
32	Although parking will become more and more of a problem	1/16/2018 11:41 AM
33	there are too many variables for such a broad policy statement. in theory I agree with densification. in practice not many lots in fairfield are big enough to support the infrastructure of three dwellings without crowding neighbours in terms of parking/sightlines etc. I think it best to allow for three dwellings as exceptions rather than as the rule.	1/16/2018 11:08 AM
34	Parking???	1/16/2018 9:44 AM
35	There is not enough parking available to allow more than one secondary suite per house. People have cars!	1/15/2018 11:12 PM
36	Parking!!!	1/15/2018 10:40 PM
37	Parking is at a premium already	1/15/2018 9:06 PM
38	this is a great idea. This retains the neighborhood feel, adds density and gives options to existing homeowners who are already paying a fair share through property taxes.	1/15/2018 8:59 PM
39	As long as these are not used for short-term tourist rental housing like AirBnB and the like.	1/15/2018 8:42 PM
40	This should improve affordability for many.	1/15/2018 8:28 PM
41	I am not opposed to legal suites or garden suites if home owners are required to rent to actual residents. (i.e.) Not Air B&B vacation suites!! Air B&B doesn't do anything to improve availability of rental units for Victorians.	1/15/2018 8:22 PM
42	Lets not get greedy. Are these houses or apartments. One secondary suite per house unless the house is redeveloped into 3 suites. Off road parking for at least 2 vehicles.	1/15/2018 2:20 PM
43	The garden suite and any additional structures must retain the character and design of the original house	1/14/2018 10:17 PM
44	Garden suites are not the answer. Very costly and the rent will be commensurate, and they impose on neighbours far more than, say, a basement suite does. I have no idea why the city is so in love with them other than probably to glean more property tax.	1/14/2018 8:26 PM
45	again, if every property owner does this on a block it could create problems of parking. also no place to grow food as parking is now in place of gardens. more concrete to put in paths, etc. so drainage will be a problem. paying to hook up to the storm drain and draining your water away is buying your way out of the situation. would taxes increase to cover the costs of the additional people - sewer, water, garbage, street cleaning?	1/14/2018 4:58 PM
46	But Deal with Parking - Transit is not an option or an alternative - ITS ALREADY FULL - our son has to drive or get a ride or ride his bike (weather dependant) and we have to drive to our work locations as the buss is full far too often	1/13/2018 3:15 PM
47	No	1/13/2018 7:59 AM
48	Yes - give home owners the option to include 1, 2 or 3 suites. Places to live for renters, extended family, caregivers, students.	1/12/2018 9:25 PM
49	There is no reason a house couldn't have a secondary suite and a garden suite, or if it the lot was big enough, two secondary suites and a garden suite.	1/12/2018 5:08 PM
50	See above.	1/12/2018 3:17 PM
51	two extra dwellings is too many - where would the cars go?	1/11/2018 9:38 AM

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52	Too dense.	1/10/2018 8:13 PM
53	Concerned about parking if 3 homes are made from 1. One secondary or garden suite would be ok.	1/9/2018 10:32 PM
54	This could be incentive for retention of existing housing stock. but again, increase in density needs to be carefully considered with respect to impact on the area, its infrastructure etc	1/4/2018 4:57 PM
55	Assuming it is large enough, and parking does not affect other neighbors	1/3/2018 2:41 PM
56	The City needs to completely revamp its 'application and approvals' process from 'do this or else the answer is no' to one of 'how can we help meet your (homeowner's) goals while increasing density.' (The mindset shift is massive but must be done if you want to achieve these goals).	1/2/2018 10:06 PM
57	There is a lot of housing that abuses this to provide easy low-income housing that is unsafe or unhealthy right now. Promoting additional affordable housing is great, but if the incentive is to rent out cheap units then there may be little incentive to address safety concerns (mould, poor construction etc) which I have seen frequently in these situations.	12/26/2017 3:44 PM
58	Best to allow strata subdivision of garden suites or secondary units	12/22/2017 2:24 PM
59	One secondary suite only! Allowing the increased density will result in much much higher property prices, streets clogged with parked cars, and transformation of current quite residential areas to crowded unpleasant places to live, and also, garden suites remove very valuable green space, garden space, natural areas for native bees and birds, etc., and potential food growing areas. This whole concept of increased density in the traditional residential areas is a very, very bad and mis-informed, mis-directed concept. (Sorry if I've offended anyone!)	12/16/2017 8:28 PM
60	Leading question the truth is a three flex with a separate Garden Suite or is this two homes with two suites, one in each home!!!	12/16/2017 7:31 AM
61	See above. In addition, parking spaces are already lacking in some residential streets.	12/15/2017 5:37 PM
62	I do not like the idea of garden suites. I think you are heading for a world of friction between homeowners unnecessarily for little density gain when all is done. Leave this one and get serious about adding density.	12/15/2017 4:10 PM
63	This will dramatically change the neighbourhood by increasing population density for existing residents for no real benefit.	12/15/2017 1:12 PM
64	same as above	12/15/2017 12:18 PM
65	Garden suite and basement suite on same residential property is too dense.	12/14/2017 3:27 PM
66	This will require more parking, of which there isn't enough.	12/14/2017 11:31 AM
67	single detached houses with one suite are fine; I am opposed to garden suites because they decrease the overall green space and area for landscaping; I am opposed to secondary suites and garden suites attached to one detached house as it increases on street parking congestion	12/12/2017 3:28 PM
68	Parking is an issue with this plan	12/11/2017 5:04 PM
69	only if the lot is above average in area and no trees on property	12/8/2017 11:02 AM
70	This should not be allowed. It is too much density and will cause even more parking problems.	12/7/2017 3:30 PM
71	I can't support increases in density without rules and limits along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan"	12/6/2017 11:59 AM
72	Again, this will result in increased population density, traffic, fewer available parking spaces, longer waits for services.	11/30/2017 4:33 PM
73	I can support this ONLY IF an additional parking stall is required where this occurs.	11/29/2017 3:37 PM
74	We don't want to move to Sooke. We want to live in the city. We need more houses in the city.	11/27/2017 6:41 PM
75	This is a reasonable and attainable goal.	11/27/2017 4:03 PM
76	Not a good idea. People will be allowed to basically turn a SFD into a triplex...	11/27/2017 12:21 PM
77	no alterations to existing house	11/24/2017 3:33 PM
78	I believe there are many benefits to retaining existing housing stock and therefore if bylaws are designed with incentives to retain and re-purpose existing housings that's a good thing	11/23/2017 7:50 PM

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79	Don't see why there is an emphasis on retaining the old building. To meet current codes, it would essentially be completely gutted anyways.	11/20/2017 11:45 PM
80	Don't put a driveway next to my pre existing bedroom window, back to above	11/18/2017 11:45 AM
81	I don't mind houses. Wing decided into suites but adding more building in the yard I don't agree with. We need green space	11/16/2017 4:43 PM
82	Again, these moves to increasing density are the biggest issue, in my mind, to the residents of Fairfield. Increasing residential density will increase traffic flow on streets, reduce parking, increase the demand on services like sewer, and change the feel of this relatively quiet area. Changes should be making suites, duplexes and townhouses harder and require bigger lots. This is going the wrong way to maintain property values, maintain the feel of the community, and decrease the traffic flow on the streets.	11/16/2017 11:20 AM
83	When some additional off street parking is provided and tree canopy is maintain	11/13/2017 9:24 PM
84	Please allow garbage pick up for all suites. Please create more green spaces and separated bike lanes. Please make Linden one way from Dallas to May Street with a separated bike lane.	11/13/2017 4:59 PM
85	Parking is a concern.	11/13/2017 3:11 PM
86	Only if you can provide off street parking.	11/13/2017 12:23 PM
87	see above comment	11/12/2017 7:52 PM
88	should require one parking spot per unit minimum. Garden suites will continue to be a nothingburger as the city's requirements plus the onerous new owner builder requirements will ensure that few get built.	11/11/2017 8:16 PM
89	Where there is space and can maintain some green space. You will probably find that people come out of the woodwork to get these conforming uses approved if the bylaw changes.	11/10/2017 5:49 PM
90	Yes, this would help affordability for both owners and renters.	11/10/2017 3:46 PM
91	I choose very supportive	11/10/2017 3:05 PM
92	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:55 AM
#	COMMENTS FOR "REDUCE THE SIZE OF LOT SUITABLE FOR DUPLEXES. READ MORE"	DATE
1	This will increase density, directly affect the character of the neighborhood, remove green space, trees and garden space. Overall it will reduce the quality of life for the neighbors.	1/18/2018 10:13 PM
2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
3	Yes, we need to make better use of grounds.	1/18/2018 12:39 PM
4	if you want suites in duplexes, there should also be consideration to allowing larger buildings. The restrictions on floor area make for cramped spaces.	1/18/2018 12:20 PM
5	I see loss of trees here, or the space to plant them.	1/18/2018 12:19 PM
6	This is ok as long as setbacks and height restrictions are observed.	1/18/2018 11:12 AM
7	Be aware, you must provide for parking for at least one vehicle per household.	1/18/2018 10:47 AM
8	Too crowded already!!	1/18/2018 8:39 AM
9	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM
10	I believe that all residential spaces needs some form of yard front and back.	1/17/2018 9:39 PM
11	Again parking is a huge issue. Our residential streets are nearly full of homeowner's cars as is.	1/17/2018 7:54 PM
12	Again, if this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:24 PM
13	Open space is required. Cramming structures into small spaces does nothing for liveability and is detrimental to existing home owners, who all of a sudden have another structure looming over them or squeezed up against them. People still enjoy the outdoors and use their gardens. Let's not prevent that from being possible by paving and building over every square inch of land at our disposal. Enough development is happening across the city.	1/17/2018 4:16 PM
14	I'd rather this be done on a case by case basis.	1/17/2018 3:19 PM

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15	As above.	1/17/2018 1:43 PM
16	How can I sell my house with the value it is at now when buyers learn about all the changes coming and don't want to be involved or buy here You have just reduced the value of my property!!	1/17/2018 11:20 AM
17	Building shoe-box sized side-by-sides on a small lot, and filling most of the lot with structure does not fit in well with surrounding area.	1/17/2018 10:53 AM
18	You clearly do not like Victoria....where do you come from as you do not like gardens or growing you own food.	1/16/2018 7:59 PM
19	Where and how will storm water be dealt with . How much green space will be left on these lots .	1/16/2018 7:39 PM
20	No. I don't think that reducing the lot size from 60 ft to 50 ft wide for a duplex will lead to more affordable housing. Rather, it will benefit the developer who will be able to build more and charge more for smaller housing.	1/16/2018 4:54 PM
21	not necessary	1/16/2018 4:12 PM
22	To retain the sense of neighbourhood and green, there needs to be space for trees and gardens - not building up to the edge of the lot.	1/16/2018 3:35 PM
23	again their needs to be a off street parking for the suites. i already live in a neighbourhood with a 4-plex that doesn't have enough off street parking and sometimes i have to park far down the street from my home because there are too many people in one area.	1/16/2018 1:23 PM
24	Parking???	1/16/2018 9:44 AM
25	DO NOT MAKE LOT SIZES SMALLER	1/16/2018 9:31 AM
26	There are many large lots in Fairfield that do not seem to be utilized so this maximizes efficiency.	1/15/2018 8:28 PM
27	I live on a street where the majority of homes have 1-3 suites-legal and illegal. Parking is a huge issue.	1/15/2018 2:20 PM
28	would depend on how much "house" would be built. we live in a wet climate, the water has to go somewhere and our storm sewers cannot take the water I understand. how does building over all the land help this situation?	1/14/2018 4:58 PM
29	Absolutely! It's the only way I would ever be able to consider raising a family in the neighbourhood, despite growing up in Fairfield, attending Sir James Douglas, and renting in the neighbourhood for most of the last 8 years.	1/14/2018 3:45 PM
30	No	1/13/2018 7:59 AM
31	I am assuming that a duplex is different than a house with a suite, though I am not sure I am understanding this. Certainly a suite in a house would not need a lot that large.	1/12/2018 5:08 PM
32	See comments above.	1/12/2018 3:17 PM
33	This makes for over crowed living spaces/neighbourhoods and the sale price of a new duplex will not be reflected in the reduced lot size.	1/12/2018 8:56 AM
34	this could be a consideration to increase some density but the planners would need to develop proper design criteria for new duplexes on smaller lots to ensure compatibility with neighbours, limitation on "hard surface" etc. "small lot" housing can work but design is important	1/4/2018 4:57 PM
35	as well as triplex and fourplex. (Remember... the goal is density increase, not 'perceptions of high density.' Through creative design it's possible to achieve both.	1/2/2018 10:06 PM
36	Lot sizes for all housing should be reduced.	12/17/2017 12:09 PM
37	Setting a standard to reduce garden area or increase the built coverage footprint of each lot!!	12/16/2017 7:31 AM
38	Sure	12/15/2017 4:10 PM
39	This will dramatically change the neighbourhood and reduce green spaces for existing residents for no real benefit.	12/15/2017 1:12 PM
40	we are not Hong Kong / respect our existing neighbourhood	12/15/2017 12:18 PM
41	Only if design guidelines are strictly enforced - that is the whole front yard isn't a concrete slab or side by side drive way leading to under house garages.	12/14/2017 3:27 PM
42	this will reduce the overall green space of the neighbourhood	12/12/2017 3:28 PM

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43	Already our greenspace has disappeared because 1/3 of property for garden is not enforced. See such residences as 220 Moss street. Again it will increase property values and make it even less affordable than it already is;	12/7/2017 3:30 PM
44	Same argument applies here as for small lot house. Land and lifestyle and gardening would be adversely affected. Duplexes should have plenty of land around them for residents to enjoy and garden	12/7/2017 1:16 PM
45	This one is correct. As long as there is a yard. No ugly huge mass buildings. It is upzoning in the correct. It will not cause speculation as your other proposals only benefit developers. Like what you did at Cook & Oliphant.	12/6/2017 11:59 AM
46	Why reduce the size? Leave room for backyards, especially if the intended use includes children or pets.	12/5/2017 7:32 PM
47	By how much? Have you examined typical lot sizes and whether they could reasonable accommodate satisfactory duplex designs?	11/29/2017 3:37 PM
48	Great idea.	11/27/2017 6:41 PM
49	This may help to destroy the character of Fairfield - do you want to do that?	11/27/2017 12:21 PM
50	See above... if you are going to increase the development potential of many of the lots in sub area 4 for example, you need to make sure that you don't end up "devaluing" the smaller lots that are in a sense left over - every lot should AT LEAST have development potential for two units.	11/23/2017 7:50 PM
51	Per my comments above, this is not a good move to help maintain the feel of the neighbourhood and maintain property values. Lower density should be the goal. My fear is this aspect of the plan is more about the people who do not yet live in this community, opposed to the people who call it home already.	11/16/2017 11:20 AM
52	Need Whole Foods or Thrifty Foods in Cook Street Village. Need a good grocery store. Oxford is terrible.	11/13/2017 4:59 PM
53	see above comment	11/12/2017 7:52 PM
54	As long as developers don't try to increase height too, after getting this concession. Be sensitive to neighbours	11/10/2017 5:49 PM
#	COMMENTS FOR "SUPPORT "HOUSEPLEXES", NEW 3- 4 UNIT BUILDINGS THAT LOOK LIKE SINGLE DETACHED HOUSES, ON LOTS OF SUFFICIENT SIZE. READ MORE"	DATE
1	Appropriate parking must be provided on the developed lot, at least one spot per unit.	1/18/2018 10:24 PM
2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
3	Excellent plan.	1/18/2018 12:39 PM
4	As long as their is sufficient parking	1/18/2018 11:12 AM
5	I like this plan the best, as long as the house design fits in with the neighborhood. I have seen this done well in James Bay, and I've seen horrible examples that scream "look at me," and detract from the neighborhood feel.	1/18/2018 10:47 AM
6	Too dense!!	1/18/2018 8:39 AM
7	I agree with this also, as long as the height can be limited to 2.5 stories?, as per current bylaw. I dont want huge towering buildings going up. and for the design to blend with existing surrounding homes	1/17/2018 10:41 PM
8	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM
9	I like the house plexes that look like houses much more than apartments or town houses or row houses. especially for this area	1/17/2018 9:39 PM
10	Can the designs fit in with the old home designs? This contributes to the warmth of thei neighbourhoods.	1/17/2018 8:05 PM
11	As these would be large buildings, they would be eyesores on many streets.	1/17/2018 7:54 PM
12	Sure, if there is greenspace for gardens/children playing and some of the suites include affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:24 PM
13	This is awesome.	1/17/2018 4:22 PM

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14	This will be an imposition on existing neighbours who have smaller single family type homes. We do not need this much extra housing.	1/17/2018 4:16 PM
15	Too much change all at once	1/17/2018 11:20 AM
16	Keep the set back for light and Tree Forest...again with the no food to grow for Habitability.	1/16/2018 7:59 PM
17	Strongly opposed for the above reasons also	1/16/2018 7:39 PM
18	I support "houseplexes", but it would be great that backyard greenspace does not get removed to accommodate parking.	1/16/2018 5:59 PM
19	No. Please keep the existing single family houses. They fit in with the character of Fairfield.	1/16/2018 4:54 PM
20	i live on a beautiful street with single family homes except for one 4-plex. this can cause parking issues and overcrowding. i cannot imagine how this would ruin our neighbourhood if more is allowed. also how is this going to shade my back yard where i grow my food. i feel like we are turning this into a concrete jungle with little regard for our yard space and the green spaces where we grow our food and enjoy the outdoors will be compromised.	1/16/2018 1:23 PM
21	not dense enough. we need more density.	1/16/2018 12:07 PM
22	Like the idea, but again the issue of too many cars for the property and the street.	1/16/2018 11:41 AM
23	VERY OPPOSED!!	1/16/2018 9:31 AM
24	This is the incentive I worry about. One lot, sells for 800K, developer builds 3 units on it and sells each for 1.2 million. Where is the revenue for the public and the city? How do we continue to have a neighborhood that is not just filled with very wealthy people?	1/15/2018 8:59 PM
25	These developments look far too big for sub-area 4 where I live.	1/15/2018 8:42 PM
26	This is better than Town house and 3 story buildings	1/15/2018 8:20 PM
27	Key words to this are: 'on lots of sufficient size'. Do not permit variances that allow buildings that are larger than they should be in current zoning!	1/15/2018 4:29 PM
28	Need for off road parking for 3-4 units	1/15/2018 2:20 PM
29	Maintain the character, size, design of surrounding area.	1/15/2018 2:17 PM
30	Do not allow flat roofed boxes. New structures must be sensitive to the existing, traditional Fairfield houses. These are disappearing rapidly from the neighbourhoods . This is what makes the neighbourhood attractive	1/14/2018 10:17 PM
31	I don't want to see "mega" complexes in sub-area 4. They do not fit our neighbourhood.	1/14/2018 5:04 PM
32	a definition of sufficient size is needed as in the duplexes. if there is no land left due to the house, outbuildings, paths and driveways, the neighbour next door could end up with drainage issues as has happened in Fairfield already.	1/14/2018 4:58 PM
33	Absolutely! It's the only way I would ever be able to consider raising a family in the neighbourhood, despite growing up in Fairfield, attending Sir James Douglas, and renting in the neighbourhood for most of the last 8 years.	1/14/2018 3:45 PM
34	No	1/13/2018 7:59 AM
35	Only if lot is large enough to retain green space and trees. Do not overcrowd this neighbourhood. ONce done, it can't be undone.	1/13/2018 12:12 AM
36	If broken into strata - each unit could be sold separately.	1/12/2018 9:25 PM
37	I think this is a great way to densify and retain neighbourhood character.	1/12/2018 5:08 PM
38	only if parking is not on the street	1/11/2018 9:38 AM
39	As long as ample off street parking	1/9/2018 10:32 PM
40	This seems the same or similar to the strata conversions in the area. The problem is that they pave the back yard, and neighbors on the surrounding sides are looking at a parking lot. It also detracts from a sense of community and increased traffic in residential areas. Single family home owners rarely know the strata owners as there is less community and neighbourly actions	1/3/2018 2:41 PM
41	and appropriate, creative retrofits of older buildings. (happening along dallas now).	1/2/2018 10:06 PM
42	As long as homes fit within scale and character of the neighborhood.	12/26/2017 3:44 PM

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43	Must maintain set backs and define set backs!!!	12/16/2017 7:31 AM
44	see my comments on parking	12/15/2017 5:37 PM
45	Sure	12/15/2017 4:10 PM
46	This will dramatically change the neighbourhood for existing residents for no real benefit, since the population density will increase significantly and require investments in local schools, traffic management and public transport to support the growth.	12/15/2017 1:12 PM
47	parking??? we are already losing to much road side parking to unwanted cycling infrastructure	12/15/2017 12:18 PM
48	Off street parking is required but this means neighbouring properties will have parking lots right next to their back yards as I do. Four residences means 4 parking spaces. Cars are not going away.	12/14/2017 3:27 PM
49	this is a better option than small lot houses as long as the lot is large enough to retain a large area for landscaping and not reduce the overall green space in the neighbourhood	12/12/2017 3:28 PM
50	We have 2 those already on McKenzie street, opposite our house thy have made parking difficult because the street only allows parking one side.	12/7/2017 3:30 PM
51	I can't support increases in density without rules and limited along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan"	12/6/2017 11:59 AM
52	Why reduce the size? Leave room for backyards, especially if the intended use includes children or pets.	12/5/2017 7:32 PM
53	required lot size is too big. But still keep some green space	12/5/2017 12:49 PM
54	Only where the existing house cannot be lifted/converted. There MUST be a policy preference for retention and conversion of existing housing stock. This has been effectively occurring throughout the neighbourhood - do not give developers carte blanche for demolishing existing buildings regardless of whether they aren't Heritage. The majority of character homes in the neighbourhood are neither designated nor registered but their replacement with townhouse would destroy the traditional character of the neighbourhood.	11/29/2017 3:37 PM
55	Even better.	11/27/2017 6:41 PM
56	This has already been done successful and in well-supported projects in our neighbourhood. There needs to be more support from Planning and Council for project such as 'houseplexes' as transition form leading into the traditional neighbourhoods.	11/27/2017 4:03 PM
57	Sounds like an apartment block to me...	11/27/2017 12:21 PM
58	Need bike lanes and green spaces to go with this.	11/20/2017 9:35 PM
59	Noise, parking?	11/18/2017 11:45 AM
60	I believe that this will lead to unacceptably high density for the district.	11/16/2017 4:14 PM
61	Per my comments above, this is not a good move to help maintain the feel of the neighbourhood and maintain property values. Lower density should be the goal. My fear is this aspect of the plan is more about the people who do not yet live in this community, opposed to the people who call it home already.	11/16/2017 11:20 AM
62	Parking may become a concern depending on the area and on the degree of variance considered.	11/13/2017 9:24 PM
63	see above comment	11/12/2017 7:52 PM
64	houseplexes should be allowed to be 2.5 stories WITH a habitable basement. As long as they meet a height guideline why waste space by not allowing basements?	11/11/2017 8:16 PM
65	This is the second most sensitive way to improve density, with suites being first. I've seen it in other cities and they can be very attractive. Will the building code ensure that everyone can live together well (sound and fire-proofing)?	11/10/2017 5:49 PM
66	Very creative idea.	11/10/2017 10:12 AM
#	COMMENTS FOR "SUPPORT SINGLE ROWS OF TOWNHOUSES ADJACENT TO SMALL URBAN VILLAGES; AND ON CORNER OR LANEWAY LOTS OF SUFFICIENT SIZE. READ MORE"	DATE
1	This will increase density, directly affect the character of the neighborhood, remove green space, trees and garden space. Overall it will reduce the quality of life for the neighbors.	1/18/2018 10:13 PM

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2	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
3	It is important that variances are not allowed unless there are exceptional circumstances. The existing residents are negatively affected by parking and traffic etc It will encourage subdivision where it does not fit in the neighborhood.	1/18/2018 4:02 PM
4	I am uncomfortable w/ the idea of townhouses in single or 2 rows. It seems to me not in keeping w/ the single family housing that dominates these areas. I am concerned that townhouses would greatly impact the adjacent properties due to loss of light, privacy and change the landscape and tone of the street due to increased density - traffic, visual, noise, etc. . But I am very supportive of increasing density by the other options offered.	1/18/2018 2:46 PM
5	Same thoughts.	1/18/2018 12:39 PM
6	Would also like to see consideration for fee simple townhouses. Always having to be part of a strata for a more sustainable form of housing sucks.	1/18/2018 12:20 PM
7	Where do the lots come from? is there any requirement to design these townhouse rows in sympathy with surrounding architecture?	1/18/2018 12:19 PM
8	I'm not sure how this will look. I've liked many of the "rowhouses" I've seen.	1/18/2018 10:47 AM
9	How many would be allowed in an area? Once again the devil is in the details.	1/18/2018 10:21 AM
10	agree, but i think row houses would be better, to avoid strata's and also I still would prefer to avoid having multiple lots being combined, unless that is already what is existing for the space	1/17/2018 10:41 PM
11	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM
12	If planned right then I think they look good...I like the ones by South Park school	1/17/2018 9:39 PM
13	Parking, parking, parking! There will be increase traffic around the schools which will be a concern.	1/17/2018 8:05 PM
14	ONLY IF they have offstreet parking, a front yard of greenery, and were not too tall.	1/17/2018 7:54 PM
15	YES.	1/17/2018 5:24 PM
16	Next to larger apartments or other structures, yes. We should not be cramming these in to corner or laneway lots of sufficient size since the term "sufficient" is subjective and inevitably developers will try to squeeze these into smaller and smaller spaces.	1/17/2018 4:16 PM
17	what are laneway lots? I am concerned about developers buying a couple of lots and putting in a laneway that goes behind my house. I support single rows of townhouses on main streets and arteries.	1/17/2018 3:19 PM
18	As above.	1/17/2018 1:43 PM
19	Perhaps create a new lot size for townhouses so that they can be detached, so that the owner does not have to be in a strata.	1/17/2018 12:51 PM
20	Where is our Gas Station Going.	1/17/2018 12:33 PM
21	Too much change!!	1/17/2018 11:20 AM
22	maintain existing Victoria-style single family dwellings	1/17/2018 10:53 AM
23	Row Houses with, set backs that are the same as our old houses!	1/16/2018 7:59 PM
24	Parking , water consumption ,storm water , runoff	1/16/2018 7:39 PM
25	No. Too much densification for Fairfield.	1/16/2018 4:54 PM
26	Fee simple row houses are wonderful to live in and avoid condo-strata fees. Lanes at the back are ideal but not a deal breaker.	1/16/2018 4:03 PM
27	If they are affordable and designed to retain families in the area.	1/16/2018 3:35 PM
28	over crowding and taking away green space for more concrete. i'm opposed!	1/16/2018 1:23 PM
29	If parking and increased density was factored in (or sufficient transit improvements for mass transit or vehicles) this might work. Be thoughtful and do due diligence to ensure this increased density won't add to the risk of liquefaction.	1/16/2018 1:20 PM

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30	We are not Toronto or Montreal. Where do you suppose people will park if all these "affordable" townhouses are to be built?? We don't all ride bicycles!!!!	1/16/2018 1:07 PM
31	VERY OPPOSED. PLEASE MAINTAIN SINGLE FAMILY HOUSES ON EXISTING LOT SIZES.	1/16/2018 9:31 AM
32	As noted earlier, the Townhouse Transition Zone adjacent to the Fairfield plaza has a depth of ~111 ft, and is not suitable for row houses. Reference to permitting row houses in that zone should be removed. Minimum setbacks should be established that will ensure that adjacent residents are not significantly/unreasonably impacted by those kinds of development, and to ensure that the character of this neighbourhood is maintained.	1/15/2018 10:00 PM
33	concerns: keeping affordable housing and low income housing at the forefront, ensuring that developers pay their fair share for the improvements the city is suggesting to defray the external costs to the neighborhood's look and feel.	1/15/2018 8:59 PM
34	Sub-area 4 is border by two very narrow streets: St. Charles and Stannard. Increasing the density within their area will strain these already congested thoroughfares. Is there a reason this instead isn't considered for the area along Richardson Street which is a much larger thoroughfare?	1/15/2018 8:42 PM
35	These should be the exception, not a frequent occurrence on corner lots.	1/15/2018 8:22 PM
36	Contingent on parking	1/15/2018 7:57 PM
37	Adjacent to small urban villages yes. No to: on corner or laneway lots of sufficient size. Unless they happen to be adjacent to small urban villages and it makes sense when transitioning to neighbouring properties.	1/15/2018 4:27 PM
38	Need for off road parking. Mix townhouse complexes with houseplexes to keep the neighbourhood a good mix.	1/15/2018 2:20 PM
39	again, what is sufficient size? perhaps with urban villages but Fairfield does not have many lanes so this should not be part of the discussion at all.	1/14/2018 4:58 PM
40	I love the townhouses on Oliphant between Heywood and Vancouver. They are my favourite. So cute and lovely.	1/14/2018 3:45 PM
41	But make them attractive and look like they belong - upper floors stepped back - peaked roofs etc	1/13/2018 3:15 PM
42	No	1/13/2018 7:59 AM
43	Not if it means taking out the current housing stock in these areas.	1/12/2018 5:08 PM
44	See Oak Street in Vancouver. For many blocks it's an eye sore of one townhouse complex after another. Oak St feels like a tunnel with no distant view or trees. Townhouses lose a lot of square footage to stairs, and are not family-friendly, pet friendly, or elderly friendly. I'd rather see well-designed apartment buildings.	1/12/2018 2:15 PM
45	Love this.	1/11/2018 7:03 AM
46	single rows of townhouses could be considered along major arterials but NOT in the middle of existing single family areas.	1/4/2018 4:57 PM
47	too dense. People have paid thousands/ millions of dollars to live in single family residences, surrounded by similar homes. This complete changes and devalues their investment.	1/3/2018 2:41 PM
48	and elsewhere, sensitively.	1/2/2018 10:06 PM
49	I think small 3-4 storey highrises could be included	1/2/2018 6:18 PM
50	As long as they don't look like a row of identical units. Long stretches of identical townhomes definitely kills the character of a city.	12/26/2017 3:44 PM
51	Town housing !!! what will be the set backs and will they have a suite in them as well and what about parking!!!	12/16/2017 7:31 AM
52	Sure	12/15/2017 4:10 PM
53	This will dramatically change the neighbourhood for existing residents for no real benefit, since the population density will increase significantly and require investments in local schools, traffic management and public transport to support the growth.	12/15/2017 1:12 PM
54	access and parking and livability	12/15/2017 12:18 PM

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55	within limits; as long as these are few and far between so they do not dominate the neighbourhood; spread out throughout the neighbourhood so they blend in with the overall appearance of single detached houses	12/12/2017 3:28 PM
56	Parking needs to be built into lot plans	12/11/2017 5:04 PM
57	Again it will increase property values and make it even less affordable than it already is;	12/7/2017 3:30 PM
58	Nope. Brings in speculation. I can't support increases in density without rules and limits along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan"	12/6/2017 11:59 AM
59	Change this to "immediately adjacent to".....and I cannot support this where existing character homes would be demolished to facilitate this type of development. House conversions should always be the first option for gentle densification.	11/29/2017 3:37 PM
60	we need more diversity of housing to get away from yet more apartments which tend to not cater to the needs of families	11/27/2017 12:31 PM
61	Not acceptable for the majority of Fairfield - only in NW corner...	11/27/2017 12:21 PM
62	This is totally inconsistent with Fairfield's character and unnecessary if the other measures to encourage deification are supported.	11/22/2017 1:00 PM
63	It's hard to make townhouses look like part of an established neighbourhood. The one at Douglas and superior looks quite out of place.	11/20/2017 11:45 PM
64	Only in some areas.	11/18/2017 12:31 PM
65	Design	11/18/2017 11:45 AM
66	Per my comments above, this is not a good move to help maintain the feel of the neighbourhood and maintain property values. Lower density should be the goal. My fear is this aspect of the plan is more about the people who do not yet live in this community, opposed to the people who call it home already.	11/16/2017 11:20 AM
67	These should be permitted anywhere in the study area	11/14/2017 11:30 AM
68	Is on site parking contemplated.Would parking for the additional suites be require??	11/13/2017 9:24 PM
69	As long as you add traffic calming on Linden Avenue and a separated bike lane on Linden to connect to Fort Street.	11/13/2017 4:59 PM
70	Would like to see 2 storey townhouses.	11/13/2017 3:11 PM
71	see above comment	11/12/2017 7:52 PM
72	I support townhouse I am sad to see that townhouses are being severely limited in this draft plan	11/11/2017 8:16 PM
73	Great idea.	11/10/2017 10:12 AM
#	COMMENTS FOR "SUPPORT ONE OR MORE ROWS OF TOWNHOUSES NEAR COOK STREET VILLAGE, SOME LOCATIONS ON FAIRFIELD ROAD AND NORTH OF FAIRFIELD PLAZA, ON LOTS OF SUFFICIENT SIZE. READ MORE"	DATE
1	Over densification will destroy the character of this community	1/18/2018 10:24 PM
2	This will increase density, directly affect the character of the neighborhood, remove green space, trees and garden space. Overall it will reduce the quality of life for the neighbors.	1/18/2018 10:13 PM
3	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:39 PM
4	Residents of Thrify's plaza do not support the Ross Bay Village concept. The single family dwellings have remained as single family dwellings for a very good reason. This is not the place for increased density, small lots or townhouses!	1/18/2018 4:02 PM
5	Great.	1/18/2018 12:39 PM
6	See above	1/18/2018 12:19 PM
7	same as above townhouse maybe nice, but maybe row house is better, with a small driveway per each house?.	1/17/2018 10:41 PM
8	Very opposed. No increase in residential density for Fairfield.	1/17/2018 10:23 PM

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9	I am opposed to allowing rows of townhouses on Fairfield Road adjacent to Hollywood Park as that would detract from the integrity and value of the park.	1/17/2018 9:36 PM
10	I live in Sub Area 4 - that seems not to be taken into specifically account in this survey. Sub area 4 should be completely removed as a section - reverting to Area 1	1/17/2018 9:28 PM
11	Hope you've informed the Ross Bay Village owners and renters of these massive changes.	1/17/2018 8:50 PM
12	This might strain the ageing infrastructure in the area	1/17/2018 8:32 PM
13	Not on what are currently single family dwelling lots.	1/17/2018 7:54 PM
14	YES	1/17/2018 5:24 PM
15	Maybe 1row	1/17/2018 4:33 PM
16	But allow more areas of this! please.	1/17/2018 4:22 PM
17	There is enough housing. We do not need to pave over the entire neighbourhood and then build structures that cover every square inch of available space. One row should suffice. Please leave a little breathing room for existing residents.	1/17/2018 4:16 PM
18	I do not like the look of rows of two townhouses. They over time look run down and are a source of crime because the second row is not connected to the street.	1/17/2018 3:19 PM
19	As above.	1/17/2018 1:43 PM
20	You are changing the charm of this area, you will increase the population too much	1/17/2018 11:20 AM
21	Rows of townhouses are very unappealing	1/17/2018 10:53 AM
22	Must have enough parking	1/16/2018 10:06 PM
23	See answers above!	1/16/2018 7:59 PM
24	Parking . neighbourhood traffic volumes	1/16/2018 7:39 PM
25	I am concerned that the overall changes are going to over densify Fairfield. Our roads area already busy, public transit is limited and inefficient. Current walkability is good. The fact there are no population projections for the proposed changes leads me to believe the transportation system will be overwhelmed.	1/16/2018 6:58 PM
26	No townhomes west of cook	1/16/2018 6:49 PM
27	No. Too much densification for Fairfield.	1/16/2018 4:54 PM
28	traffic is already constant and congested	1/16/2018 4:12 PM
29	Or, as I said, fee simple row houses -- better than townhouses	1/16/2018 4:03 PM
30	Depends on what form of housing is adjacent and design of townhouses.	1/16/2018 3:35 PM
31	over population and too much traffic	1/16/2018 1:23 PM
32	To be honest, Cook St. can't support the density it already deals with. Fix transportation and infrastructure first and then look at increasing density.	1/16/2018 1:20 PM
33	Too much density Fairfield is over densified as it is!	1/16/2018 1:07 PM
34	why limit the number? but we should be encouraging density and height to achieve more affordability. Not million dollar homes.	1/16/2018 12:07 PM
35	VERY OPPOSED. PLEASE MAINTAIN SINGLE FAMILY HOMES ON EXISTING LOT SIZES.	1/16/2018 9:31 AM
36	I am a resident living on a residential street within the proposed "sub area 4" and I am opposed to this designation and the proposal to allow double rows of townhomes in this area. I feel my street fits better within the sub area 1 designation.	1/15/2018 10:36 PM
37	At the meeting in Fairfield, January 15/18, the city planner could not say how many extra people would be living in the area. How can you possibly plan to have double row townhouses in the two city blocks North of the Fairfield Plaza between Stannard Ave and St Charles and not have any idea of how much water and sewer infrastructure is required. We are already required to limit our water use during the summer and now the developers want to jam more people in.	1/15/2018 9:06 PM

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38	concerns: keeping affordable housing and low income housing at the forefront, ensuring that developers pay their fair share for the improvements the city is suggesting to defray the external costs to the neighborhood's look and feel.	1/15/2018 8:59 PM
39	As stated previously, sub-area 4 is border by two very narrow streets: St. Charles and Stannard. Increasing the density within their area will strain these already congested thoroughfares. This row housing may be far more suited to larger thoroughfares like Fairfield Road and Richardson Street.	1/15/2018 8:42 PM
40	I don't agree with the lot sizes you deem 'sufficient', so don't support this. I especially dislike the idea of double rows of townhouses. Way too dense for Fairfield neighbourhoods!	1/15/2018 8:22 PM
41	Only if the adjacent property is not a single family dwelling. Gentle densification should not put this kind of pressure on true single family homes.	1/15/2018 4:27 PM
42	keep townhouses on main streets, houseplexes and converted large houses to side streets.	1/15/2018 2:20 PM
43	A row of townhouses becomes a large development, has a character different from the traditional residential homes around the Cook St. Village. I am against townhouse developments in the Cook St. Village area. Put the townhouse developments in some other area of Fairfield - like the Moss and Fairfield area, moss and May corner... or elsewhere.	1/15/2018 2:17 PM
44	Again, I feel that rows of townhouses will destroy the composition of my neighbourhood.	1/14/2018 5:04 PM
45	it would depend where they were going in. building townhouses in a group of single family homes would not be prudent.	1/14/2018 4:58 PM
46	I love the townhouses on Oliphant between Heywood and Vancouver. They are my favourite. So cute and lovely.	1/14/2018 3:45 PM
47	BUT AGAIN - DEAL with PARKING	1/13/2018 3:15 PM
48	No	1/13/2018 7:59 AM
49	The rows of townhouses would fit well with Cook Street Village. It needs more density to create a village feel.	1/12/2018 9:25 PM
50	Not if it means taking out the current housing stock in these areas.	1/12/2018 5:08 PM
51	see above. The designs we've seen in this city and elsewhere are very unattractive.	1/12/2018 2:15 PM
52	Two rows of town homes in addition to housing above shops is way too much density and much different than existing. The areas cannot accommodate overflow parking from new proposed households with more than one car, nor visitors to this many households	1/9/2018 10:32 PM
53	Strongly oppose the introduction of multi family housing north of Fairfield Plaza. Along Fairfield Rd, parts of Cook Street, OK but not to encroach into existing single family zoned area north of there up to Richardson. Would have huge negative impact on existing community !!	1/4/2018 4:57 PM
54	too dense. People have paid thousands/ millions of dollars to live in single family residences, surrounded by similar homes. This complete changes and devalues their investment.	1/3/2018 2:41 PM
55	Just how exactly are you going to build these townhouses on our land? Are you going to force us out of our homes we own ? I am not selling or moving and neither are my neighbors.	1/3/2018 8:28 AM
56	I do NOT support idea of multiple row townhouses on quiet streets that are virtually all traditional single family residences such as those north of Fairfield plaza (Sub area 4). Adding 5 times the number of residences (eg. 2 single family lots turned into 10 townhouse residences) to a quiet family oriented street is a drastic change that would destroy the character of the neighborhood, and likely increase vehicular congestion/accidents in a neighborhood teeming with small children. Furthermore, the neighborhood in sub-area 4 (north of fairfield) is very different from that right next to cook street village (or major roadways such as Fairfield road) in terms of density of commercial/residential activity, the former being quite low and the latter high. Why would these areas with very different characteristics be treated the same in terms of allowing multiple rows of townhouses? The thought of a confused neighborhood plan where single family residences are squashed between 2 lots with double row townhouses is not the future I'd like to envision. However, I should note that I am supportive of many of the other proposals put forward here, so I don't think I am being unreasonable with my criticism.	12/28/2017 11:56 PM
57	As long as they don't look like a row of identical units. Long stretches of identical townhomes definitely kills the character of a city.	12/26/2017 3:44 PM
58	What will be the parking requirement for the townhouses and this is not a design element for this area!!!	12/16/2017 7:31 AM

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59	Sure	12/15/2017 4:10 PM
60	respect the current neighbourhood	12/15/2017 12:18 PM
61	Limit rows of townhouses. No double rows at all. That only encourages Vancouver-style over-development, land speculation and destruction of diversity housing.	12/14/2017 2:40 PM
62	Again it will increase property values and make it even less affordable than it already is;	12/7/2017 3:30 PM
63	I can't support increases in density without rules and limits along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan".	12/6/2017 11:59 AM
64	no double rows	12/5/2017 12:49 PM
65	I cannot support this where existing character homes would be demolished to facilitate this type of development. House conversions should always be the first option for gentle densification.	11/29/2017 3:37 PM
66	Rowhouse are in demand and provide most of the benefits of single-family living without consuming the land.	11/27/2017 4:03 PM
67	NO - not acceptable for Fairfield - You will destroy the character	11/27/2017 12:21 PM
68	Fairfield road only	11/24/2017 3:33 PM
69	I do not support two rows of townhouses in a now single family area, given that there will be serious impacts on many existing houses that abut these developments. The area north of Fairfield plaza does not have many laneway accesses so it would mean having to introduce yet more vehicular crossings to get parking on site which impacts pedestrian realm. More importantly double row of townhouses will seriously impact on adjacent residents with respect to noise, open space, light , privacy and loss of mature landscapingthe configuration of properties in this area (without laneway separation) will mean many folks will lose all privacy and enjoyment of their back yards, It will also result in the loss of existing mature trees ..single row of townhouses if done properly could work but definitely not a double row.	11/23/2017 7:50 PM
70	This is totally inconsistent with Fairfield's character and unnecessary if the other measures to encourage deification are supported.	11/22/2017 1:00 PM
71	the only townhouse I really like is the one behind the old Royal bank building.	11/20/2017 11:45 PM
72	See my notes above. Mostly opposed to area 4.	11/18/2017 12:31 PM
73	Ill effects?	11/18/2017 11:45 AM
74	Per my comments above, this is not a good move to help maintain the feel of the neighbourhood and maintain property values. Lower density should be the goal. My fear is this aspect of the plan is more about the people who do not yet live in this community, opposed to the people who call it home already.	11/16/2017 11:20 AM
75	These should be permitted anywhere in the study area	11/14/2017 11:30 AM
76	Fairfield Rd should be urban residential given proximity to frequent transit and urban villages.	11/13/2017 9:24 PM
77	see above comment	11/12/2017 7:52 PM
78	Keep them out of streets with only single family homes (that may have suites or hidden carriage houses)	11/10/2017 5:49 PM

Q11 Any other comments on housing in traditional residential areas?

Answered: 92 Skipped: 227

#	RESPONSES	DATE
1	Limiting the number of row houses to preserve the family feel of individual houses, a few complexes are fine but not at every village space	1/19/2018 4:16 PM
2	The densification of sub section 4 is not acceptable to me or my neighbors.	1/18/2018 10:24 PM
3	Please require that the new houses respect the traditional character of the area. Many new houses have been built recently, with modern design, flat roof, etc. These do not fit in at all in a historic neighborhood.	1/18/2018 10:13 PM
4	Concerns about # of cars and parking when more suites are added. Also loss of privacy for existing homeowners when developers are allowed to ignore neighbourhood and community plans	1/18/2018 10:04 PM
5	I am a resident on Stannard Ave and am very opposed to the housing plans for this residential area.	1/18/2018 9:39 PM
6	I strongly feel that Fairfield can increase its density but remain a predominately single family dwelling setting w/ the suites, duplexes with suites and houseplexes.	1/18/2018 2:46 PM
7	The way you break this survey up is purposeful in an attempt to not show the overall impact of the proposed increased density of the areas.	1/18/2018 1:52 PM
8	No.	1/18/2018 12:39 PM
9	It's too bad we have to suffer the appearance of these ugly so-called modern 'boxes' next to our beautiful historic homes.	1/18/2018 12:19 PM
10	Retain setbacks, require efficient parking, retain height restrictions and don't reduce greenspace/garden space	1/18/2018 11:12 AM
11	For the 100th time, begging you to put in stringent design codes that force developers and new home builders to consider the surrounding architecture and not mimic, but blend.	1/18/2018 10:47 AM
12	All of these questions have sweeping implications for current and future residents, for the developers who are keen to get access to this desirable location, to city coffers, etc. There has not been adequate time for residents to become informed.	1/18/2018 10:21 AM
13	No increase in residential density in Fairfield.	1/17/2018 10:23 PM
14	Seriously, don't homogenize this entire pretty little city	1/17/2018 9:42 PM
15	Residential areas adjacent to neighbourhood parks should be restricted from developing buildings close to the park boundary (e.g. minimum setback of 9.1m as currently set out in the bylaw), and should be limited to 2 storeys, in order to preserve the natural feel of these neighbourhood parks.	1/17/2018 9:36 PM
16	as a resident of Sub Area 4, I weep.	1/17/2018 9:28 PM
17	Why are you not targeting areas of the city which have lots more open spaces and are not directly impacted by tourism. We have many tourists walking and biking through these narrow streets. As well, we have large tour buses driving through our neighborhoods. Perhaps Victoria does not need to encourage so much development especially when developers are not made to give serious concessions to the city in return for the high density buildings they are erecting.	1/17/2018 8:05 PM
18	These areas need to be protected as family areas, rather than built up with taller buildings and greatly increased population numbers.	1/17/2018 7:54 PM
19	All of these changes are good taken individually, however the overall outcome is an increasing population and increased density. All of these bring the secondary effects of needing better public transportation, increased demand on existing commercial outlets and increased use/over use of parks and green space, increased sewage output and electrical input. And perhaps the need for more schools. An increasing population cannot be separated from the demands it puts on all these services. This plan needs to address Fairfield's contribution to the cumulative impact of an increased population to the region as a whole.	1/17/2018 5:30 PM

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20	I really want to continue to live in this neighbourhood. Please make sure that this includes affordable housing for families (3-4 bedrooms) in a liveable space.	1/17/2018 5:24 PM
21	These are all great solutions!	1/17/2018 4:35 PM
22	Plan still attempts to increase population	1/17/2018 4:33 PM
23	More density.	1/17/2018 4:22 PM
24	Key point is that existing housing should be protected and enhanced as opposed to knocked down. Let's incentivize home owners instead of developers. Residential neighbourhoods should remain residential. We do not believe in the vision being touted politically that we need to provide housing for as many new residents as is claimed. Neighbourhood planning should respect and support home owners and existing residents, not political agendas.	1/17/2018 4:16 PM
25	Why stop there? It is critical that these types of housing be extended to other areas in Fairfield west, and not just in little pockets with squeaky wheels. There is enough multi-storey buildings in the neighbourhood, both old and new, and single-family homes. There are also a number of un-/under-used land. Medium-density housing can be rented or owned, and can be constructed at different price range. Young families do not all have to scramble with strollers down hallways and elevators - nor seniors with walkers or students with bikes or couples with dogs. Those are the people who live in our neighbourhood.	1/17/2018 1:43 PM
26	Traffic, road width and parking should be a major concern. With increased housing density, survey traffic will follow.	1/17/2018 1:04 PM
27	Invisible suite changes are the best --but beware when you increase the population you will have super sized the needs for all the residence who move into this area.....Its not all about shopping and having time to sit around in pleasant spaces. It will be too crowded psychologically and less private, more noise and higher taxes	1/17/2018 11:20 AM
28	Parking.... Parking.... Parking	1/16/2018 10:06 PM
29	Will there be designated "Residential Parking" signs?	1/16/2018 9:29 PM
30	Maintain character and green spaces no	1/16/2018 8:05 PM
31	Keep the Art's and Crafts...they keep your taxes height and pay you...Transient communities loose money for the city..research North America's move to the burbs...yep you are set on creating another wasteland and an developers hit and run.	1/16/2018 7:59 PM
32	Address the real and plain issues	1/16/2018 7:39 PM
33	The proposals for Sub Area 4 comes completely out of left field. Whereas the northwest and Cook St. Village are already urbanized or diverse environments, Sub Area 4 is a mixture of modest detached homes and duplexes. The proposed changes will dramatically alter the population size. This will be a developers dream but effectively undermine the community that currently lives here. I do not support the creation of Sub Area 4 and want it to be removed from the plan. This area will be considered "traditional residential" in keeping with its current character.	1/16/2018 6:58 PM
34	There's always pressure to waive parking requirements; from home owners and developers, for aesthetic reasons, and to encourage trees. We can't cave on all of these without creating future long-term problems.	1/16/2018 6:27 PM
35	Do not allow 'monster houses' being developed on lots. Parts of Vancouver now require a footprint no larger than what was there before, as a control on monster houses. Beginning to see too many of those in Fairfield.	1/16/2018 5:31 PM
36	All needed to support maintaining the "traditional" appeal of Fairfield	1/16/2018 5:14 PM
37	Despite my huge support for more density, I actually hate the way detached homes can sell off their gardens. Why not have higher density in some areas, and keep the feel of neighbourhoods? It is sad how new detached houses are squished onto small garden lots. It looks messy and ill-conceived.	1/16/2018 4:03 PM

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38	Density, density, density. It reads as if the city wants more taxes now and will worry about the aftermath of increased congestion later. Take a drive around Fairfield Plaza or Cook St. Village during busy times. Try and find parking. Try and not get hit by angry drivers crossing the street. Maybe it's time to take a step back and solve the growth problems we have today, instead of throwing more spaces for people to live into an already overcrowded area. For what it's worth, density increasing is inevitable - and this draft may very well be the future we have, but we need to walk before we can run, and we need to solve today's density problems today before we make it worse.	1/16/2018 1:20 PM
39	Quit tearing down the heritage of our district and erecting boxes.	1/16/2018 1:07 PM
40	Townhouses and small apartment buildings are probably better able to absorb the space required for parking for the additional residents	1/16/2018 11:41 AM
41	Need to focus on parking, well designed bike lanes and effective public transportation.	1/16/2018 9:44 AM
42	PLEASE MAINTAIN SINGLE FAMILY HOMES ON EXISTING LOT SIZES...NO INCREASED DENSITY BY REDUCING LOT SIZES. ALLOW EXISTING HOUSES TO HAVE SECONDARY SUITES	1/16/2018 9:31 AM
43	There is not enough street parking available to increase density in this area.	1/15/2018 11:12 PM
44	Parking!	1/15/2018 10:40 PM
45	There should be development/design guidelines developed that retain sufficient buffers between houses and set guidelines for minimum lot setbacks so as not to significantly diminish enjoyment of property by existing and future homeowners/renters. There should also be at least a front or back yard, if not both, to ensure the character of the neighbourhood is maintained.	1/15/2018 10:00 PM
46	I didn't see any mention of the schools in the area being able to handle the influx of new students if the density is increased.	1/15/2018 9:06 PM
47	concerns: keeping affordable housing and low income housing at the forefront, ensuring that developers pay their fair share for the improvements the city is suggesting to defray the external costs to the neighborhood's look and feel. Have I said this enough yet? :-)	1/15/2018 8:59 PM
48	Please stop using the name 'Ross Bay Urban Village. It is developer-speak, and it makes it seem like you've already made up your mind. If you are really listening to feedback, please refer to the Fairfield Plaza by its current name.	1/15/2018 8:22 PM
49	Gentle densification is not a cluster of townhouses or a giant four-plex next to a single family dwelling. Projects should be vetted by neighbours earlier in the process. Perhaps this way, developers may opt out of buying a property since they will know ahead of time that their idea will not sit well with neighbours. This would be a more effective approach than to basically push developments through since the poor developer has already invested their time and money in planning.	1/15/2018 4:27 PM
50	Design integrity must be consistently applied to all new structures. We risk losing the character for which Fairfield is known, Once lost it cannot be replaced.	1/14/2018 10:17 PM
51	Generally, beige townhouses that try to look like houses are terrible. Row houses or townhouses / duplexes which look like themselves are good. And put a stop to these square glass and metal buildings eg. Fairfield at Arnold, Fairfield at Richmond, etc.	1/14/2018 8:26 PM
52	At the corner of Brooke Street and Kipling was a single family house. It was knocked down and Zebra Design built 3 smaller, at least 2-level single family dwellings. This was done in a totally tasteful manner that worked for the feel of the neighbourhood. I would totally agree with such density.	1/14/2018 5:04 PM
53	setbacks from the street need to be considered. setbacks from either side of the neighbouring houses need to be considered. there must be an overall height restriction in place. many of the houses that have been raised or newly built exceed the height of neighbouring houses. this shades the neighbouring property which will reduce ability to grow food. restrict land assemblies - demolishing one house and putting three on one lot creates problems for neighbours. native trees that are drought tolerant should be considered for these homes and area.	1/14/2018 4:58 PM

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54	SFD homeowners need to be told to chill the fuck out about neighbourhood change. The village is way better than it used to be 15 years ago before the new development. And their home prices have already appreciated considerably over the last 20 years. As a young professional renting in the neighbourhood it would be amazing to be able to consider living here. But it will require things like duplexes, houseplexes and townhouses to make that dream a reality for me. I don't have 1million lying around, and neither did they when they bought their home before home prices skyrocketed since 2014.	1/14/2018 3:45 PM
55	So if we have water restrictions now where is all the new water infrastructure and supply coming from?	1/13/2018 3:15 PM
56	We don't want any of it thanks !	1/13/2018 7:59 AM
57	Encourage residents to look creatively at the way they use they house/yard/boulevards/driveways.	1/12/2018 9:25 PM
58	Let's keep it traditional!	1/12/2018 5:08 PM
59	I'm not happy about the addition of laneway houses without consideration or comments being collected from neighbours. There is one just built on Redfern St 900 block that is larger than the main house. No approval or consult from neighbours. I'm for densification, but no mini-monster houses please. there are many wonderful small, one-level designs like the one mid-block of 900 Redfern that are very good and less of an imposition on the neighbours.	1/12/2018 2:15 PM
60	I mostly am supportive of all of the above, excepting increased suite/garden house on traditional home properties. However, my support is conditional on the parking issues being properly addressed. There needs to be more requirement for off street parking and less expectation that street parking can fill the void - it cant't.	1/10/2018 8:13 PM
61	See above	1/9/2018 10:32 PM
62	Part of the attraction of the neighbourhood is the large residential houses. Removing those devalues the neighborhood. Why should home owners suffer losses just because people want to move to a desirable neighbourhood?	1/3/2018 2:41 PM
63	Promote design creativity, not straight-jackets.	1/2/2018 10:06 PM
64	I am supportive of increasing housing density but I don't see how our schools can support more children! Both elementary schools in this area are at capacity! How has the City engaged with the School District in developing these plans?	12/20/2017 12:55 PM
65	What about parking?	12/18/2017 1:30 PM
66	As stated previously, it is preferable to opt for fee-simple row houses rather than strata-tenure townhouses.	12/17/2017 12:09 PM
67	Leave these areas as they are. Otherwise they will cease to be pleasant places to live! Fairfield is one of the few remaining areas with single family lots with garden space. Please leave it that way!	12/16/2017 8:28 PM
68	Anyone who does not live in this area can play NIMBY and push for massing to avoid it in their area!!	12/16/2017 7:31 AM
69	It is not because a neighborhood is sought after that it should be more populated. It is sought after because it is not densely populated, green and quiet. If we need more affordable accommodation, let's form only one regional government instead of having multiple municipalities and improve transportation with fast transit access from the suburbs to downtown. This is what other larger cities have done. In addition, with teleworking, people can work at home and do not need to live downtown.	12/15/2017 5:37 PM
70	Simple, add more density, but not garden suites.	12/15/2017 4:10 PM
71	The increase in population density will require significant investment in infrastructure to support increase traffic, parking, utilities, sewers. Also, will need additional schools and medical offices to support the population growth.	12/15/2017 1:12 PM
72	respect the current owners / stop over development	12/15/2017 12:18 PM

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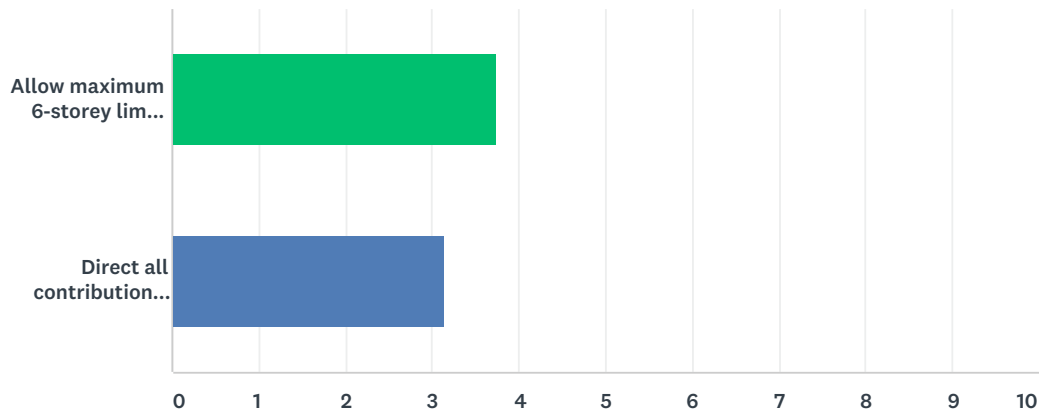
73	More housing density means more traffic. This will impact quality of neighbourhoods bordering along Fairfield Road. Traffic lights, turning lanes and pedestrian lights will be needed along Fairfield corridor to accommodate the increased traffic. Fairfield Plaza is on a corridor of transitting traffic, the volume of which the City of Victoria does not have control. The reality is that people drive from both east and west to this area to shop and they are not carrying a week's supply of family home on a bicycle. With exisiting density, it is becoming increasingly difficult to exit adjacent residential streets and for our children to safely cross this corridor when walking to school.	12/14/2017 3:27 PM
74	Our taxes are going up 7-8% with no new amenities or transportation options. WE need to week ways of calming the market and creating affordable solutions.	12/7/2017 3:30 PM
75	The important think to me, for all this to work, is maintaining lot size and green-space and the beautiful, walk able ambience of Fairfield.I live on Linden and people are walking by all the time, enjoying the gardens and houses.	12/7/2017 1:16 PM
76	This is absolutely horrible. You are proposing mass upzonings that only bring in speculators and benefit no one except developers and investors. There has been no consideration of neighbourhoods. This is just Cook & Oliphant on a large scale.	12/6/2017 11:59 AM
77	Traffic issues that come along with higher density. A proposed bike path down Cook Street will increase the traffic on other side streets. Where and how are these cars supposed to get anywhere? Traffic will be forced onto quieter residential streets such as Vancouver Street, Collinson, Richardson, etc as drivers try to get around.	12/3/2017 8:38 PM
78	Growth and development are not good for this community.	11/30/2017 4:33 PM
79	In traditional residential areas, the policy should read that the retention and conversion of an existing house should always come first, before demolition and replacement is considered. The neighbourhood is characterised by beautiful arts and craft homes and property owners have, up to now, done a fantastic job of densifying through sensitive house conversions. Units in these buildings will typically be more affordable than new townhouses. it is really important that you get this piece right, otherwise the damage to the neighbourhood character could be significant. I'd support much wider use of Heritage Conservation Areas than that currently contemplated.	11/29/2017 3:37 PM
80	Relax the setback and the height requirement.	11/27/2017 6:41 PM
81	The majority of Fairfield is character single family dwellings. This helps to create its unique feeling. Don't destroy this...	11/27/2017 12:21 PM
82	Need off street parking for all units. Worried hugely about displacing current residents. I haven't seen any proof that tgis higher density housing helps in aiding affordability. The new developments are way more expensive than the existing ones. Increasing density in this many areas this close together will push single family homes out over time. It's always easier to add more high density units when the one next door is. I'm fine with increasing density in a way that focuses on keeping current residents in the neighbourhood and encouraging families to live in the neighbourhood.	11/18/2017 12:31 PM
83	support affordable housing	11/17/2017 6:42 PM
84	Per my comments above, this is not a good move to help maintain the feel of the neighbourhood and maintain property values. Lower density should be the goal. My fear is this aspect of the plan is more about the people who do not yet live in this community, opposed to the people who call it home already.	11/16/2017 11:20 AM
85	same as before: the more you try to increase the population density in this area, the more cars there will be - increased parking per unit/land area is necessary to keep parked cars off streets	11/14/2017 7:38 AM
86	We need a separated bike lane all along Dallas Road for biking and rollerblading. The dog area is too big. We need a separated bike lane on Linden from Dallas to May. Please add traffic calming to Linden. No through traffic from Dallas to Linden. There are a lot of children on Linden. It is very dangerous as people speed on it to get to May.	11/13/2017 4:59 PM
87	Fairfield should support any city effort to tax unoccupied homes.	11/13/2017 3:51 PM
88	I feel that traditional residential areas have the same obligation to provide affordable housing as all other areas of the neighborhood. I would like to see that equal obligation clearly stated in the Fairfield Neighborhood Plan. As well, if the Fairfield Neighborhood Plan is going to name specific corners for commercial development (as it does now for the SE corner of Vancouver St and Collinson St), it must also name 1403 May St and 15 Wellington Ave, as there are commercial operations at these locations as well.	11/12/2017 7:52 PM
89	No	11/12/2017 11:39 AM

Draft Fairfield Neighbourhood Plan Survey

90	Why are townhouses being so limited. This draft plan looks like NIMBYism at its finest	11/11/2017 8:16 PM
91	Keep traditional residential areas the way they are; that's what makes them desirable and liveable. Your plans for more density destroys what is good.	11/11/2017 9:17 AM
92	Encourage the use of Bike. Relax the parking space requirements. Development of roof-top gardens.	11/10/2017 10:12 AM

Q12 How supportive are you of the key initiatives to retain rental apartment areas?

Answered: 273 Skipped: 46



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Allow maximum 6-storey limit in this area to retain rental buildings and discourage teardown and redevelopment (this policy aligns with the Official Community Plan)	43.96% 120	19.78% 54	14.65% 40	10.62% 29	10.99% 30	273	3.75
Direct all contributions from new development in this area toward creating new on-site affordable housing. Where on-site affordable housing is secured, consider additional density (limited to 6 storeys) [see Bonus Density info sheet]	27.41% 71	16.99% 44	17.76% 46	17.76% 46	20.08% 52	259	3.14

#	COMMENTS FOR "ALLOW MAXIMUM 6-STOREY LIMIT IN THIS AREA TO RETAIN RENTAL BUILDINGS AND DISCOURAGE TEARDOWN AND REDEVELOPMENT (THIS POLICY ALIGNS WITH THE OFFICIAL COMMUNITY PLAN)"	DATE
1	lower storey to 4	1/19/2018 3:00 PM
2	Discourage teardowns!!!!	1/18/2018 10:07 PM
3	This implies you want hte existing buildings torn down and new ones built as the existing one's aren't 6 storeys and as you state, the only "affordable" housing would be only if a developer builds beyond the approved density. This question is ridiculously misleading.	1/18/2018 1:55 PM
4	Good plan.	1/18/2018 12:41 PM
5	I'm concerned about the city meddling in the market in this area and creating the slums of the future. These buildings aren't as energy efficient or as nice as new construction. Yes, new construction is more expensive but why is this the private property owners problem? Affordable housing isn't a private market responsibility.	1/18/2018 12:23 PM
6	In Cook Street height needs to be restricted to 3 or 4 stories	1/18/2018 11:17 AM
7	6 storeys will block views and "shade out"the existing 4 storeys	1/18/2018 10:49 AM
8	I think upgrading existing older apartments is great, but would again limit height to what is already there, also taking into account the height, as too tall is not good for the neighbourhood.	1/17/2018 10:44 PM

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9	Maximum 4 storey buildings.	1/17/2018 10:26 PM
10	such as long as its affordable	1/17/2018 9:54 PM
11	In North west sector	1/17/2018 9:28 PM
12	As long as you protect the trees	1/17/2018 8:53 PM
13	This might strain the ageing infrastructure in the area	1/17/2018 8:33 PM
14	NOT 6 stories.	1/17/2018 8:00 PM
15	Keep it to 4storeys	1/17/2018 4:35 PM
16	Build higher and demand fair rental.	1/17/2018 4:23 PM
17	This is great!	1/17/2018 3:21 PM
18	Another mis-leading question. It's also disingenuous to double-dip on the CVS area like a fast-food planning order of a large and small urban village combo. As mentioned before, extend TR to encompass all the CVS boundary and Fairfield west. While older rental apartment buildings should be retained and improved, new 6-storey buildings under URH should be strictly kept in the busy already high-density periphery/boundary and corridor streets (not side streets), and medium-density TR type of housing is maximized. I do not know what the is meant by "affordable housing" nor trust the way it is being repeatedly used as the magic ticket for any new construction. All I know and see are four people who had to move out of home and neighbourhood because new buildings with "affordable" units were being built.	1/17/2018 2:40 PM
19	This is a denser area already moving in this direction so it makes sense with all of the city core available by foot	1/17/2018 12:32 PM
20	again the use of the word "encourage" This is a voluntary action by the owner who is very likely not willing to spend money rebuilding his apartment complex.. 4 stories is adequate. Why increase the density to a place wher you create new problems?	1/17/2018 11:31 AM
21	There are some old buildings of this category that could use modernization	1/17/2018 10:54 AM
22	Let developers modernize these old and ugly buildings.	1/16/2018 10:08 PM
23	Not the six storeys!	1/16/2018 10:05 PM
24	We need affordable financing with the developers...their money is by investors and if they take five years to quadruple their return no skin off the investor... No interst mortagues funded by developers will keep your salary.. BUT the developers have to build essential services like schools first to make this happen!	1/16/2018 8:05 PM
25	This kind of development has its place and area within a neighbourhood	1/16/2018 7:42 PM
26	Mostly ugly buildings deserve teardown.....need for seismicand other upgrades may make retention uneconomic.	1/16/2018 5:17 PM
27	Buildings lower than 6 storeys will be torn down and replaced with 6 storey to maximize profit.	1/16/2018 3:39 PM
28	Any neew build should provide 1.33 resident parking stalls per unit.	1/16/2018 1:39 PM
29	to vague to comment	1/16/2018 1:25 PM
30	Newer buildings look nicer and are more efficient, so there's a benefit to tearing them down.	1/16/2018 1:21 PM
31	limiting density only drives up cost per unit, which drives up rents and makes converting to condos more likely. Perhaps you could achieve maintaining rentals and increase density/affordability by encouraging purpose built rentals?	1/16/2018 12:10 PM
32	As long as the area of 6 story apartments is not expanded.	1/16/2018 10:30 AM
33	VERY OPPOSED	1/16/2018 9:33 AM
34	Too tall. Max 3 stories	1/15/2018 10:47 PM
35	It all sounds good in theory, I notice that a landlord/developer in James Bay is having trouble with tenants who are tired of the construction mess and noise and want rent refunds. Somebody has to pay for redevelopment.	1/15/2018 9:17 PM
36	Do not allow 6 stories on Fairfield between Vancouver and Quadra. Start 6 story zoning one road further north on Collinson where there is already a 6 story building.	1/15/2018 8:57 PM

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37	I like the idea of retaining rental buildings, but most of the units on Cook Street are 4 storey. So why are we now talking about 6 storey? The new developments going up in Cool Street Village now are 5 or 6 storey. So, if you zone this 6 storey won't that actually encourage teardowns?	1/15/2018 8:28 PM
38	6 stories is much too high for a community	1/15/2018 8:22 PM
39	Many building are so rotten that not even nostalgia will be enough. New, mould free dwellings are required.	1/15/2018 8:00 PM
40	Too many stories.	1/15/2018 2:25 PM
41	maximun 4 storeys	1/14/2018 5:45 PM
42	4 storeys is enough. if developers don't like it, they can build somewhere else. they don't have to build there, they are just hoping to maximize profits.	1/14/2018 5:01 PM
43	So necessary. I've lived in three of these buildings throughout my 20s and they have all been wonderful experiences. I hope many more people after me can have the experience of living in these big, spacious 60s apartment buildings and paying affordable rent.	1/14/2018 3:47 PM
44	allow 4 story limit	1/13/2018 12:13 AM
45	I would like to see retention of affordable housing stock, and if we could update buildings towards passive energy, that would also enable the day-to-day cost of living in those units to remain affordable.	1/12/2018 5:13 PM
46	This is a key initiative.	1/11/2018 7:05 AM
47	All revenue should be used for affordable housing.	1/4/2018 9:26 AM
48	of already built buildings	1/3/2018 10:50 PM
49	too high. Rental apartments in this area does not necessarily equate affordable.	1/3/2018 2:43 PM
50	We don't want 6 story buildings or and buildings over two stories in our neighbourhood.	1/3/2018 8:30 AM
51	the statement "... New affordable housing is needed " MUST be deleted from this Plan. has no relationship here.	1/2/2018 10:14 PM
52	Agree. Too much development at once means everything looks the same and boring. Keeping existing development and slowing the pace of new buildings would be ideal.	12/26/2017 3:45 PM
53	Prohibit the teardown of existing multi-unit rental buildings for redevelopment as condominium buildings.	12/17/2017 12:15 PM
54	Redevelopment of similar building should be allowed. Buildings really do only have a 50 year (max) lifespan before plumbing/electrical and everything else really do need to be replaced.	12/16/2017 8:31 PM
55	The Ceiling Hight must be nailed down and the Shadowing is a huge issue!!!!	12/16/2017 7:34 AM
56	Add in the Rupert Terrace to Burdett between Quadra and Blanshard and you have my support. And maybe add in the Rose Manor block for the senior's.	12/15/2017 4:18 PM
57	Let the market determine what is required for rental.	12/15/2017 1:15 PM
58	more viable community with owners over renters	12/15/2017 12:20 PM
59	as long as it is used to retain rentals, eliminated tear downs and not be awarded to new condo developments	12/14/2017 3:32 PM
60	I am the owner of a top floor suite in a 4 storey condo between Cook and Vancouver and do not want buildings higher than the current 4 stories that is the norm	12/10/2017 9:13 PM
61	not important to our neighbourhood according to many households	12/8/2017 11:04 AM
62	Your plan will fail because of massive upzonings which will drive up prices. There won't be any affordable rentals anywhere. I can't support increases in density without rules and limits along with mitigating land value increases cause by upzoning. I don't see anything like this in the "plan"	12/6/2017 12:02 PM
63	As long as "renovictions" are not happening, I strongly support the re-devolpment of older apartment buildings. I was incredibly lucky to come back to a building that was "renovicted," but my rent increased by over \$200/month. This was not affordable to the majority of the tenants in my building.	12/5/2017 7:33 PM
64	no bonus density	12/5/2017 12:49 PM

Draft Fairfield Neighbourhood Plan Survey

65	I prefer 4 storey buildings.	12/3/2017 9:48 PM
66	4 storey units maximum height acceptable	11/30/2017 4:34 PM
67	The old building are full of old wires/drywall. We need new and improved building that requires less energy to heat.	11/27/2017 6:44 PM
68	It's a good concept but is completely fairy dream unviable as Victoria has the dumbest CAC policies in BC and likely anywhere. It appears to lack anyone with a background in land and realty economics.	11/27/2017 4:09 PM
69	6 stories too high	11/27/2017 12:32 PM
70	no teardowns to keep the developers happy	11/24/2017 3:35 PM
71	Support retention & improvements to the existing 4 story buildings. Do not support going to 6 stories.	11/22/2017 1:05 PM
72	are you referring to the current 3 1/2 storey wood frame buildings? 6 stories is too high.	11/20/2017 11:48 PM
73	Redevelopment should be allowed on a case by case basis	11/20/2017 5:17 PM
74	four storey	11/18/2017 11:46 AM
75	6 storeys bldgs are too tall	11/16/2017 4:17 PM
76	Although I am personally opposed to the density that 6 story rentals bring, I can appreciate this plan needs to protect the existing residents. This is why working to protect the current density levels in the more residential single family home areas is so key.	11/16/2017 11:35 AM
77	4-storeys only..?	11/14/2017 7:38 AM
78	I feel that all areas of the neighborhood must be equally obliged to include affordable housing as part and parcel of development, whether it be single family dwellings, secondary suites, duplexes, townhouses, or multi-unit apartments or strata. It is wrong to put the entire obligation for affordable housing on the area of Fairfield that this draft calls "rental residential areas". Labeling this area "rental" reveals a strong and erroneous bias that I feel is designed to leave the impression that this area is less important and therefore can bear the brunt of relieving the affordable housing shortage. Being a renter in Victoria is as traditional as being a single-family dwelling owner, or a strata owner. As well, there are many single-family dwellings and strata properties mingled in amongst the rental buildings that makes these areas just as charming and quaint as Cook Street Village, and there is a low-rise, open and green feel all over the area, just like in the "traditional residential areas" (another bias-laden term).	11/12/2017 8:34 PM
79	There are no 6 story buildings in most of this area now (except a couple of new ones). 6 story buildings would impact on the light and ambiance of this area, where a lot of duplexes and small apartments already are.	11/11/2017 6:21 PM
80	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:56 AM
#	COMMENTS FOR "DIRECT ALL CONTRIBUTIONS FROM NEW DEVELOPMENT IN THIS AREA TOWARD CREATING NEW ON-SITE AFFORDABLE HOUSING. WHERE ON-SITE AFFORDABLE HOUSING IS SECURED, CONSIDER ADDITIONAL DENSITY (LIMITED TO 6 STOREYS) [SEE BONUS DENSITY INFO SHEET]"	DATE
1	don't clump all affordable housing into one area.	1/19/2018 3:00 PM
2	Six storeys is too high! Affordable is key!	1/18/2018 10:07 PM
3	No more additional density	1/18/2018 8:58 PM
4	It is hoped improvement to infrastructure including water, sewage, traffic lights and especially off-street parking will be implemented prior to authorizing	1/18/2018 4:40 PM
5	Proof you are already PLANNING TO APPROVE beyond the limitations listed in the plan.	1/18/2018 1:55 PM
6	Yes, really necessary.	1/18/2018 12:41 PM
7	I'd like to see more balance here with emphasis on the public realm, pedestrian infrastructure and public art.	1/18/2018 12:23 PM
8	If that is indeed where the 'contributions' are going. The benefits should be applied to that building only.	1/18/2018 12:20 PM

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9	We do not want more density. Affordable housing means only a handful of people benefit. Other support needs to be provided to people requiring housing. For example students usually do not receive any assistance for housing. Let's make more modest accommodation.	1/18/2018 11:17 AM
10	Yes to affordable housing, no to greater density. Why is it contingent on greater density? See earlier comment.	1/18/2018 10:49 AM
11	Developers will push this to the absolute limit. Their interests are short term. For residents, high, medium and low income residents included, our interests are long term.	1/18/2018 10:23 AM
12	What is affordable?.....single income families?.	1/17/2018 10:44 PM
13	Maximum 4 storey buildings.	1/17/2018 10:26 PM
14	affordable, speaking my language !	1/17/2018 9:54 PM
15	There is too much detail in the Q for this section	1/17/2018 9:28 PM
16	Stop talking about affordable housing. This is a Term with no meaning and should be dropped. Victoria is an expensive city to live in and you simply cannot change at fact. Developers need to get a good return on the money they spend.	1/17/2018 8:08 PM
17	6 Stories is too tall. 3 to 4 stories where existing apartment buildings exist. How is "affordable" defined? Affordable to whom?	1/17/2018 8:00 PM
18	Affordable housing kept to 4	1/17/2018 4:35 PM
19	Shouldn't be "all" contributions. Some public art would be nice.	1/17/2018 4:23 PM
20	Contributions should help enhance the neighbourhood not provide housing for those who feel entitled to live in a neighbourhood that is one of the most desirable, and therefore expensive, in the city. We would like to live in Uplands, but you do not see us at Oak Bay council meetings pushing for affordable housing. Fairfield should not be any different in this respect.	1/17/2018 4:19 PM
21	See above.	1/17/2018 2:40 PM
22	4 storeys	1/17/2018 2:37 PM
23	Make affordable housing for people who HAVE JOBS downtown. Do not create housing for indigents downtown.	1/17/2018 12:52 PM
24	I am opposed to 6 story building heights and the vehicle density it will create on Cook street.	1/17/2018 11:31 AM
25	What about neighbourhood improvements?	1/16/2018 10:05 PM
26	See 12 answer	1/16/2018 8:05 PM
27	Affordable housing should be moved well out of Victoria some where near the outskirts of the city	1/16/2018 7:42 PM
28	Let the market sort out what housing to build. "affordable" depends on who you are not a city definition	1/16/2018 5:30 PM
29	I do not support the additional density as a trade off for affordable housing.	1/16/2018 5:00 PM
30	I am not in support of subsidized affordable housing. Build condos and use tax revenues to give people who need it a tax break.	1/16/2018 4:05 PM
31	Agree with first part, but not up to 6 storeys.	1/16/2018 3:39 PM
32	affordable house needs to be put where property is affordable. we don't pay the taxes we pay and the price of a home in the area to live next to people that rent and do not have the same regard as we as home owners have. this devalues our property.	1/16/2018 1:25 PM
33	Do not agree with up to 6 stories	1/16/2018 1:08 PM
34	same as previous comment.	1/16/2018 12:10 PM
35	This still begs the issue of why are we trying to place affordable housing in a city where is very difficult to achieve without massive public funding and in that scenario who pays? Our taxes are already very high.	1/16/2018 10:30 AM
36	NO!!!!	1/16/2018 9:33 AM
37	No additional density . Developer must provide subsidized housing within the building.	1/15/2018 10:47 PM
38	Not in favor of trading additional density for public art.	1/15/2018 9:17 PM

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39	you've read my mind....	1/15/2018 9:00 PM
40	See comment above. No 6 stay building on north side of Fairfield between Vancouver and Quadra	1/15/2018 8:57 PM
41	Once again, why should affordable housing be more dense? Doesn't make sense. Keep housing density the same whether or not its affordable. It seems like this idea pretends to be about affordable housing, but is really just about getting the community to agree to higher density.	1/15/2018 8:28 PM
42	Affordable housing should be a requirement of any multi-dwelling project. The definition of affordable should also be adjusted to encompass what's actually affordable given avergae wages and cost of living here.	1/15/2018 8:00 PM
43	While affordable houseing is great I am not sure what you are proposing will deliver. Doubt it	1/15/2018 4:17 PM
44	If it's 6 stories, the builders will push hard for 8 stories.	1/15/2018 2:25 PM
45	I don't agree that just because some units of affordable housing is created that more density is the compensation. I am against more density. Even if the development stays at the 6 storey limit for this area north of Cook St. Village , (north of Cook and Fairfield) a developer can add more footprint going sideways instead of up taking away the open space of a less dense building.	1/15/2018 2:23 PM
46	Consider play areas for kids as well	1/14/2018 8:27 PM
47	maximum 4 storeys	1/14/2018 5:45 PM
48	what is affordable housing? will this be defined? there is really not much affordable in Fairfield. landlords have raised rents in apartments every year. 10% below market is still not affordable. don't see how this will actually work.	1/14/2018 5:01 PM
49	It would be great to have some neighbourhood subsidized housing, in addition to the two supportive housing buildings in the area. Could increase income diversity for Sir James Douglas school, which we know improves everyone's wellbeing, rich and poor alike.	1/14/2018 3:47 PM
50	Don't draw a hard and fast line with 6 storeys. The right building might be 7 storeys and include some public amenities.	1/12/2018 9:26 PM
51	Unfortunately the land base in this area is expensive, making affordable housing a greater challenge. Any added density must be seen not as extra \$ in the pockets of developers, but a real contribution to affordable housing.	1/12/2018 5:13 PM
52	you use 'affordable' all the time. What exactly does this mean? It's never defined. What's affordable to a CHinese businessman is not to a minimum wage worker	1/11/2018 9:39 AM
53	Ensure affordable housing is permanent for the life of the building. Ensure 3-bedroom affordable units are created.	1/5/2018 12:12 PM
54	too high. Rental apartments in this area does not necessarily equate affordable.	1/3/2018 2:43 PM
55	is housing a private sector initiative or not? certain elements in city council do not understand how 'markets' work!and	1/2/2018 10:14 PM
56	Affordability is vital	1/1/2018 11:42 AM
57	I am worried bonus denisty will get abused by developers.	12/26/2017 3:45 PM
58	Living downtown is a privilege. Having affordable housing in the most desirable place in town is unfair to those of us who have to pay through the nose to live down here. I know of people who live in subsidized housing that don't really need it. There needs to be more diligence in deciding who gets this housing, with regular reviews as their situations change.	12/19/2017 9:58 AM
59	Bonus density is a bribe pure and simple. The City needs backbone to stand up to developers -- no on-site affordable housing no building permit.	12/17/2017 12:15 PM
60	No increased density for affordable housing. Make it simply a requirement. Profit margins are already way too high for developers!	12/16/2017 8:31 PM
61	You MUST go to Affordable Financing or you simply create a transient community!!!	12/16/2017 7:34 AM
62	Only in the area shown on the density info sheet. Again, I am for affordable but not subsidize housing around downtown. Subsidized housing should be in area where the land is cheaper otherwise this model is fiscally unsustainable.	12/15/2017 5:37 PM

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63	Choose other places to add affordable housing. The areas close in to the downtown core are expensive enough without subsidizing cheap housing. A little further out is still within a 15 minute walk of downtown. Do not be so quick to reduce the city tax take. Similarly, building homeless facilities in the core is ludicrous. You get no tax revenue from these facilities and the occupants are surrounded by the drug and alcohol culture they help support downtown. Force the service agencies to move support services further out and the homeless facilities would have to follow. Why should government money be supporting the service agencies to be in the highest rent district of downtown and be tax exempt.	12/15/2017 4:18 PM
64	dump subsidized social housing: Fairfield deserves better	12/15/2017 12:20 PM
65	Who defines what "affordable" means?	12/14/2017 3:32 PM
66	Require affordable housing without increased density.	12/14/2017 2:41 PM
67	This is why all buildings on Cook and at the Ross Bay plaza should be 6 storeys, not 4.	12/14/2017 2:12 PM
68	Stop encouraging so much development.	12/14/2017 11:32 AM
69	So long as this does not decrease the value of my condo	12/10/2017 9:13 PM
70	The neighbourhood has a population which has supported it for decades w/o new poorly thought out ideas	12/8/2017 11:04 AM
71	Sounds good but I am against the bonus system which will enrich developers 10 more. And provide very limited benefit in terms of affordability. The POLICY should cap development at 30%, 40% and 50% and any developers wishing to qualify for 8-10, 6 or 4 storey in the respective areas should pay the city a bonus for that!	12/7/2017 3:38 PM
72	No specifics given.	12/6/2017 12:02 PM
73	define affordable, no additional density	12/5/2017 12:49 PM
74	The devil is in the details. What about resale of units bought by affordable housing applicants?	12/3/2017 9:48 PM
75	I don't agree with this all. Amenity contributions should be put towards PUBLIC amenities, something for us all to enjoy.	11/29/2017 3:38 PM
76	Do you mean more tax again? We pay enough property tax already!!	11/27/2017 6:44 PM
77	Again, this is fairy tale crap given that Victoria doesn't know how to obtain a workable CAC to leverage affordable housing. This is childish.	11/27/2017 4:09 PM
78	Yes to incentives to encourage affordable housing but not by allowing 6 stories.	11/22/2017 1:05 PM
79	Four storey, eliminate a lot of the city's money grabs	11/18/2017 11:46 AM
80	As long as units are sufficiently large for the families and we don't get unacceptably high densities.	11/16/2017 4:17 PM
81	This is a very bad idea. It will jeopardise the existing neighbourhood to help those who currently live elsewhere. Housing should be market based.	11/16/2017 11:35 AM
82	Please add a separated bike lane on Linden Avenue. Please close Linden to traffic from Dallas Road.	11/13/2017 4:59 PM
83	see above comments	11/12/2017 8:34 PM
84	Limit to 4 stories and it is ok. NO to bonus density. Council controls the development. Developers, if they are forced to comply, will comply.	11/11/2017 6:21 PM
85	This question is sort of vague and seems to be deliberately phrased misleadingly, presumably to get a specific outcome.	11/10/2017 9:56 AM

Q13 Did we miss anything? Read the Urban Residential Housing Section

Answered: 33 Skipped: 286

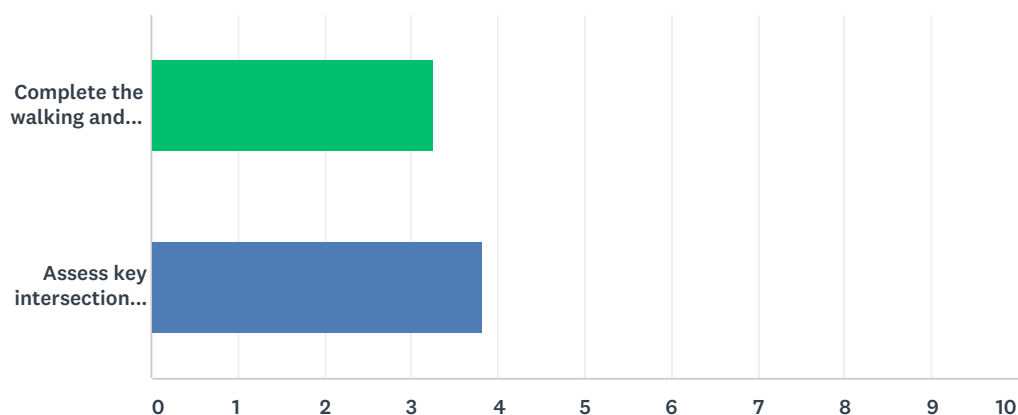
#	RESPONSES	DATE
1	No.	1/18/2018 12:41 PM
2	This Fairfield Neighbourhood Plan is going too fast. Let's hold off until there is more consultation and questions answered. Lets wait until after the upcoming municipal election in 2018. Too much, too fast. This is a drastic proposed change which needs a lot more time.	1/18/2018 8:42 AM
3	Yes. I do not believe the residents of Fairfield or Gonzales have been listened to by the current planning department or by city council. This is most disheartening.	1/17/2018 8:00 PM
4	Apartment buildings must have space for families. There needs to be multiple options for 3 bedrooms.	1/17/2018 5:25 PM
5	Yes, the vision for the city needs to be clear and strong. This neighbourhood provides an overall pleasing experience not just for residents but workers, visitors and tourists. While Fernwood remains relatively untouched, it is not the only neighbourhood with a long history and a character that helps define Victoria's distinctive identity as a city. Let's not destroy Fairfield, or confine it to a quaint pocket southeast of CSV, or wall it in to a few strips of streets, but encourage the expansion of its characteristics to enfold new growth, not be overtaken by it. The range of TR options has it right, but it must be applied to all new housing in Fairfield especially west of Linden.	1/17/2018 2:40 PM
6	very important!	1/16/2018 9:29 PM
7	Again you missed the point...Affordable financing by making the developers wait five years for profit..Allow no interest loans for first time buyers for five years... This works I have proof and I am the proof.	1/16/2018 8:05 PM
8	Water, sewer, traffic.	1/16/2018 7:42 PM
9	For affordable housing, would the City consider donating land?	1/16/2018 5:17 PM
10	How do you reasonably expect to get more and more affordable rentals in this area if you limit the number of units that can be built by restricting building height and types? This is the biggest contradiction that runs throughout this whole plan.	1/16/2018 12:10 PM
11	would have to see what the incentives would be for developers before providing an opinion.	1/14/2018 5:01 PM
12	We need to encourage developers to be contributors to the good of the community in which they are building, and not just motivated by every \$ they can squeeze out of a project	1/12/2018 5:13 PM
13	The buildings are ageing and when they get replaced you need to incentivize the affordable housing, family size units, and underground parking. 6-8 storeys appropriate for new development, but use a density bonus to not give it away without affordable housing. Higher buildings enables underground parking and a mix of residential units. 3 + bedrooms for families, rental housing, affordable ownership housing. Housing agreements.	1/11/2018 7:05 AM
14	I didn't see anything about parking - more density will require more parking.	1/10/2018 8:15 PM
15	Read Frederic Bastiat: "That which is seen and that which is not seen." (approx title). and other titles of his.	1/2/2018 10:14 PM
16	I'd like to see a definition of affordable housing.	1/2/2018 6:20 PM
17	Ensure adequate parking!	12/16/2017 8:31 PM
18	Anyone from anywhere even outside of BC can fill this survey in!!! This is not the definition in the Government Act nor the Growth Strategies ACT!!!	12/16/2017 7:34 AM
19	Density.	12/15/2017 4:18 PM
20	The rental market should be driven by supply and demand. Regulation should only be used for used for compliancy with building code and rental agreements.	12/15/2017 1:15 PM
21	stop the cycling infrastructure	12/15/2017 12:20 PM

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22	"Affordable" is not defined. What is affordable to a couple with a combined income of \$140,000 is very different that that of a single person earning half that amount or a person on a disability pension.	12/14/2017 3:32 PM
23	There is no need for bonus density. Stop the over-development of neighbourhoods.	12/14/2017 11:32 AM
24	Your plan does not really address affordability directly in the POLICY and it should.	12/7/2017 3:38 PM
25	Retaining rentals is a great idea. The plan you are putting forward will do the OPPOSITE. By encouraging speculation with massive upzonings and prezonings you drive out who is living here. Don't you feel guilty about what you are doing?	12/6/2017 12:02 PM
26	This is extremely important.	11/28/2017 10:30 AM
27	A realistic way to leverage affordable housing through a development mechanism. Delusionary.	11/27/2017 4:09 PM
28	So long as we are talking about maintaining current high density buildings here and not about adding them I like it.	11/18/2017 12:33 PM
29	This is so important. I live in this 'rental area' and units in my building that were originally renting for \$900/month a couple years ago are now \$1400/month. This neighbourhood is pricing so many young people out of it.	11/13/2017 2:09 PM
30	I feel strongly that if 6 storey buildings are allowed in areas of Fairfield that do not have 6 storey buildings now 6 storey buildings should be allowed in any area of Fairfield, under the same terms and conditions. The character and nature of the "rental residential areas" is no less worthy of protection than the "traditional residential areas".	11/12/2017 8:34 PM
31	No	11/12/2017 11:40 AM
32	In case you haven't figured it out, I am completely and unutterably opposed to 6 story buildings except along Fort Street corridor or in the area that is closest to downtown. This area (North of Southgate is mostly 4 story apartments now with a few streets having a mix of small apartments, duplexes and single family homes. These areas would be overwhelmed by 6 story buildings. Bonus Density is a bad concept that developers love. Council needs to set proper firm rules. Developers would comply. You CAN require rentals and affordable housing in all buildings. Just do it.	11/11/2017 6:21 PM
33	Six stories is too high. Current set backs should be required in any new proposed development.	11/10/2017 8:36 AM

Q14 How supportive are you of the key initiatives for transportation and mobility?

Answered: 277 Skipped: 42



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Complete the walking and cycling routes shown on the Neighbourhood Active Transportation Map and develop new ones to connect different parts of the neighbourhood	32.12% 88	20.07% 55	11.31% 31	14.96% 41	21.53% 59	274	3.26
Assess key intersections, crossings and areas for improvement identified in the Neighbourhood-Identified Transportation Improvements Map to make walking and cycling safer	42.86% 114	24.06% 64	16.92% 45	6.02% 16	10.15% 27	266	3.83

#	COMMENTS FOR "COMPLETE THE WALKING AND CYCLING ROUTES SHOWN ON THE NEIGHBOURHOOD ACTIVE TRANSPORTATION MAP AND DEVELOP NEW ONES TO CONNECT DIFFERENT PARTS OF THE NEIGHBOURHOOD"	DATE
1	Keenly opposed to any continuation of a useless bike highway. Period. Not needed, not wanted by the majority who live here	1/19/2018 4:19 PM
2	Motorists are not just going to switch to cycling. Traffic is being pushed to more residential streets. The opposite of what I see to be logical.	1/18/2018 10:27 PM
3	NO bike lanes on Cook St please; others needs should be accommodated first such as elders and those with disabilities	1/18/2018 9:01 PM
4	Vancouver Street not Cook Street for bike lanes.	1/18/2018 5:06 PM
5	Parking is essential to retain tourist use of Fairfield area- especially Dallas Road. I disagree with removing parking to allow for bicycles... Instead perhaps sidewalks could be expanded to accommodate bicycles.	1/18/2018 4:45 PM
6	Needs review of cycling routes through Cook St Village area/ must be reviewed in total with parking and redesign of commercial village stretch	1/18/2018 4:10 PM
7	I consider it very easy to walk or cycle in Fairfield now.	1/18/2018 2:06 PM

Draft Fairfield Neighbourhood Plan Survey

8	If you did a speck of studying traffic and parking in this neighbourhood you'd know that this is impossible to do without major safety concerns as well as huge parking issues and creation of traffic congestion.	1/18/2018 1:56 PM
9	Yes, we need more crosswalks and limited autos and motorcycles. And noise control.	1/18/2018 12:43 PM
10	Ditch the bike lanes on Cook Street and Dallas Road. This is going to be a nightmare.	1/18/2018 12:24 PM
11	I think some of the bicycle routes are very misguided. Side streets should be used more.	1/18/2018 12:21 PM
12	I th8 I This needs a lot more study and I put, especially from commuters and cyclists.	1/18/2018 10:53 AM
13	Why are cycling routes and walking routes combined into one question in this survey?? I have very different answers for these two separate activities. As you know, cyclists and walkers often don't co-exist happily in the same space.	1/18/2018 10:24 AM
14	We are seniors who would like to age in place and who currently live in the area. We do not want to make it easier to leave the car behind.	1/18/2018 8:43 AM
15	TOO MANY ROUTES!! V. CONFUSING. KEEP IT SIMPLE ONE OR TWO ENOUGH.	1/17/2018 11:02 PM
16	I agree, in adding more safe biking and walking sidewalks, there are too many areas where the sidewalk just ends!, and somehow your suppose to get across the busy street?. I very much agree in making it safer for biking, as I have 2 young children an it is always a challenge to get from our neighborhood to downtown or onto the galloping goose	1/17/2018 10:49 PM
17	Elderly and handicapped people need access to Cook Street Village services by car.	1/17/2018 10:30 PM
18	encouraging other means of transportation besides cars! Good work	1/17/2018 9:55 PM
19	Please do not put bike lanes on Cook Street	1/17/2018 9:48 PM
20	No speed bumps along Ricahardson- I heard a rumour. Moves traffic to the side streets	1/17/2018 8:56 PM
21	Fairfield is not wide enough to allow cycling lanes.	1/17/2018 8:35 PM
22	There is too much emphasis being put on bike paths.	1/17/2018 8:14 PM
23	At present cyclists who choose Fairfield Road impeded traffic flow. To increase cyclist use on this main artery would cause great frustration for buses, cars, delivery trucks, ... I see that Cook St. is also under consideration for increased cyclist and decreased vehicle traffic. This does not reflect the needs for everyone from Cook Street Village to Oak Bay who use this as a main access artery. Cyclists have other options, like Vancouver St., Richardson, ... etc...	1/17/2018 8:09 PM
24	NO BIKE LANES ON COOK STREET	1/17/2018 7:57 PM
25	See previous comments.	1/17/2018 5:31 PM
26	Walkability and cyclability are important, but we do not need multi-million, two lane bike lanes everywhere. Victoria is a very cycle-friendly city (this coming from a life-time cycle commuter). The only problems with cycling in Victoria are the cyclists who do not follow the rules, the drivers who do not follow the rules and the pedestrians that do not follow the rules. Let's save some money here and educate rather than limit parking and avoid painting our streets with more colours, while actually making it more confusing and difficult to move around and park.	1/17/2018 4:27 PM
27	It's nice but too much time is being spent on the issue.	1/17/2018 4:23 PM
28	do not need bike lanes on south cook st or thru the village use vancouver st .	1/17/2018 3:42 PM
29	really like the main connections so all the schools are linked, so that kids can get to elementary, middle and high schools safely.	1/17/2018 3:22 PM

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30	The Richardson route is very busy, even with the creepy smiley face sign. It's a very well used route as is the Oscar/Southgate route. The Richardson route needs to have very well-defined bike lanes as many children and youth use it as well. The Oscar/Southgate needs better marking to link in with Brooke, and more people are using it as well from Gonzales and Oak Bay. This route is also very popular with pedestrians and tourists (from downtown to CSV or Moss St Market). It's ridiculous that the Southgate portion is marked as it is because cars feel entitled despite the creepy smiley face to use it like a small highway. I still meet visitors, myself included when I moved to Victoria 20 years ago, who are unfamiliar with the city were confused as to whether Beacon Hill was an actual park or just parkland because there seems to be a small highway running along it. Such beautiful grounds on both side, sliced by a wide yellow-striped road - we know who has priority over the use of this access route. Southgate should have a treed boulevard in the centre, proper bike markings and clear pedestrian-friendly crossings at both Blanshard and Vancouver St. The latter is a disgrace in terms of urban design that's supposed to be dedicated to discouraging use of cars and supporting flow and safety for pedestrian and cyclists. A four-way corner doesn't even have something as simple as white lines to flag to cars that pedestrians have priority. Pedestrians either feel confused at this corner or afraid and hesitantly cross or avoid it all together preferring to J-walk. Shall we wait for a tragic incident once Capital Park is complete and more 6-8-10 unit condos rise before anything gets done?	1/17/2018 3:05 PM
31	must retain significant parking	1/17/2018 2:39 PM
32	Bike lanes are making it very difficult for drives. If there is space for both a bike lane and a large enough car lane, than that is ok.	1/17/2018 2:29 PM
33	Emphasis on walking, not so much cycling.	1/17/2018 1:05 PM
34	I don't know, shared space is so much better such as in Spain and Germany.	1/17/2018 12:57 PM
35	This plan is only for the whole plan. It would need to be tailored to the eventual plan	1/17/2018 12:33 PM
36	I am sure you have overestimated the need for more walking and cycling routes and the cost to do this will be too high for the use it will get. Or did you do a feasibility study to some how conclude there will be a certain percentage of increase. Your project overall is too big to manage	1/17/2018 11:39 AM
37	Enough with the move toward a cycle-centric city. This positively affects a very small percentage of the population, and negatively affects a large percentage... this from an avid walker/cycle-commuter.	1/17/2018 10:56 AM
38	Ono bike lane on cook st.	1/16/2018 10:11 PM
39	KIPLING AND THURLOW NEED TO BE ASSESSED- INTERSECTION IS NOT A 4 WAY STOP, VERY UNCLEAR. THE LAYOUT MAKES CROSSING DANGEROUS FOR CHILDREN WALKING TO SCHOOL AS WELL AS ALL PEDESTRIANS	1/16/2018 9:33 PM
40	So seniors which is the demographic for this area will throw their cars away for a bike in the cold?	1/16/2018 8:08 PM
41	These types of lanes and lights are a total waste of tax payer money and city resources.	1/16/2018 7:44 PM
42	This already is a great neighbourhood for walking and cycling (I do both almost daily). I dislike the City's commitment to separated bike lanes	1/16/2018 7:02 PM
43	Cycling routes very important to me.	1/16/2018 6:29 PM
44	Walking is not a problem as things stand now. I don't trust anything said about cycling with the present council in place.	1/16/2018 5:35 PM
45	Do not place a bikeway on Cook Street--it is a much needed motor corridor. There are other options!	1/16/2018 5:33 PM
46	Fed up with having the idea of "Biketoria" foisted on me!	1/16/2018 5:19 PM
47	don't need cycling routes in fairfield, there are lots of side streets	1/16/2018 4:17 PM
48	Can we please slow down traffic? Why are there no stop signs on Richardson between St. Charles and Moss? Disgraceful!	1/16/2018 4:06 PM
49	Cook St. is too busy and narrow for bike lanes.	1/16/2018 3:41 PM
50	i walk anywhere i want just fine. i don't need to pay more tax for someone that wants a fancy walk way or a bike lane with its own traffic light.	1/16/2018 1:28 PM

Draft Fairfield Neighbourhood Plan Survey

51	My opposition to this is in relation to Moss Rocks. According to the plan it would see integration into the victoria green space ...that however undermines the establishment of eco system protection. Hence I would be against anything that changes Moss Rocks.	1/16/2018 1:13 PM
52	Cyclists have navigated around Fairfield for many years without bike lanes and should be able to do so, if you take into consideration how many bike lanes have been constructed and the few cyclists using them.	1/16/2018 1:11 PM
53	separated bike lanes as the norm.	1/16/2018 12:10 PM
54	The bike lanes are overkill and they could prove fatal to my business. I agree with council's direction to promote densification but the bike lanes have too many problems. I am on Cook everyday and the amount of traffic congestion during busy times will be dangerous. Bikes are not the only answer.	1/16/2018 12:00 PM
55	Firstly, bike route should be on Vancouver, not Cook. Secondly, who came up with the ALL AGES AND ALL ABILITIES concept. It may sound good but in reality what does it mean? Is it suitable for a 2 year old or a 90 year old with Alzimers? Finally, who have two directional bike lanes on one way streets. It would have made farmore sense to have a west bound path on Pandora and an east bound path on Fort. Less congestion, wider roads and less confusion for cars and cycllists and pedestrians.	1/16/2018 10:49 AM
56	OPPOSED TO CYCLING ROUTE THAT GOES THROUGH ROSS BAY CEMETARY	1/16/2018 9:41 AM
57	The cycling routes have made it tricky and dangerous to travel downtown whether on a bike or in a car. When driving, I avoid the streets with bike lanes if I can, for fear of hitting a cyclist.	1/15/2018 11:13 PM
58	Cycling lanes such as the one on Pandora are awful.id rather a galloping goose model. Give cyclists a whole road or a sidewalk through town and keep it simple.	1/15/2018 10:50 PM
59	I am not opposed to cycle paths/routes in general. However, if the cycling routes spoken of here are similar to what has occurred on Pandora and Fort, I am opposed. I believe these developments (particularly Pandora) are poorly designed and cause more problem than they solve.	1/15/2018 9:48 PM
60	Going down Cook St is a bad idea.	1/15/2018 9:21 PM
61	with respect to parking; i know that these corridors, especially the bike lanes, are mostly attacked because automobile users feel they will lose parking options. We can gently help people (and i drive sometimes too) to pay their way if they choose to use a car. If parking is an issue, maybe there can be a lot or parkade added to these villages. Not a Robbins lot, but maybe operated by the city? I'd be okay with paying a little to park, its the least we could do for the wear and tear on the roads and the space we take up. parking for electric vehicles should be free.	1/15/2018 9:04 PM
62	Generally agree, except DO NOT construct bikes lanes on Cook St through the village	1/15/2018 8:58 PM
63	Not at all sure from the "Key Direction" document what a "protected cycling facility" is. I am concerned that if it's segregated bike lanes along St. Charles, Brooke, Fairfield and Richardson this will create needless congestion. Slowing down motorized vehicles instead will not hinder movement of traffic as much.	1/15/2018 8:50 PM
64	No to the Richardson and Cook Street bike lane plans! Why pick busy streets and make them more congested! I don't understand this. Please put bike lanes on small quiet street with low traffic volumes and keep the cars on the main thoroughfares. Otherwise, all those cars are going to be forced onto our quiet neighbourhood streets where the bikes should be! Cars on the busy streets like Cook, bikes on the quieter streets please. As a home owner at May and Linden, I don't want all the cars from Cook Street taking over Linden! Please don't put bike lanes down Cook Street!!!!	1/15/2018 8:35 PM
65	Make it so people who live in the neighborhood can walk in it. If people want to go to another neighborhood they should be able to walk there	1/15/2018 8:25 PM
66	No more silly two way bike lanes. I think cyclists can find their way around town using one-way roads just fine. A complete waste of taxpayer money.	1/15/2018 4:29 PM
67	Cook Street does not need bicycle lanes-use Vancouver Street..	1/15/2018 2:45 PM
68	I like the walking and cycling routes shown on the Neighbourhood Active Transportation Map. I don't see that developing new ones is necessary.	1/15/2018 2:35 PM
69	Cook St. should not be a cycling route. it is a major north south artery for emergency, bus and all vehicular traffic. Keep the four lanes. Do not add bike lanes to Dallas Road. it is wide enough to accommodate cyclists as it is.	1/14/2018 11:27 PM

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70	walking yes. cycling no. Cook Street Village should not have a cycle path.	1/14/2018 5:04 PM
71	It's already quite a cycling and walking friendly area.	1/14/2018 3:50 PM
72	No lost parking spaces!! - 4 way stops should be eliminated (Adds to climate change - use speed bumps and signs but have reasonable limits - 40kph too slow)	1/13/2018 3:18 PM
73	No	1/13/2018 8:01 AM
74	No cycling route on Dallas. More walking routes.	1/12/2018 9:27 PM
75	I don't necessarily agree with the routes chosen on the maps. I have a different route by which I reach downtown. I use a laneway to get up the hill. But overall I like the idea of better routes.	1/12/2018 5:14 PM
76	I think with all this emphasis on and funding for bikers they should pay a licence fee.	1/11/2018 9:40 AM
77	I am opposed to dedicated bike lanes on Cook Street through the village.	1/10/2018 8:18 PM
78	Spend the money on improving sidewalks and roads which are in pretty bad shape.	1/3/2018 7:57 PM
79	don't over-emphasize 'bicycling' to the detriment of other mobilities.	1/2/2018 10:15 PM
80	Any accommodations for scooter users?	1/2/2018 6:23 PM
81	Sure, it's already used this way. I would rather have a bike lane along the water than through downtown. I also don't want more cycling routes taking away from pedestrian or dog use areas..	12/26/2017 3:51 PM
82	The 'path' up Vimy Place is impassable. Suggest removing this and moving the route to Bond Street.	12/16/2017 8:37 PM
83	Adding mobility scooters and skate boards to bike paths is ludicrous! Electric Bikes are vehicles!	12/16/2017 7:40 AM
84	Nice idea but is it affordable to have more buses. I live on the bus #3 route and it is almost empty as it passes in front of our house. I understand that it will only run every 30-40 min in the New Year. Good decision but how does this fit with this plan. Unless Victoria changes its winter climate, I do not see myself biking everywhere. We lived in The Netherlands for 15 years; it has great bike routes and people use their car more and more to get to work and do activities. More bike path in Victoria will NOT make people use them.	12/15/2017 5:43 PM
85	As much walking infrastructure as possible. Biking infrastructure, but not at the expense of cars and parking. This makes no sense in a City of mostly drivers and only rush hour bikers.	12/15/2017 4:20 PM
86	As long as it improves traffic flow according to how the roads are used	12/15/2017 1:20 PM
87	No divided bike lanes.	12/14/2017 3:43 PM
88	Your cycling lane will be the death of the Village.	12/14/2017 3:00 PM
89	Your aging population and young families need cars, and/or good public transportation. Stop prioritizing bikes above public transit and cars	12/14/2017 11:33 AM
90	I am both an avid cyclist and commuter (both by bike and car) and am disappointed with the bike lanes created on Pandora and Fort St. The Fort St. bike lane will make my commute more difficult and discourages the use of my bike on that route. I will likely have to change my route and increase my commute. If the proposed cycling routes make it more difficult am vehemently opposed to their creation. However, if they allow more freedom I am in support.	12/10/2017 9:23 PM
91	Cook Street bikeway a bad idea. Broke St. should have stop signs to allow East-West bike thoroughway. We need bus transporation into Cook St. village to increased.	12/7/2017 3:44 PM
92	I dont believe this will happen. With the massive upzonings and prezonings there will never be a decent transportation system in Victoria	12/6/2017 12:04 PM
93	Bike lanes are not always the answer, especially when either street (pay) parking or residential street parking suffer huge losses like we have seen on Pandora and will see on Fort Street. People will ALWAYS drive, no matter how much we encourage them not to. If we take away too much parking, people who do not live close, or seniors or people with disabilities will simply choose not to come to certain areas.	12/5/2017 7:36 PM
94	Traffic volume will increase on Collinson and Vancouver streets as a consequence of Cook St. bike lane.	12/3/2017 9:49 PM
95	While cycling routes are a good idea, increased traffic will counteract this	11/30/2017 4:35 PM

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96	The two-way bike lane is a disaster. The mayor make the bike lane so she can bike to work/home?? The traffic is not moving as the road is getting narrower.	11/27/2017 6:48 PM
97	A bike-laned Vancouver street should be the prime bicycle route to Cook Street Village.	11/27/2017 4:14 PM
98	no more bike llanes anywhere	11/24/2017 3:36 PM
99	The current north/south cycling route is Vancouver st. This is quite unsatisfactory because of the hills and the increased car traffic that is avoiding Cook st. Cook st is the logical northsouth route. But please don't make a dedicated 2 laner like Pandora st. Take some of the boulevard on each side and make a bike lane starting at Oscar St. It doesn't need to go all the way through the village.	11/20/2017 11:52 PM
100	Protected Bike lanes are key! A bike lane on Fort Street - yes please! Bike lane on Cook Street--yes please! Close Linden and Dallas do traffic and make Linden one way--yes please!	11/20/2017 9:37 PM
101	Less focus on cycling	11/20/2017 8:02 PM
102	No more of these stupid double bike lanes please!!!!!! Where will people park on Richardson?	11/18/2017 1:18 PM
103	it works fine now	11/18/2017 11:47 AM
104	Looks great. Focus on a north/south corridor for bikes on Cooks street needs to be a priority. As traffic flows increase (hopefully mitigated by maintaining low density!), a bike route along Richmond would also be welcome.	11/16/2017 11:37 AM
105	The cycle path needs to be moved off Cook Street and relocated to Vancouver; Cook Street is a downtown bypass that needs to function well for automobiles and trucks. That is incompatible with intensive bicycle use.	11/14/2017 11:33 AM
106	Build the bike path on Cook and I will continue to use Vancouver St. (Hopefully it won't be ruined with 4 storey buildings.)	11/13/2017 9:30 PM
107	Please close Linden at Dallas Road and add a separated bike lane on Linden. People speed to get through to May street to avoid Cook Street. There are many families and children living on Linden Avenue.	11/13/2017 5:02 PM
108	I can't totally tell what the routes are from the map but I can say as a regular cyclist I avoid Cook St. It's too narrow and the traffic is too fast. I also almost always gets hit going into Cook St Village at the road that turns into a turning lane.	11/13/2017 2:12 PM
109	Cook St. in the village is not the place for a bike lane. Vancouver Street has been the bike lane since the 1970's. Enhance it.	11/13/2017 12:26 PM
110	You need to work on the bus transport much more. There are a lot of seniors in the area. As things go upscale that will only get worse. There are no buses on Cook St to the Village from 6:30 pm when the #3 stops running until about 8:30 pm when the #7 goes to its night route.	11/12/2017 11:08 PM
111	I'd pay extra taxes to get a cheaper bus system. Too much on bikes and not enough about buses.	11/12/2017 10:09 PM
112	Only, if the Cycling routes are safe, because the one at Pandora and futre Fort Street are not safe at all!	11/12/2017 11:43 AM
113	I have to drive as handicapped. It's already hard enough to find parking that I usually drive out of the area to shop.	11/11/2017 9:19 AM
114	You are planning to take all my driving corridors and make them less convenient. Those of us near the water are stuck and need a way out. Cyclists, including myself, use minor streets safely now.	11/10/2017 5:56 PM
115	Walking and cycling are crucial.	11/10/2017 3:47 PM
116	Don't put cycling lanes through Cook Street Village. Put them on Vancouver Street or beside Beacon Hill Park.	11/10/2017 3:08 PM
117	It's a joke to have two-way bike-lane on Pandora and Fort Street. Bike lane shoudl travel the same direction as the traffic only.	11/10/2017 10:15 AM
118	Cook Street is an integral vehicle commuter route - dedicated bike lanes are not appropriate here - s/b Vancouver	11/10/2017 6:13 AM

#	COMMENTS FOR "ASSESS KEY INTERSECTIONS, CROSSINGS AND AREAS FOR IMPROVEMENT IDENTIFIED IN THE NEIGHBOURHOOD-IDENTIFIED TRANSPORTATION IMPROVEMENTS MAP TO MAKE WALKING AND CYCLING SAFER"	DATE
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Draft Fairfield Neighbourhood Plan Survey

1	There are adequate crosswalks, pedestrian sidewalks and cycling safe roads without construction of additional resource heavy changes	1/19/2018 4:19 PM
2	I am a cyclist and bike everyday about my neighbourhood and downtown. I prefer to ride on quiet streets as opposed to busier streets. I like the idea cyclists riding on side streets where is much less traffic.	1/18/2018 10:19 PM
3	Parking is essential to retain tourist use of Fairfield area- especially Dallas Road. I disagree with removing parking to allow for bicycles... Instead perhaps sidewalks could be expanded to accommodate bicycles.	1/18/2018 4:45 PM
4	Great thought.	1/18/2018 12:43 PM
5	Note that narrowing of intersections usually increases the risk of crashes for cyclists. An alternative must be found	1/18/2018 11:18 AM
6	I walk all over Fairfield every day. I have noticed the cars are generally respectful. The trade trucks and buses are not, and they WHIZ through.	1/18/2018 10:53 AM
7	SAFE ALREADY! DON'T WASTE OUR TAX MONEY	1/17/2018 11:02 PM
8	What about speed bumps?, down St. Charles?, also I while I agree with slower posted speed limits it does not make sense that wider busier streets like Richardson are 40kph, yet narrower streets like St. Charles or stannard are still 50kph!. If you change the speed limit, why not do a whole sweep of the neighborhood?.	1/17/2018 10:49 PM
9	Elderly and handicapped people need access to the waterfront and Beacon Hill Park by car.	1/17/2018 10:30 PM
10	safety! my language also!	1/17/2018 9:55 PM
11	Assessment would be great but I don't get the sense the city gives a damn about what its citizens think	1/17/2018 9:48 PM
12	I do agree we need more lights at pedestrian crossings	1/17/2018 8:56 PM
13	There are a couple of reasons why walking and biking is not safe. The first is because everyone seems to wear black. People need to make themselves more visible especially at night. Perhaps a "Wear White At Night " campaign would help. Many cyclists do not have lights on their bikes which can be fatal at night. Also, walkers and cyclists are not obeying the rules of the road. The city and the police should be educating people and start ticketing people for not obeying signs and lights.	1/17/2018 8:14 PM
14	However, nothing specific has been proposed that I can see.	1/17/2018 8:09 PM
15	People in cars seem to dislike stopping for pedestrians at crosswalks. There are numerous crosswalks in the neighbourhood that could use a light to indicate it is time to stop for drivers. Perhaps steeper penalties and more enforcement of crosswalk etiquette should be implemented. Once drivers slow down, the roads will become safer. Dead-ending roads, such as Oliphant, would greatly improvement walkability between the Village and the Park by reducing the number of drivers using these roads as a cut through and accelerating to 60 kph by mid-block, only to have to stop by the time they reach either end.	1/17/2018 4:27 PM
16	Add Humboldt/Pakington/Vancouver St. and Southgate/Vancouver St.	1/17/2018 3:05 PM
17	You need to tell us WHO will assess and identify	1/17/2018 11:39 AM
18	Nothing wrong with existing (and pre-existing in the case the new bike lane corridors)	1/17/2018 10:56 AM
19	No bike lane on cook st.	1/16/2018 10:11 PM
20	Where will the emergency services? Can they walk to the Hospital?	1/16/2018 8:08 PM
21	Not enough information on how this is proposed !	1/16/2018 7:44 PM
22	How about making driving safer. Pedestrians and cyclists are more of a danger than drivers in this area.	1/16/2018 5:35 PM
23	More traffic lights, more islands, more stop signs. Anything to slow down traffic.	1/16/2018 4:06 PM
24	what does this mean. too vague	1/16/2018 1:28 PM
25	If cyclists would stop when coming to four way stops, red lights, coming into main traffic from side streets, maybe accidents wouldn't occur.	1/16/2018 1:11 PM
26	OPPOSED TO CYCLING ROUTE THAT GOES THROUGH ROSS BAY CEMETARY	1/16/2018 9:41 AM

Draft Fairfield Neighbourhood Plan Survey

27	It would be great to improve the walking routes, but not everyone can cycle everywhere. If my kids are sick or I need to get a family sized load of groceries, I am not cycling.	1/15/2018 11:13 PM
28	I'm not sure here if 'making walking and cycling safer' is really a code for 'bike lanes no matter what citizens say'! Please listen. I know the Fort Street business community wasn't listened to, but it isn't too late for Cook Street. Please, no bike lanes down Cook!!	1/15/2018 8:35 PM
29	I already think it is pretty safe but could be some improvements.	1/15/2018 8:31 PM
30	Key to the future is alternative transportation not cars and parking lots	1/15/2018 4:17 PM
31	Everyone needs to be more aware in this age of distraction-pedestrians, cyclists, car drivers, and any other wheeled device on roads or sidewalks.	1/15/2018 2:45 PM
32	I support all your initiatives except putting cycling improvements down Cook St. We who live in the Cook Street Village are asking that Cook Street become a slower, safer area for families and elderly people to cross easily and safely. Putting a bike lane along Cook would be a detriment to a slower, safer village. Parking will be lost for businesses which goes against what they want and the centre lane is used widely by delivery trucks where they park and unload. I am against a further bike lane on Cook St.	1/15/2018 2:35 PM
33	Consider making driving safer. Eg. Linden and Fairfield, Linden and Richardson. Visibility issues.	1/14/2018 11:27 PM
34	intersection at Dallas and Cook needs addressing very soon. better lighting at crosswalks leading out of Beacon Hill park.	1/14/2018 5:04 PM
35	Cross walks and zebra strips are a waste of money - more than sufficient studies to show this	1/13/2018 3:18 PM
36	No	1/13/2018 8:01 AM
37	No one can argue with improved safety	1/12/2018 5:14 PM
38	Cook Street is a very busy street. Cyclists should not be allowed on it or a bike lane should be established. The way it is now is that it is dangerous for both cars and bikes. I know because I do both and would not be caught dead on Cook Street on a bike. Fairfield Road is not much better. It is too narrow for bikes and cars. Take some of the parking off at least one side of the road.	1/12/2018 4:26 PM
39	Make action plan to address pedestrian and bike crossings ASAP.	1/11/2018 7:06 AM
40	Improve sidewalks and roads to make them safer for pedestrians and cyclists	1/3/2018 7:57 PM
41	Linden & Richardson needs a cross walk for children to access both SJD & Central. It aligns with the existing corridor up linden from Fairfield (has a crosswalk) and Fort (has a crosswalk). Richardson is now a heavy traffic corridor with few available crossing sites.	1/3/2018 2:45 PM
42	Access at intersections and crooked/raised up cement blocks affecting scooter users	1/2/2018 6:23 PM
43	Please consider cyclist-controlled cross-walk signals, and more pedestrian controlled crosswalk signals.	12/20/2017 12:59 PM
44	Make ALL streets safe for walking/cycling by lowering the speed limit everywhere in Fairfield to 40 km/hr, not just on the major thru-roads!!	12/16/2017 8:37 PM
45	Have you contacted the Transportation Ministry and added their comments in to be considered? Where?	12/16/2017 7:40 AM
46	The one we currently have not new ones.	12/15/2017 5:43 PM
47	Be careful what you do at Rupert Terrace/Quadra. This should remain safe and low volume/	12/15/2017 4:20 PM
48	based on the observation of cycling boon doggle in Victoria to date please keep the bike lanes away from the current multi use multi safe Cook Street	12/15/2017 12:23 PM
49	Improvements at misaligned St Charles Street immediately required for pedestrian safety and vehicle/busing turns	12/14/2017 3:43 PM
50	If the proposed cycling improvements are similar to those on Fort St and Pandora, I am strongly opposed	12/10/2017 9:23 PM
51	Specifics?	12/6/2017 12:04 PM
52	Push button lighted crosswalks are a must. This was overlooked at Rockland @ Vancouver, and is sorely needed.	12/5/2017 7:36 PM

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53	Care must be taken to ensure the bicycle lanes don't divert traffic onto quiet residential side streets like Collinson, Richardson and McClure Streets between Vancouver and Cook St.	12/3/2017 8:56 PM
54	Please don't forget about cars. There are many seniors living in this area who still depend on driving a car as their main mode of transportation.	12/1/2017 6:46 AM
55	crossings are fine	11/30/2017 4:35 PM
56	The LED streetlights are too dim. The streets are not safe anymore. The addicts are filling up the streets along the Music Conservatory. It looks worse than the thrid world countries.	11/27/2017 6:48 PM
57	You don't have enough money to make the amount and type of traffic measures required along Cook Street, let along other routes.	11/27/2017 4:14 PM
58	Please make a protected bike lane on Dallas Road!	11/20/2017 9:37 PM
59	Within the bounds of being non penalizing to pwople who require motorized transportation.	11/20/2017 5:21 PM
60	I would like to see Cook Street made a one-way street and Vancouver going the other way. That would allow for parking in the Village as well as bike lanes on both streets.	11/19/2017 2:54 PM
61	same	11/18/2017 11:47 AM
62	Given the the access to 50 parking spaces is off of Oliphant, this traditional residential street should be assessed for calming or diversion measure.	11/13/2017 9:30 PM
63	Let's expedite all bike lanes near Cook Street	11/13/2017 5:02 PM
64	Separated bike lanes on Cook St. Or designated painted bike lanes at least.	11/13/2017 2:12 PM
65	I hope for very safe walking paths!	11/12/2017 11:43 AM
66	Please see if you can make the intersection of Cook St and Fairfield Road safer for pedestrians. I walk through that intersection at least 1X/day and see many, many drivers turning right while look left (completely not seeing the pedestrian who wants to cross the street), gunning it to drive through a yellow light, speeding if they see a green light at the intersection, etc. It's a very dangerous intersection even though it is controlled. I was hit by a car that was turning left even though I had the walk signal and was in the crosswalk. There is so much more traffic going through that intersection than just a few years ago. Drivers need to slow down and pay attention and look for pedestrians.	11/11/2017 5:18 PM
67	What's wrong with them? Park and Heywood is fine. Not sure what "assessing" will lead to and if it will make it safer. May need one additional crosswalk in Cook St. Village.	11/10/2017 5:56 PM
68	Safety and welcoming to pedestrians and cyclists is crucial.	11/10/2017 3:47 PM
69	The two-way bike-lane on Pandora is a waste of public money. The road became so narrow and my truck cannot even pass it safely.	11/10/2017 10:15 AM
70	I walk everywhere - safety is not a concern right now so what are you addressing?	11/10/2017 6:13 AM

Q15 Did we miss anything? Read the chapter on transportation and mobility

Answered: 61 Skipped: 258

#	RESPONSES	DATE
1	How does this plan tie into the proposed CyclePath on Dallas Rd from Clover Point to Ogden Point?	1/18/2018 10:19 PM
2	You should NOT prioritize cyclists and ignore the elderly and disabled by sacrificing main emergency vehicle roads for bike lanes	1/18/2018 9:01 PM
3	This needs more coordinated study and data	1/18/2018 4:10 PM
4	No.	1/18/2018 12:43 PM
5	Elderly and handicapped people rely on their cars for access to services and mobility.	1/17/2018 10:30 PM
6	How does the Biketoria plan and Greenways plan fit with all this?	1/17/2018 3:05 PM
7	In Spain and France, much of downtown "street" parking is under the street accessible through simple access points along the side of the street, making remaining streetside a place for pedestrians and scooters and bikes and passenger drop-off.	1/17/2018 12:57 PM
8	Traffic calming badly needed on Moss from Central Middle School to SJD.	1/17/2018 10:04 AM
9	KIPLING AND THURLOW NEED TO BE ASSESSED- INTERSECTION IS NOT A 4 WAY STOP, VERY UNCLEAR. THE LAYOUT MAKES CROSSING DANGEROUS FOR CHILDREN WALKING TO SCHOOL AS WELL AS ALL PEDESTRIANS	1/16/2018 9:33 PM
10	This mess is a recipe for all you are 20 or 30 with no children and to never suffer injury or sickness!	1/16/2018 8:08 PM
11	Aging Infrastructure	1/16/2018 7:44 PM
12	What does "all ages and abilities route" mean? This sounds like a euphemism to obscure the intent to construct separated bike lanes. Please use plain language	1/16/2018 7:02 PM
13	It would be great if there could be 30 KM signs posted on Fairfield along Ross Bay Cemetery. The cemetery is designated as a park, therefore traffic should slow down.	1/16/2018 6:01 PM
14	Victoria Council has overdone bikeways! Fort Street should have waited until saw how Pandora/Wharf were working.	1/16/2018 5:33 PM
15	Do expect major opposition to cycling lane in Cook St village !	1/16/2018 5:19 PM
16	Please do not put dangerous bike lanes down Cook Street.	1/16/2018 5:01 PM
17	slow down the constant traffic on Fairfield rd. "traffic calming" speed bumps, post speed limits, put up one of those speed indicator signs Divert traffic to Dallas rd there are no schools or playgrounds there	1/16/2018 4:17 PM
18	most of the questions are meant to be vague and frustrating so people will give up answering. its so clear this is the way the survey is set up. i'm appalled so far	1/16/2018 1:28 PM
19	Additional crosswalks at all intersections and cross streets in the Cook St. Village to help slow and calm the traffic	1/16/2018 11:42 AM
20	OPPOSED TO CYCLING ROUTE GOING THROUGH ROSS BAY CEMETARY.	1/16/2018 9:41 AM
21	Listen to what people are saying about Cook St.	1/15/2018 9:21 PM
22	The bike lanes on Fort Street narrowed the road so much that anyone parking on that street and attempting to exit their vehicle risks being hit by a passing car. I'm all for supporting cycling, but not at the expense of safety for those who choose or require car transport.	1/15/2018 8:01 PM
23	Keep traffic off side streets. Increased bike lanes will result in traffic using residential streets to avoid them. Please, no more bike lanes.	1/14/2018 11:27 PM

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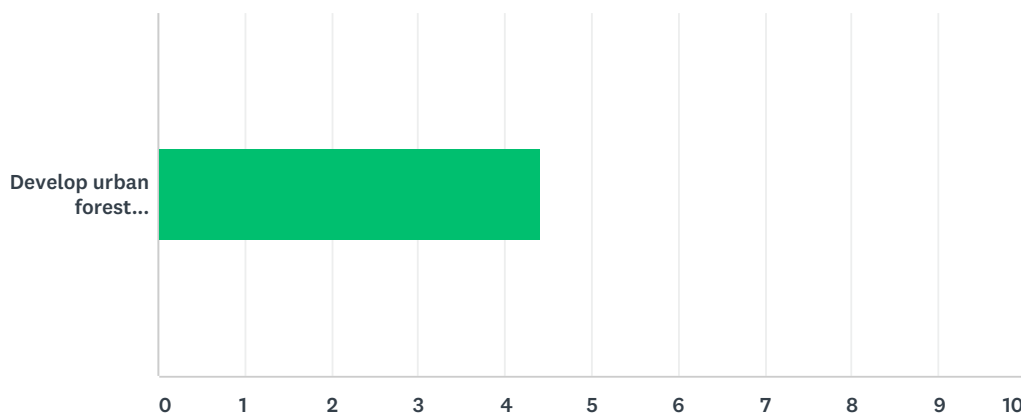
24	Our mayor has been EXCESSIVE with her bike lanes and the overruns in costs for this construction is heinous. She is pandering to the few and neglecting those opposed to unnecessary bike lanes. Avid cyclist friends have told me that they do not go near the bike lanes on Pandora because they consider the lanes dangerous. Buses and emergency vehicles no longer have enough leeway. Older people and people who have to go shopping are NOT going to be hopping on bikes! Why doesn't the council not consider adding more charge stations to encourage people to use electric cars?! Our mayor is ruining parking downtown and elsewhere!!	1/14/2018 5:11 PM
25	drivers fined for not stopping at unmarked crosswalks. if this cannot be done, then more crosswalks need to be marked with lights, etc. drivers do not stop for pedestrians it is becoming a real problem especially at Cook and Dallas.	1/14/2018 5:04 PM
26	What about increasing bus frequency? The 7 is great, but the 3 doesn't run very often. Can the city do anything about that or put anything about bus service in the plan?	1/14/2018 3:50 PM
27	Yes. You,ve missed the message that we do not want this	1/13/2018 8:01 AM
28	Not sure this is in the purview of the City but transit is far too infrequent in most areas of the neighbourhood. Consider an aging population and an increased need for good transit.	1/5/2018 12:14 PM
29	Y.ou will NOT succeed in having folks leave their cars at home to shop	1/4/2018 4:58 PM
30	reasonable balance	1/2/2018 10:15 PM
31	More street lamps on Cook Street between Oscar & Fort will make this area more safe for pedestrians and cyclists.	12/17/2017 2:50 PM
32	Improved public transport not bicycle paths is what is needed.	12/17/2017 12:18 PM
33	Please make all of Fairfield 40 km/hr (or 30 km/hr). It does not make sense that major thru-routes have a low speed limit, and the rest of the community is 50km/hr. People travel fast on those 'other' streets to make up the time they will loose on the main thru-roads with the slower speed limits. This doesn't make any sense and makes the 'other' streets unsafe. One example is Moss street, where I frequently observe speeding vehicles travelling much too fast to be safe for cyclists, pedestrians and other vehicles!	12/16/2017 8:37 PM
34	Anyone from anywhere can fill this survey in multiple times? For this reason all the survey's respondents cannot be a decision from those being impacted!!!	12/16/2017 7:40 AM
35	Look at the mess and large expense created on Pandora. I do not see a large amounts of bikes using these routes even in the summer.	12/15/2017 5:43 PM
36	Should consider alternative traffic flow management, including roundabouts, speed bumps and alsop requires better street lighting at intersections.	12/15/2017 1:20 PM
37	stop the cycling infrastructure at Fairfield: it is not wanted: not needed, and in your face...	12/15/2017 12:23 PM
38	Make all traffic on small street 30km, people drive like manics on small street in Victoria. Start charging to people who park on the street in front of their homes. The city is subsidizing carowner by not charging them parking fees - there are tons of drivesways that are not used. I simple small residential parking fee will do. Victoria is becoming a city, in no other city in Canada can resident park in downtown neighbourhoods for free. Apparently Richardson is a bike path, 2 way thoroughfare and people can park on it! Sorry, but that is ridiculous. Remove parking on Vancouver St and Richardson St and create bike lanes.	12/14/2017 2:17 PM
39	Moss & Fairfled doesn't always feel that safe for crossing to school. There is lots of potential with the dead end street (Oscar) for a nice public space.	12/14/2017 1:55 PM
40	Yes. Stop prioritizing bikes over public transit and cars.	12/14/2017 11:33 AM
41	Please do not over-complicate the transportation network in Fairfield and reduce the ability for current cyclist to navigate the area.	12/10/2017 9:23 PM
42	Bus transportation should be improved into Cook St. village. Transfers should be reintroduced.	12/7/2017 3:44 PM
43	I think it difficult a access what makes cycling safe. I don't think cyclists should cycle nex to parked cars where they can be doored, but I I also dont see the new concrete curbed bike lanes such as the one on Pandora as being much safer. I think cross town bike paths should be on quieter streets (such as Vancouver) with laterals to access bushiness on Cook street. I think we could give up some paarking spaces on residential streets while preserving them in comercial areas. I'm a driver, a walker and a biker.	12/7/2017 1:26 PM

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44	We need a bylaw to keep our sidewalks clear of over grown trees, shrubs and hedges. Property owners need to take responsibility for keeping the side walks clear or the city needs to do so with a minimum of notice, and costs back to the property owner.	12/6/2017 6:32 PM
45	The focus should not be on bike lanes but public transit. Too much money spent on bike lanes.	12/6/2017 12:04 PM
46	The corner of Collinson and Vancouver Street is getting more and more difficult to cross as the traffic increases on Vancouver Street.	12/3/2017 8:56 PM
47	Strongly oppose plan's reference on emphasizing the role of Stannard and Arnold Ave as "pass through" driving routes.	12/2/2017 4:31 PM
48	Please don't forget about cars. They are not going away and we need to maintain a safe road network for vehicles.	12/1/2017 6:46 AM
49	A realistic plan for paying for 1/3 of what is required.	11/27/2017 4:14 PM
50	Pedestrian safety with increased numbers of well lit crosswalks will be useful but further reducing the speed limit or otherwise curtailing transportation options is shortsighted at best	11/20/2017 5:21 PM
51	If you're proposing 2 way bike lanes on cook traffic will be a nightmare. 2 way bike lanes on Richardson will cause parking chaos.	11/18/2017 1:18 PM
52	I'm sorry - I gave up doing the survey at this point - it is just too long & too long - I probably don't have the expertise necessary to even do this survey ---- final opinion - more parking - fewer cars on the street -- please stop trying to put more people & more vehicles into a space that is the same size. good luck	11/14/2017 7:39 AM
53	Will side walks be wide enough for electric scooters and pedestrians to pass.	11/13/2017 9:30 PM
54	Please close Linden and Dallas and make Linden one way only. It's dangerous for children. Cars speed on Linden and use it as a cut through to avoid Cook Street.	11/13/2017 5:02 PM
55	We need to do a better job of policing delivery trucks, moving vans and construction sites that sometimes take over whole lanes of our main streets.	11/13/2017 3:56 PM
56	Buses, buses, buses. Small buses for smaller routes.	11/12/2017 10:09 PM
57	The city Victoria and around are not safe at all for cycling, we can not copy the cycling Cities from the Netherlands. It's still North America = the car country!	11/12/2017 11:43 AM
58	Moss Street is a major pedestrian and cycle route due to students commuting to SJD, Central and Vic High. Consider some improvements that recognize this and that slow down traffic particularly on the May to Fairfield segment.	11/11/2017 8:22 PM
59	Pakington Street, shown on the map as a bicycle route, is completely unsuitable for that purpose. Many apartments on this street have policies that charge people for their parking space, so the street is lined with their cars because they don't want to pay. People going to Cook Street Village park here because CSV doesn't have enough parking as is, and will have fewer spots under this plan. People are backing out of their driveways and find it difficult enough to see other cars coming down the street let alone cyclists. The street itself, with cars parked on both sides is barely wide enough for two small cars to pass each other. This street seems to be a ridiculous choice for anyone to want to cycle on except for someone who lives on this one block long street.	11/11/2017 6:26 PM
60	Who wants the protected bike lane in the village? Can't see how you can do that and enhance parking without making traffic stop still. What is an "All Ages and Abilities" bike route? Is my baby grandchild and grandmother going to be able to start riding a bike? What a useless, misleading term.	11/10/2017 5:56 PM
61	Take out the two-way bike lane. Increase of width of the road so traffic can flow easily.	11/10/2017 10:15 AM

Q16 How supportive are you of the key initiatives to support the urban forest and green spaces?

Answered: 272 Skipped: 47



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Develop urban forest strategies, such as street tree replanting, adding new trees in urban villages, open space guidelines for infill housing, community-led projects (e.g. orchards), and implementing the City-wide Urban Forest Master Plan.	65.07% 177	20.22% 55	9.19% 25	2.21% 6	3.31% 9	272	4.42

#	COMMENTS FOR "DEVELOP URBAN FOREST STRATEGIES, SUCH AS STREET TREE REPLANTING, ADDING NEW TREES IN URBAN VILLAGES, OPEN SPACE GUIDELINES FOR INFILL HOUSING, COMMUNITY-LED PROJECTS (E.G. ORCHARDS), AND IMPLEMENTING THE CITY-WIDE URBAN FOREST MASTER PLAN."	DATE
1	Improved night street lights would also enhance the areas and expand their use.	1/18/2018 4:45 PM
2	Best bet is to retain and encourage traditional residential properties and create incentives for eg porous paving, leaving space for existing and new plantings	1/18/2018 4:13 PM
3	The 'Ross Bay village' concept violates the green space requirement. Hollywood park is half a block away and increase density (small lots) and townhouses will replace the green space surrounding the park.	1/18/2018 4:07 PM
4	HOWEVER if these proposed plans are approved this neighbourhood will LOSE GREEN SPACE!!!! So many yards will be turned into parking lots and condos. You clearly aren't being realistic.	1/18/2018 1:57 PM
5	Yes and support for care and maintenance.	1/18/2018 12:44 PM
6	Love green spaces. Not concern is excessive shade	1/18/2018 10:54 AM
7	There's no space to do this.	1/18/2018 8:44 AM
8	The plan should encourage adjacent property owners to neighbourhood parks to protect natural areas and use landscape management practices that support the park's ecological value.	1/17/2018 9:37 PM
9	I love the replanting of trees. I don't know about gardens- might have to tackle the deer population first.	1/17/2018 8:58 PM

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10	The city needs to take more care of the trees we already have. Many of the older trees need a good pruning and some thought needs to be given to cutting down sick trees and planting new ones. Also, we need to think about replacing every second tree on some streets so that all the trees need to be replaced at the same time leaving us with no vegetation until the new trees have grown up,	1/17/2018 8:17 PM
11	This is extremely important. The trees of Fairfield and Beacon Hill Park play a vital role in both the attractiveness of the area and the protection of the area's biodiversity.	1/17/2018 5:32 PM
12	Some of the areas being targeted should also allow for density. What person needs a 10000 square property in Fairfield? This discourages density in an unfortunate way. I would hope for some middle ground on the issue.	1/17/2018 4:24 PM
13	I think that we focus a lot on streetscape which is important, however we should also consider trees at the rear of people's properties as well, especially as we add garden suites.	1/17/2018 3:23 PM
14	What happened to the Robert Porter Park 'garden'? More incentives and/or ease of implementing boulevard gardens as well and small under-/un-used plots of land.	1/17/2018 3:10 PM
15	This is the city. We have the waterfront and the park here at our disposal already. The forests are not part of the city. They are accessible when needed.	1/17/2018 12:34 PM
16	What is 'infill' housing? You combine urban forest and green spaces with adding more housing additions. I am opposed to the housing density but agree with increased trees.	1/17/2018 11:44 AM
17	Keep the trees and the set backs and you will not have to plant GMO's	1/16/2018 8:09 PM
18	Better maintenance at Hollywood park. Trees and gardens. Not just lawn care and baseball diamond	1/16/2018 8:08 PM
19	Not enough information . Define the purpose of an urban forest ?	1/16/2018 7:45 PM
20	Density and urban forests do not make good companions!	1/16/2018 5:21 PM
21	sure add green space and parks and leave out the over population that is destroying these areas. these small little nodes to nature that are dotted here and there are a joke. what's the ratio of permeable to impermeable surfaces? another candy coated question	1/16/2018 1:29 PM
22	Trees are being planted on the boulevards and the deer are destroying them.	1/15/2018 9:25 PM
23	Green spaces, like Porter Park, need to stay natural. There's no need to formalize "trail connections" in such a small urban park. Further, orchards are okay but a community garden in this wild space is a hindrance.	1/15/2018 8:53 PM
24	How about allowing people to purchase trees to honor people after they die	1/15/2018 4:18 PM
25	Cutting down trees to make bicycle lanes makes no sense.	1/15/2018 2:47 PM
26	Discourage local homeowners planting on boulevards. it spoils the street-scape. They are not generally well maintained and quickly become an eyesore.	1/14/2018 11:34 PM
27	See earlier comment about underground power lines.	1/14/2018 8:28 PM
28	Practicable test required - Trees on Earle street for example have very acidic leaves that don't compost well - Not allowing trees to be removed at Hollywood park and having the batting cage built around a tree simply is crazy and a waste of money	1/13/2018 3:20 PM
29	always create maximum green spaces in urban area, also play and meeting spaces for interaction with people and environment	1/13/2018 12:14 AM
30	I would like to see a mix of native, ornamental, and food plants chosen and also consideration of native pollinators.	1/12/2018 5:16 PM
31	We need to IMPLEMENT the Urban Forest Plan.	1/12/2018 4:27 PM
32	Use DPAs to control trees on private land. Also zone for landscape buffers.	1/11/2018 7:07 AM
33	sorry, i haven't read the "urban forest master plan" ... but i'd be concerned about 'mission creep.'	1/2/2018 10:17 PM
34	Trees are vital too	1/1/2018 11:43 AM
35	could go further with developers being asked to replace trees cut down with more substantial plantings...and more encouragement of city to plant more trees on blvds	12/19/2017 7:59 AM
36	OK. what have you done to do this? The built Site Coverage must remain to meet this objective!!	12/16/2017 7:43 AM

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37	if the camper squatter hard to house miss fits just loiter and take over these areas why bother...	12/15/2017 12:25 PM
38	Planting tree is all fine and good, but maintenance of these trees is also critical. Our street and boulevard trees have been very poorly maintain over the last 15 years, so much so that insects and disease has killed many, trucks have ripped of limbs etc.	12/14/2017 3:46 PM
39	as long as food production garden areas do not replace grass strip between house lot and street	12/12/2017 3:38 PM
40	Guidelines are really not sufficient. It need to be in policy.	12/7/2017 3:46 PM
41	Again, the problem for me is small lot houses: fairfield gets so much of its character and lifestyle from having enough land around houses for residents to garden and landscape. I don't support Balkanizing Fairfield by subdividing it into a bunch of small lot houses with little land around them. It is much preferable to build a large multi unit house--a "houseplex"-- on bigger lot than to subdivide it. I think there should be a limit on the number of small lot houses that can be built on any given block.	12/7/2017 1:29 PM
42	Not possible to do this if you cover everywhere square inch with pavement. Allow developers to chop down all the trees. It will never happen. Look at Cook & Oliphant!	12/6/2017 12:07 PM
43	Fruit trees are essential to any urban forest. "Free food" and a mix of trees for cross pollination is key!	12/5/2017 7:37 PM
44	protect trees on private property	12/5/2017 12:49 PM
45	Trees provide health benefits but the increased polution from more traffic due to development will counteract benefits.	11/30/2017 4:37 PM
46	COMMUNITY ORCHARDS TAKE AWAY PARKSPACE FROM EVERYBODY ELSE KEEP THEM AS PARKS FOR ALL TO ENJOY	11/30/2017 1:30 PM
47	Move the drug addicts off the downtown core. The marijuana smells are very toxic. They should not be allowed to smoke freely on the street.	11/27/2017 6:50 PM
48	Too often these plans become too confining and undermine other goals for developing affordable housing. There is a lack of resolution between these tensions.	11/27/2017 4:17 PM
49	ensure trees on private property are encouraged and supported to ensure they are not victims of clearing for development. Especially ther should be no destruction of Garry Oaks.ld	11/27/2017 12:37 PM
50	need to ensure that in your enthusiasm to do away with cars, that you still allow vehicular access to places like Clover Point . It is widely used by folks in who enjoy lunch, dinner , meditation etc in their cars without freezing (even on sunny days, the wind chill is significant and expecting folks to enjoy an outdoor bench vs their car for this kind of recreation is not viable	11/23/2017 7:54 PM
51	can the existing "lollipop" trees on May st. be removed and replaced with something that doesn't have such high hayfever-inducing pollen?	11/20/2017 11:54 PM
52	Don't take parks and turn them into allotment garden plots or ugly spaces like what has been done in the "food forest" behind SJD	11/20/2017 8:04 PM
53	Very support of urban forest strategies. Not supportive of community led projects (e.g., orchards) unless it involves residents from the immediate area (e.g., nobody driving to area for community garden...you have to live in the immediate area)	11/20/2017 6:36 PM
54	look after what you now have responsibilty for	11/18/2017 11:47 AM
55	"Enhance the urban forest on private and public property through City-wide initiatives" is vague and potentially arbitrary.	11/14/2017 11:35 AM
56	Victoria needs to increase dramatically the cost for removing mature trees at construction sites. Current costs are so low that developers have no incentive to keep trees.	11/13/2017 4:01 PM
57	As it stands, the Urban Forest Master Plan does not have human health as an objective. Be careful what you plant and consider that climate change means longer pollination periods and even 2 a year. The UFMP needs to be amended. Be very thoughtful about which trees are planted and let adjacent homeowners have a say.	11/10/2017 6:01 PM
58	Have some part of Beacon Hill Park for home production. Like Victory Gardens. A suitable area.	11/10/2017 3:10 PM
59	You may be aware we have a beautiful natural area known as Beacon Hill Park.	11/10/2017 9:57 AM
60	How are you going to do this when clearly your focus is on densification not preservation of existing green space?	11/10/2017 8:42 AM

61	Give it a rest, none of you will be on city council by then anyway	11/9/2017 10:09 PM
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Q17 Did we miss anything?

Answered: 37 Skipped: 282

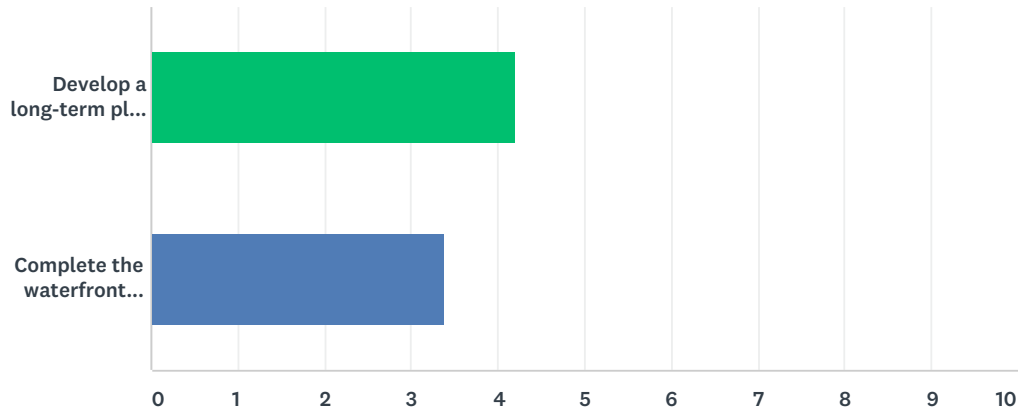
#	RESPONSES	DATE
1	No.	1/18/2018 12:44 PM
2	You've completely missed any policy on the cemetery. I'd like to see the site assessed for areas to inter cremated remains--or perhaps for memorial walls. As it is, the site is lovely, but wouldn't it be nice for residents of today to also have a chance for their final resting place to be here? Yes I know there are heritage values associated with the site, but this does not mean that new values cannot be accommodated along with new layers of use. I'm concerned that the site will become irrelevant without contemporary layers being added.	1/18/2018 12:30 PM
3	Are community gardens in a separate section? I am VERY supportive of that concept.	1/18/2018 10:54 AM
4	Keep commercial operations out of Beacon Hill Park and the Dallas Road waterfront.	1/17/2018 10:33 PM
5	I neglected to add on a previous page about increasing housing and population density, that I am VERY concerned about the ability of the current infrastructure to support those increases. Who would be paying for the reworking of sewer systems, etc...? I expect it will eventually fall to me the taxpayer to foot this bill, with the huge advantage going to the professional developer who does not live in my neighbourhood.	1/17/2018 8:17 PM
6	Would love to see community garden space .	1/17/2018 5:25 PM
7	Get creative and look at cost-effective incentives, incentive, incentives.	1/17/2018 3:10 PM
8	Logic!	1/16/2018 8:09 PM
9	Not enough information on the above topic	1/16/2018 7:45 PM
10	Yes--allowable footprints, for main house and for garden suites, too greatly reduces green space. We are paving/concreting over our paradise.	1/16/2018 5:34 PM
11	these large projects cut all the trees and vegetation such as Fairfield and Arnold Ave	1/16/2018 4:19 PM
12	The beautiful old pines on Thurlow at Durban were just recently chopped down because they were not "in keeping" with other trees nearby. I am not confident about the city's ability to retain old trees or replant. Sorry.	1/16/2018 4:09 PM
13	Encourage urban gardens (i.e. roof top gardens on single family, mixed residential buildings)	1/16/2018 12:00 PM
14	I would LOVE to produce my own food, but the deer eat everything in my yard. I have given up and will not spend any more of my time or money on a garden that the deer are eating. How will the city address the "deer issue" with regards to neighbourhood food production?	1/15/2018 11:13 PM
15	Think about a deer cull.	1/15/2018 9:25 PM
16	Production of food should be considered in any greening efforts.	1/15/2018 8:02 PM
17	If you want to encourage more nature, why are so many trees being taken down in our area. One example, the corner of Thurlow and Durban. Poor developers! They cannot build if they can't cut down trees.	1/14/2018 5:13 PM
18	green space needs to be maintained. trees do not grow in concrete. trees provide shade and oxygen, they must be kept in all areas of Fairfield, especially native, drought tolerant plantings.	1/14/2018 5:06 PM
19	A community garden would be great, especially for all of us living in MURBs.	1/14/2018 3:50 PM
20	Need to beef up the tree protection bylaw so that there is more incentive to save trees vs. chop them down. Need to preserve and protect Clover Point for pedestrian as well as vehicular access.	1/4/2018 4:59 PM
21	Why on earth did the buses reduce to one every half hour, when they are trying to get more passengers to take transit?	1/4/2018 9:30 AM
22	Flowers are nice	1/2/2018 6:23 PM
23	Support of neighbourhood food production is not being addressed enough for my liking.	12/17/2017 2:52 PM

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24	Paved terraces should not be counted as green space.	12/17/2017 12:20 PM
25	Why seek support on something that you have not done? Anyone and everyone supports life and garden life!	12/16/2017 7:43 AM
26	enforced bylaws on loitering camping....	12/15/2017 12:25 PM
27	Deer. You missed deer. It is hard to see HOW you missed deer, given how many of them there are.	12/14/2017 11:34 AM
28	All Pt. condo building should be up the LEEDS standard and have green roofs.	12/7/2017 3:46 PM
29	People should be able to take down--by permit--inappropriate trees, as when someone years ago planted a giant cedar in the backyard that is now shading the garden. I like the idea but am fearful of the bureaucracy it could create. We tend to be a very over-regulated society.	12/7/2017 1:29 PM
30	We need to find ways to use native species of trees and not replanting imported species, such as chestnuts. We and our environment we all benefit from using native species. We need more inviting spaces for community gathering, away from cars, these need to be multiple use, safe and friendly to seniors and families. The urban forest, parks and green spaces management are key to this. We need to have lots of demonstrations of our natural environment for our children.	12/6/2017 6:42 PM
31	It would be really great to have an effective and enforced Urban Forest Master Plan. We have a plan it is not followed. Your upzoning will make things worse. Don't you feel guilty about turning Fairfield into concrete?	12/6/2017 12:07 PM
32	consider planting fruit bearing trees on boulevard	11/17/2017 6:43 PM
33	I am concerned that the above proposals are likely not sufficient to maintain the tree canopy given the trees and shrubs on private land being redeveloped are being removed at very high rates.	11/13/2017 9:37 PM
34	We need to do a better job to help pollinating bees, insects and birds. Overuse and overlapping use of fungicides, herbicides and pesticides must end.	11/13/2017 4:01 PM
35	No	11/12/2017 11:44 AM
36	The Urban Forest Master Plan needs revision to stress human health. Yes, plant more trees, but use the right considerations. Support requiring open space guidelines for infill housing but not indicated in my answer above.	11/10/2017 6:01 PM
37	Need to make not only planting of green space, living walls etc a requirement for approval of new developments but also the maintenance of those plantings for a period of 20 years a requirement. As the City of Victoria does this for rental units in Strata Corporations it can use similar mechanisms for preserving green space. Greenery is expensive to maintain and after development Strata Corporations and individual home owners may want to reduce costs by removing some or all of it.	11/10/2017 8:42 AM

Q18 How supportive are you of the key initiatives to enhance the waterfront?

Answered: 279 Skipped: 40



	VERY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT OPPOSED	VERY OPPOSED	TOTAL	WEIGHTED AVERAGE
Develop a long-term plan to guide future improvements to the waterfront parks to enhance visitor experience, restore and protect the unique natural environment and respect the culturally-significant landscape	57.91% 161	20.14% 56	12.23% 34	3.96% 11	5.76% 16	278	4.21
Complete the waterfront cycling route along Dallas road	38.26% 101	15.91% 42	15.15% 40	8.33% 22	22.35% 59	264	3.39

#	COMMENTS FOR "DEVELOP A LONG-TERM PLAN TO GUIDE FUTURE IMPROVEMENTS TO THE WATERFRONT PARKS TO ENHANCE VISITOR EXPERIENCE, RESTORE AND PROTECT THE UNIQUE NATURAL ENVIRONMENT AND RESPECT THE CULTURALLY-SIGNIFICANT LANDSCAPE"	DATE
1	A bike path along the walking path on Dallas Road makes more sense than aggravating road congestion	1/18/2018 10:30 PM
2	The long term plan should reconsider whether the off-leash area for dogs on Dallas Rd is appropriate in such a urban, family-oriented neighborhood.	1/18/2018 10:20 PM
3	Improved night time lighting along with clear directional signage within the parks would enhance and likely increase usage	1/18/2018 4:49 PM
4	NO SEPARATED BIKE LANES	1/18/2018 1:58 PM
5	Great plan for a wonderful asset.	1/18/2018 12:46 PM
6	In my experience, so-called 'improvements' often turn out to be nothing of the sort.	1/18/2018 12:24 PM
7	The main focus should be residents not tourists.	1/18/2018 11:20 AM
8	No commercial or residential development on the waterfront. Retain parking spaces for elderly and handicapped people.	1/17/2018 10:37 PM
9	What is culturally-significant landscape? Do we wish to maintain the natural and original flora. That would be great.	1/17/2018 8:24 PM
10	Yes, but not in the way that has been proposed.	1/17/2018 8:22 PM

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11	Perhaps finding a way to ban camping in the park as well as along Dallas in the copses would go a long way to saving money on restoration and improving natural preservation.	1/17/2018 4:29 PM
12	please allocate money to widen the path and protect the bluffs	1/17/2018 3:44 PM
13	This should not be a burden to tax payers or a main focus.	1/17/2018 12:35 PM
14	Are visitors complaining? People who want to come to the waterfront will come and enjoy it as is. Please don't commercialize this or put such an emphasis on cycling. Victoria has a high population of elderly and retired people who don't ride bikes.	1/17/2018 11:50 AM
15	Fully walkable path would be nice along waterfront, like Stanley lark	1/16/2018 10:15 PM
16	This is required by our Strategic Act! If you did otherwise you break policy!	1/16/2018 8:14 PM
17	Totally need to sustain and protect the Ocean at all costs . and quit dumping Victoria city sewage into the ocean	1/16/2018 7:50 PM
18	It is really good right now; I am concerned that more intervention will worsen rather than improve what we have	1/16/2018 7:13 PM
19	Allow some commercial use.....coffee shop, restaurants	1/16/2018 5:22 PM
20	leave ross bay cemetery as is	1/16/2018 5:14 PM
21	I oppose significant changes to the waterfront that could be seen as commercializing a unique natural space.	1/16/2018 5:03 PM
22	get rid of the dog park they are destroying Beacon Hill Park	1/16/2018 4:20 PM
23	This is so vague. I have to oppose it because I don't understand the concept. Transparency is needs not alot of feel good words. What's this really about?	1/16/2018 1:33 PM
24	How are you going to improve parks when they are being used by homeless day and night? Those that do not add one cent of taxes to improve these sites.	1/16/2018 1:16 PM
25	Its pretty great as-is. I'd direct our resources into the cook street village area.	1/16/2018 12:17 PM
26	I don't trust the aesthetics of designers so I think the absolute least fiddling with our waterfront, the better.For example, painted gun tower is an eyesore.	1/15/2018 10:56 PM
27	Please don't 'enhance' the Dallas Road area or Beacon Hill Park. Keep it wild, simple and beautiful.	1/15/2018 8:43 PM
28	this really needs a separate working committee for the waterfront. we do not need to create man-made structures to ruin the view. people, over and over again comment on the natural beauty.	1/14/2018 5:09 PM
29	Would love more Lekwungen signs	1/14/2018 3:52 PM
30	DO NOT LOOSE ANY PARKING SPACES - WE NEED MORE PARKING NOT LESS Should allow food trucks and coffee wagons along the waterfront with limits	1/13/2018 3:23 PM
31	No	1/13/2018 8:03 AM
32	Do not increase concrete, actually decrease it, and don't put up fences. The green wood structure at the top of the beach stairs (2 stairs west of Cook St is a magnet for litter and drug users) . Get rid of it, please.	1/13/2018 12:16 AM
33	I think some things could be made nicer, but really what we want is to let the natural environment be the showpiece.	1/12/2018 5:23 PM
34	your idea of improving vistor experience may not be hte same as mine. AT one meeting someone suggested food trolleys etc.	1/11/2018 9:43 AM
35	Support preserving as much of natural landscape as possible.	1/5/2018 12:26 PM
36	these are 'motherhood statements' without flesh. (mixed metaphor). how can one be opposed to motherhood?	1/2/2018 10:21 PM
37	Don't make this a 'gathering' place for large groups - keep the space quite and natural. Also, consider segregation 'free run dog' areas from pedestrian walkways - I know too many people that are afraid to walk along the Dallas waterfront now, due to the loose dogs that have or could knock them over or injure them.	12/16/2017 8:43 PM
38	Cycling routes need to be next to parking not at the edge of the parks!!	12/16/2017 7:46 AM

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39	Better used of our tax payers than some of the other previous ideas	12/15/2017 5:45 PM
40	currently a war on between out of control dogs and dog owners and those others wishing to enjoy the waterfront area	12/15/2017 12:30 PM
41	Need to open up Dallas Rd to food carts	12/14/2017 6:40 PM
42	Only if improvement means maintaining and protecting the natural landscape and not gentrifying these areas with an abundance of urban features like concrete plazas, play equipment, painted structures etc. Keeping it natural DOES enhance visitor experience.	12/14/2017 3:53 PM
43	Stagger the removal of aging trees and replacing with young trees in order to preserve the treed look of streets.	12/14/2017 3:37 PM
44	Walkway along Dallas should be widened so that there is more room	12/7/2017 3:48 PM
45	No specifics given, No support.	12/6/2017 12:11 PM
46	get the dogs off the beaches	12/5/2017 12:49 PM
47	The new multi use building on the corner of Cook and Olliphant will not have available parking. As result, the residents and shoppers will park along Cook Street. Now there will be fewer available parking spots for those visiting Beaconhill Park or Dallas waterfront.	11/30/2017 4:40 PM
48	Can support this as long as investment is still made in existing parks elsewhere that serve the neighbourhood, i.e. small parks like Chapman Park should not be impacted negatively by this policy)	11/29/2017 3:42 PM
49	Need a new mayor and new city councillors. The current ones are out of touch. The Johnson street bridge is a waste of money and the bill keep going up.	11/27/2017 6:53 PM
50	UM- no mention of global warming and sea level rise here - where is this addressed??	11/27/2017 12:29 PM
51	Dallas Road is fine as it is and we do support the history	11/24/2017 3:44 PM
52	keep vehicular access and parking available on clover point	11/23/2017 7:55 PM
53	The details matter here.	11/22/2017 1:28 PM
54	How about making the design as clean as it is now - no artificial clutter. Just an unobstructed glorious view of the sea and mountains.	11/20/2017 11:56 PM
55	Protected bike lane on Dallas--yes please!!	11/20/2017 9:39 PM
56	as above	11/18/2017 11:48 AM
57	Please expedite adding a separated bike lane on Dallas Road. Please close Linden at Dallas to avoid a child being run over by a speeding car. Please add a separated bike lane on Linden from Dallas to May.	11/13/2017 5:04 PM
58	I do not support the Mile Zero idea???	11/13/2017 3:23 PM
59	How are you dealing with environmental degradation from off-leash dogs, hopping the fence, digging holes and fouling the land and water?	11/10/2017 6:03 PM
60	Fewer rules about where dogs can go would be welcome.	11/10/2017 6:15 AM
61	It's perfect the way it is	11/9/2017 10:09 PM
#	COMMENTS FOR "COMPLETE THE WATERFRONT CYCLING ROUTE ALONG DALLAS ROAD"	DATE
1	Categorically opposed	1/19/2018 4:20 PM
2	If it is next to the walking path and not on the road. Very much like in Stanley park	1/18/2018 10:30 PM
3	Many people cannot cycle for many reasons. Please don't ignore their needs and lose any parking along the Dallas Rd for cyclists.	1/18/2018 9:03 PM
4	I disagree with removing any parking along Dallas road, but suggest sidewalks could be widened to accommodate bike lanes	1/18/2018 4:49 PM
5	Ditto.	1/18/2018 12:46 PM
6	I am not in favour of this 'walled off' cycle route.	1/18/2018 12:24 PM
7	How about reducing the speed limit.	1/18/2018 11:20 AM

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8	As long as the cycling path is on the road and NOT along the pedestrian walkway.	1/18/2018 10:57 AM
9	WHY CYCLING/BIKELANES AGAIN AND AGIAN? DO THEY PAY TAX WHEN THEY BIKE?? ELDERS/BABIES/HANDICAP PEOPLE DON'T BIKE!!	1/17/2018 11:17 PM
10	Cycling is currently adequate on Dallas Road.	1/17/2018 10:37 PM
11	Dallas Road is fine the way it is. It's not a commuter route. Leave it alone.	1/17/2018 9:51 PM
12	This is fraught with problems. You already have massive amounts of cars coming and going as well as buses, horse carriages and pedal bikes with passengers. I think we need to encourage walkers in this area and discourage bikes. There is lots of wonderful biking on the Lochside and Galloping Goose. Direct the bikers there.	1/17/2018 8:24 PM
13	The way this has been proposed is absolutely ridiculous. Using such a heavily used road during tourist season to carve out a lane specified for bicycles would be very taxing and I think, unsafe.	1/17/2018 8:22 PM
14	Dallas is already significantly wider than an average road. Everyone has plenty of space as the road currently sits. It is not worth the money or sacrificing the parking spaces that are vital to enabling everyone to enjoy this area.	1/17/2018 4:29 PM
15	Again, it's fine just seems to be a bit too much focus on the issue.	1/17/2018 4:25 PM
16	This would increase tourism substantially and would attract great shops and restaurants to cook st village and Fairfield plaza.	1/17/2018 3:24 PM
17	The Locals enjoy the Dallas waterfront just as it is and want the parking areas to remain as they always have.	1/17/2018 2:46 PM
18	Only support the bike lanes if parking is still available for tourist and people that can not ride a bike.	1/17/2018 2:31 PM
19	It's unnecessary and the stupidity of that idea undermines the legitimacy of any other of your planned directions.	1/17/2018 1:00 PM
20	Definitely not. There is NOTHING wrong with the existing Dallas road waterfront. If you're looking for ideas, look to Calgary where they have mixed-use trails everywhere in their river valley. Cycle on the paths, not on the roads - widening the paths and line-dividing would cost a fraction of the price.	1/17/2018 10:59 AM
21	Handicap cannot mix with bikes that speed around them...This waterfront needs claiming no speeding.	1/16/2018 8:14 PM
22	Save the parking	1/16/2018 8:09 PM
23	Very supportive of this and any other initiatives that make it safe and pleasant to walk and cycle in the neighbourhood and the whole city.	1/16/2018 7:52 PM
24	Once agian a useless and utter waste of taxpayer money to please a few .	1/16/2018 7:50 PM
25	I do not support anything that reduces parking along the waterfront; people come from all over the region to walk the area. The road is already bike friendly. A cycling path adjacent to the walking path would be ok	1/16/2018 7:13 PM
26	YES! The Force Main plan with the option 3 parking is excellent!	1/16/2018 6:31 PM
27	I cycle to work everyday, and it would be great to have a cycling path that runs parallel to Dallas Road, rather than having a cycling path close to the dog walking crowd.	1/16/2018 6:02 PM
28	Cycling along dallas road, at present, is safe and easy. No need for change. By the way, I am a cyclist	1/16/2018 5:36 PM
29	Some good comments at a recent community meeting. Also, the whole issue of bike-densification is now being challenged internationally--something Council does not seem to want to hear.	1/16/2018 5:35 PM
30	No. It is possible already to ride a bike along Dallas Road. As a resident of the area, I often ride along the ocean.	1/16/2018 5:03 PM
31	not needed	1/16/2018 4:20 PM
32	Maybe ppl can walk and we can save the tax payers money. I'm sick of bike lanes this and that at my expense. I don't ride a bike and I won't ride a bike yet I have to pay for all this. I do walk and this is good enough.	1/16/2018 1:33 PM

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33	Why fix that which is not broken???? Plenty of room now for cyclists and cars to navigate. Parking is very much need by all users of the Dallas waterfront. The majority of use is by motorists.	1/16/2018 1:16 PM
34	Visitors to the city do not rent bikes to get around en masse. Driving to Dallas road and parking your car at the waters edge with your out of town friends and family is part of the city's charm and appeal. My 70 year old mother is not going to ride a bicycle to Dallas Rd.	1/16/2018 12:02 PM
35	I am in support of reducing parking to improve cycling lane	1/16/2018 12:01 PM
36	Again, not at the expense of parking, pedestrians and cars.	1/16/2018 10:50 AM
37	The cyclists seem to be fine sharing with cars along Dallas. It's a wide road with good visibility.	1/15/2018 10:56 PM
38	DO NOT construct bike lanes along Dallas Road. Parking is needed for those who cannot ride to Dallas Raod, who need to use a car.	1/15/2018 10:26 PM
39	I cycle this route regularly and do not see a need for a designated cycle route. This is one road where there is more than ample room for cyclists and motorists to "coexist". I am open to changing my mind if I were presented with compelling evidence demonstrating that this route requires a bike route to make it safer (ie., that there is a high number of traffic incidents involving cyclists)	1/15/2018 9:48 PM
40	great idea. like the seawall in Van. Bring more people into the city as a destination.	1/15/2018 9:05 PM
41	Cyclists already use the wide route along Dallas Road. What advantage is there to segregated cyclists from motorists and pedestrians?	1/15/2018 8:57 PM
42	Cycling along Dallas Road is fine as is. I use it all the time. Road is wide enough for bikes and cars.	1/15/2018 8:43 PM
43	leave it, it's working!	1/15/2018 8:12 PM
44	We should be cautious not to remove too many parking spaces so people cannot drive to the area and then enjoy walking Dallas Rd. as they do now.	1/15/2018 4:33 PM
45	Seriously? The road is three times as wide as a regular road already. Come on! Use your heads.	1/15/2018 4:29 PM
46	Not at the expense of parking which is already minimal. I have no problem sharing Dallas Road with cars when I cycle.	1/15/2018 2:48 PM
47	More people/families than cyclists come to Dallas to walk; they park their cars, unload their dogs and kids and enjoy this city asset. Cyclists do fine as it is along Dallas and the road is closed to cars during a cycling event. A cycling route/lane build along Dallas will take away the much necessary parking that people/families need to access the walkway here. I say NO to a cycling route along Dallas Road. s	1/15/2018 2:40 PM
48	Not necessary. It is a wide enough road and not subject to heavy traffic. Keep angle parking for residents and visitors who come to walk on the waterfront.	1/14/2018 11:39 PM
49	Do you actually mean along Dallas Road? Or is this the plan to limit the dog walking area and put a cycle path by the pedestrian path? By all means expand cycling and take the space from cars, I am all for that, but there are very important areas where dogs and people go and are not faced with cyclists, skateboards, roller skaters, etc.	1/14/2018 8:30 PM
50	Has any developer or planner ever seen how well used Clover Point is?! Visitors and people from all areas in Greater Victoria come in their cars to enjoy the waterfront and the magnificent views. Taking out the parking from Clover Point is absolutely FOOLISH!	1/14/2018 5:16 PM
51	this needs more thought between bike, people, dogs and cars.	1/14/2018 5:09 PM
52	Yes we need cycling paths but not the way we are doing it now - this is crazy and too expensive and I am a cyclist but also drive our car	1/13/2018 3:23 PM
53	Cycling we are all fed up with bike lanes .Its a mess our city !	1/13/2018 8:03 AM
54	Yes! Lots of cycling.	1/13/2018 12:16 AM
55	No waterfront cycling route along Dallas.	1/12/2018 9:29 PM
56	I ride on Dallas Road. I don't have a problem riding on that large wide street. Mostly I walk down there, but I know many others access this beautiful area by car, stop to have lunch there while enjoying the view in their car, and we need to make sure we don't reduce accessibility for them.	1/12/2018 5:23 PM
57	Not if it means reducing parking by many spaces	1/11/2018 9:43 AM

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58	Children and recreational cyclists need space to ride. Reduce dog park and pave for multi-modal path along cliff.	1/11/2018 7:08 AM
59	I cannot find any details of this proposal, so have not answered this survey question.	1/10/2018 8:22 PM
60	No new separated bike lanes along Dallas. Currently a very safe place to bike	1/9/2018 10:45 PM
61	There is no waterfront cycling route, this route is for walkers, and their dogs.	1/3/2018 8:04 PM
62	does not need to be a dedicated lane on the road that removes parking. Do it on the land- copy Stanley Park model.	1/3/2018 2:46 PM
63	Stop taking away our parking. The street and sidewalk is large enough for bikes as it is.	1/3/2018 8:32 AM
64	it's possible to cycle there now.	1/2/2018 10:21 PM
65	Don't remove parking. NOt everybody can access this area without a car and there is nowhere else to park close by. Limiting the area to residents and cyclists is unfair to a large part of Victoria's population (residents and tourists)	12/26/2017 3:53 PM
66	The bicycle path must be fenced along the Beacon Hill Park portion of Dallas Road as cyclists and skateboarders in proximity to an off-leash dog park is a recipe for an incident.	12/17/2017 12:26 PM
67	But put this along the road!!! And lower the speed limit for cars! Don't remove valuable green space!!	12/16/2017 8:43 PM
68	Why not have a walking park area? If you put electric bikes there is it not the same as a dirt bike?	12/16/2017 7:46 AM
69	If angle parking for people to park and gaze out at the water is removed for bike lanes, I am 100% opposed. All the parallel parking will cause traffic delays and pollution every summer as people jockey in out and finding a spot. Cyclists will not use the bike lanes much here as most of the waterfront cyclists ride too quickly to be retrained by the lanes.	12/15/2017 4:23 PM
70	Need to allow for pedestrian access	12/15/2017 1:21 PM
71	current fiasco on Fort and Pandora is bad enough: leave Cook Street and Dallas Road alone	12/15/2017 12:30 PM
72	No divided bike lane. What happens when the cycling infrastructure ends and moves onto Hollywood Crescent. Hollywood Crescent is too narrow already and congested with on street parking, tour buses and restricted sightlines around the curve are dangerous. Should the all ages all abilities cycle route be directed up St Charles and along Fairfield or Ross St before continuing eastward.	12/14/2017 3:53 PM
73	It would be nice to have some information at various places to let people know how the area was used by First Nations etc. See the examples in Beacon Hill Park.	12/14/2017 3:52 PM
74	Out the lanes in the public realm NOT the street	12/14/2017 3:01 PM
75	Yes, get a proper biking route along Dallas Rd. Tourists and residents would use it.	12/14/2017 2:18 PM
76	Cyclists need to be respectful of pedestrians - some go too quickly along Dallas	12/11/2017 5:10 PM
77	I support this if this does not hinder the ability of cyclist to train on the route. It is one of my favourite cycling routes and would be very disappointed if I was unable to cycle and speed along the waterfront.	12/10/2017 9:26 PM
78	This was part of the Clover Point development wasn't it.	12/7/2017 3:48 PM
79	This is a good idea. But I don't trust your consultation processes to do it right. (Cook & Oliphant!)	12/6/2017 12:11 PM
80	The cycling route should not be placed behind the car parking areas. It is already challenging to reverse out of waterfront-facing parking on Dallas Road, the cycling path should be on the south side (we can afford to lose a bit of greenspace for this), rather than behind where cars currently park.	12/5/2017 7:39 PM
81	IT IS ALREADY VERY WIDE WHY CHANGE IT	11/30/2017 1:30 PM
82	Yes!!!	11/28/2017 10:31 AM
83	The 2 way bike lane in Beacon Hill Park is very dangerous. I saw the pro-bikers are riding together occupying the two lanes. They are very fast and very dangerous.nes.	11/27/2017 6:53 PM
84	as long as it is along the road edge and not the cliff edge	11/27/2017 12:38 PM
85	no more bikes	11/24/2017 3:44 PM

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86	Most of Dallas Road is great already for biking. Priority would be to address the narrow dangerous section between Ogden Point and Douglas.	11/22/2017 1:28 PM
87	This is our biggest win! Look at Vancouver waterfront. This will bring in tourists!!	11/20/2017 9:39 PM
88	ditto	11/18/2017 11:48 AM
89	Great idea!	11/16/2017 11:37 AM
90	Expedite the waterfront cycling route along Dallas Road	11/13/2017 5:04 PM
91	Yes please. I would love to cycle along Dallas and not have to be on the road.	11/13/2017 2:14 PM
92	It not safe to cyvling there, with all the tourists and local people in the cars! to crowed.	11/12/2017 11:45 AM
93	I sure hope this gets done as part of the sewage project. It would be CRAZY to miss this opportunity. Once built this will be a major attraction for tourists and locals.	11/11/2017 8:25 PM
94	Dallas Rd is already one of the best places in Greater Victoria to cycle. In what possible way could the expenditure of vast sums of money to create a cycling route enhance the already cycle friendly Dallas Rd. I am totally opposed to spending anything on this idea.	11/11/2017 6:31 PM
95	Yes!	11/10/2017 8:37 PM
96	You will have to figure out how to mix bikes and humans with dogs. Right now, they cross Dallas at will.	11/10/2017 6:03 PM
97	Cycling paths are very prominent, walking, scooters and slow amblitory enablers should be of more concern.	11/10/2017 3:13 PM
98	Make sure the bike lane is going with the traffic, not against it. Some bikers (esp. the ones with the athletic teams) are not following the traffic. They ride as a group and occupy both lanes. It's very dangerous for bikes to navigate the traffic.	11/10/2017 10:18 AM
99	Suggest, if this is done that you hire a consultant with some experience in traffic and road planning, to avoid a similar situation to the unsafe mess created on Pandora.	11/10/2017 9:58 AM
100	Dallas road could have a dedicated cycling lane - keep it away from the dog park path.	11/10/2017 6:15 AM

Q19 Did we miss anything?

Answered: 53 Skipped: 266

#	RESPONSES	DATE
1	That only 6% of the population has any interest in bike highways and the like	1/19/2018 4:20 PM
2	The off-leash area for dogs is very large. For many families with young children, this area is off-limits because of roaming dogs, which is very sad for such a popular and beautiful urban park.	1/18/2018 10:20 PM
3	How does this plan tie into the proposed CyclePath on Dallas Rd from Clover Point to Ogden Point? Are you working together on this?	1/18/2018 10:20 PM
4	No.	1/18/2018 12:46 PM
5	Do we need a barrier between the bike path and the off leash dog area? Nothing tempts a dog like a bike. By barrier, I mean like a low growing hedge.	1/18/2018 10:57 AM
6	It's pretty fantastic the way it is. If this survey means "add washrooms" I'm all for it. If it means adding more pavement, making it more humanly modified, then I am all against it.	1/18/2018 10:27 AM
7	Please leave Dallas Road alone. It's great just the way it is.	1/18/2018 8:45 AM
8	GIVE ME A BREAK!! NO MORE BIKE LANE PLEASE!! BIKE LANE MAKES BUSINESS LEAVING VICTORIA.	1/17/2018 11:17 PM
9	Recognize the Aboriginal rights and Aboriginal title of the Lekwungen people.	1/17/2018 10:37 PM
10	Please carefully consider the feedback you are receiving.	1/17/2018 8:22 PM
11	paths need to be widen and money needs to be allocated to the protection of the bluffs	1/17/2018 3:44 PM
12	You seem to purposely mix two debatable and different plans in each question . If I accept one it infers I accept the others	1/17/2018 11:50 AM
13	Logic...really look at the answers...and be proactive and not pressured because mistakes like these will find all looking elsewhere to live! We already have amazing talent flocking to NZ and Australia...	1/16/2018 8:14 PM
14	stop dumping city storm water into the ocean	1/16/2018 7:50 PM
15	Do not complete the cycling route if it means most of the parking will be lost. This area attracts many seniors with mobility issues who need convenient parking	1/16/2018 4:36 PM
16	I expect visitors would appreciate a place to get a meal or just coffee (like the new cafeteria/restaurant facility on Kits Beach) and enjoy the gorgeous view at Clover Point. Why do they have to go up Cook St or all the way to Ogden point to get a coffee??	1/16/2018 4:12 PM
17	Add zoning for commercial use	1/16/2018 1:38 PM
18	I'm a cyclist and bike all over this area. I'm somewhat opposed to the additional "cycling paths" being created. They don't feel safe to me.	1/16/2018 11:58 AM
19	There are not enough crosswalks for the people of Fairfield to cross over Dallas Road and get to the waterfront. Should be a crosswalk at each intersecting street with Dallas Rd. I don't feel that we need any more "Recognize the history of the Lekwungen People along the waterfront" in any of the planning of Fairfield	1/16/2018 11:45 AM
20	DO NOT construct bike lanes along Dallas Raod	1/15/2018 10:26 PM
21	Don't get involved in any harebrained scheme to redevelope the Mile 0 area.	1/15/2018 9:29 PM
22	Its already easy to walk and cycle to the water. Don't need improvements that will make it hard to use a car in the neighbourhood! I am a home owner and many of my neighbours are elderly. They need to drive for groceries, doctor's appointments, etc. They are not going to be walking or cycling! We must consider the needs those in our city who are not able-bodied. (Which eventually is all of us, if we live long enough!)	1/15/2018 8:43 PM

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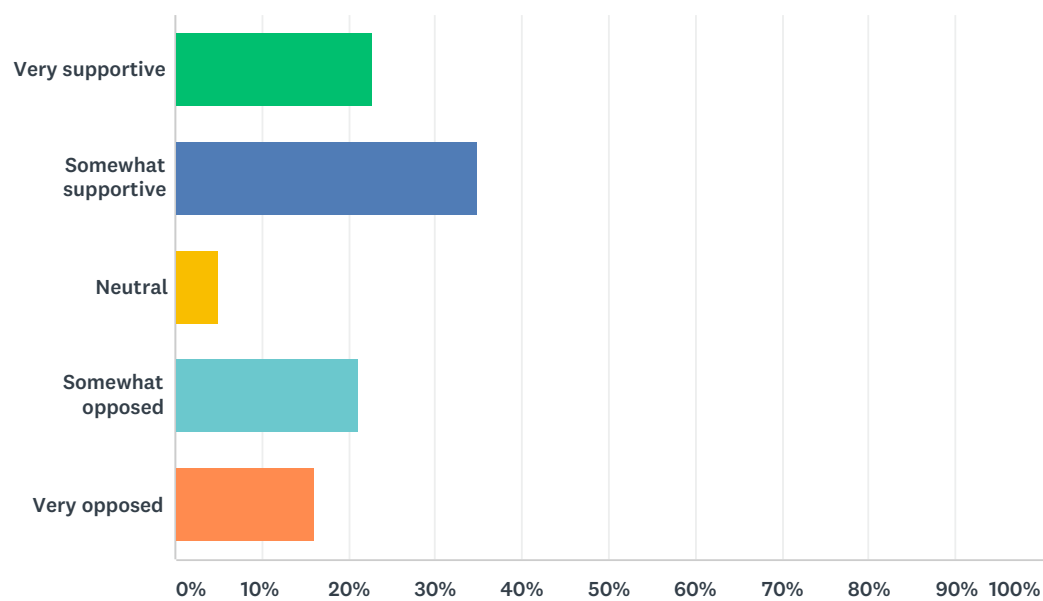
23	some nice, small signage to honour First Nations. small wayfinding signs. widen the foot path to accommodate the people using the walkway. a sign that says Clover Point Park. other than that - leave it alone.	1/14/2018 5:09 PM
24	Yes we do not need this	1/13/2018 8:03 AM
25	NO fences, please. More litter containers, but nice ones.	1/13/2018 12:16 AM
26	I am not sure how the off-leash dog area, and bicycle path and pedestrian areas are going to be integrated. If the bike path is up near the pedestrian one, then it won't affect parking. But bikes and dogs are a harder mix than dogs and pedestrians (no one puts their dog on a leash when it goes on the walking path) and no I am not a dog owner. I don't see a diagram of just what this will look like, so it is hard to comment. But I find Dallas Road pretty easy to cycle.	1/12/2018 5:23 PM
27	The sewer construction pipes etc may make improvements to Dallas road difficult - you'll have to wait and see what effect they have	1/11/2018 9:43 AM
28	No new separated bike lanes along Dallas. Currently a very safe place to bike as it is.	1/9/2018 10:45 PM
29	The number of folks who drive to Clover Point and picnic in the car, watch surfers etc is huge. Do not take away the ability to enjoy that beautiful area from within one's car. The reality is it is often way too cold to sit outside and picnic however many many folks bring their supper down in the car and enjoy the ambience of the outdoors from within their vehicle (out of the elements)	1/4/2018 5:01 PM
30	yes.	1/2/2018 10:21 PM
31	Is it OK for scooter users?	1/2/2018 6:24 PM
32	Please consider improved lighting along the pathway! Also, it would be great to add new streetlights between Cook St and Douglas along Dallas Road - that section is so dark! And how about a new sidewalk or bark mulch path along the north side of Dallas Road that connects the existing bark mulch path at the entrance to Beacon Hill around the corner towards the totem pole. It would so so great to have a defined bark mulch path all around the perimeter of the park (that is well lit!).	12/20/2017 1:06 PM
33	Please add some 'no dogs' areas along the waterfront for those who are not comfortable around 'free running' dogs for fear of being knocked over, or fear of being touched/licked (due to allergies).	12/16/2017 8:43 PM
34	I don't want a cycling path on the Dallas road jogging and dog park path	12/16/2017 11:25 AM
35	All of this Island can vote to change the area that is known as Fairfield for their own profit. This survey is to follow the OCP and only those who will be impacted can have their decisions incorporated in the final policy or by-laws!!!	12/16/2017 7:46 AM
36	Do not remove waterfront parking for bike lanes.	12/15/2017 4:23 PM
37	uncontrolled attitude of off leash dogs and owners to be mixed in with uncontrolled cyclists, joggers and walkers, kite flyers, hang gliders.... it is a war down here some days...	12/15/2017 12:30 PM
38	Clover Point really needs a facelift. Instead of a big parking lot how about some green space and seating areas!	12/14/2017 3:37 PM
39	Don't allow cyclists on the cement walkway along Dallas waterfront or other walking paths	12/11/2017 5:10 PM
40	Years ago the engineering department put mall cobbles on Ross Bay beach. The have all migrated to the east end of the beach and cover what was once a precious white sand class A beach. This beach should be restored and the engineering department enjoined from using small cobbles for erosion prevention. The science shows that cobbles of a larger size are needed to get past the migration problem.	12/7/2017 1:33 PM
41	We need to improve dog management in all these areas, as dogs fouling our paths and green areas is just unacceptable on all sorts of levels. We need to improve signage where bikes are not welcome on our pedestrian paths. We need to improve lightning on most of our pedestrian paths, where can people walk safely at night during all times of the year? Of course we must direct our lighting on streets and paths so as not to light the sky or neighbourhood.	12/6/2017 6:49 PM
42	There has been an Urban Forest Master Plan for years. No one follows it. You allow developers to chop beautiful big trees down and put up big ugly boxes of concrete called "luxury" which no locals can afford and it drives up rental costs.	12/6/2017 12:11 PM

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43	There is a requirement for some type of pedestrian crossing at Vancouver and Collinson Streets such as a lighted and marked crosswalk. Pedestrians making their way to and from downtown use Collinson Street to get to and from Quadra Street. Cars travelling north from the 4 way stop at Fairfield come up the hill to Collinson at speed and rarely stop to allow pedestrians to cross Vancouver Street.	12/3/2017 9:29 PM
44	Safety for walkers and cyclists is paramount. The road is way too wide and fast now. The angled parking is difficult for everyone.	11/28/2017 10:31 AM
45	Yes - where is mention of sea level rise and consequences on Fairfield?? Particularly at areas seriously at risk such as Dallas at Memorial Crescent. Without mention of this serious issue the whole planning process is superfluous if it fails to address this problem...	11/27/2017 12:29 PM
46	Protected Bike lane on Dallas should be key priority. Then a place to rent bikes on Dallas.	11/20/2017 9:39 PM
47	Again so long as these do not penalize motorized transportation. Further reducing speed limits or introducing traffic calming measures will aggravate an already toxic environment for motorists.	11/20/2017 5:23 PM
48	I would suggest different walking/running path from cycling.	11/16/2017 4:23 PM
49	Looks great. Focus on a north/south corridor for bikes on Cooks street needs to be a priority. As traffic flows increase (hopefully mitigated by maintaining low density!), a bike route along Richmond would also be welcome.	11/16/2017 11:37 AM
50	Traffic calming on Linden	11/13/2017 5:04 PM
51	Is there a reasonable way to separate dog-walkers and pedestrians on the Dallas walkway?	11/13/2017 4:02 PM
52	Yes, read above.	11/12/2017 11:45 AM
53	Deal with keeping up the facilities we have already first, before adding anything	11/10/2017 6:03 PM

Q20 Overall, how supportive are you of the draft Fairfield Neighbourhood Plan?

Answered: 284 Skipped: 35



ANSWER CHOICES	RESPONSES	
Very supportive	22.89%	65
Somewhat supportive	34.86%	99
Neutral	4.93%	14
Somewhat opposed	21.13%	60
Very opposed	16.20%	46
TOTAL		284

Q21 Any comments on other sections of the draft Fairfield Neighbourhood Plan or other general comments? Other sections: Heritage Infrastructure Environment and Sustainability Placemaking, Arts, and Culture Community Facilities and Well-being Action Plan

Answered: 106 Skipped: 213

#	RESPONSES	DATE
1	Engagement was terrible	1/18/2018 10:30 PM
2	Maintain heritage and ambience of the Fairfield neighbourhood as much as possible.	1/18/2018 10:21 PM
3	Too much assumptions and we received no information on engagement session. The event info on city planer's presentation on January 18 was communicated by nice neighbors not by the city at all.	1/18/2018 9:05 PM
4	I believe this action plan has not been communicated to the community in a slow and deliberate manner, with attention to the impact on current residents. I believe there would be higher acceptance level if the areas of off street parking remedies and higher traffic remedies were included.	1/18/2018 4:52 PM
5	Heritage: I think we need a Victoria Museum with a permanent display of the city's history.	1/18/2018 4:01 PM
6	This plan is a city agenda, it is not meant to improve life for current residents of Fairfield. The "outreach" the city has done is deplorable and the more residents reach out to one another and spread teh word where the city has failed to the more the real opinions from actual residents are being heard ... voices you have chosen to avoid thus far. Farifield and Gonzales residents DO NOT WANT THESE PLANS and we will be fighting you every step of the way.	1/18/2018 2:00 PM
7	None except control of vehicle use and parking.	1/18/2018 12:46 PM
8	I was very disappointed that the idea of designated heritage areas was dropped.	1/18/2018 12:25 PM
9	In coming to understand what has been going on behind the scenes, it has highlighted for me that our community is not connected socially to our so-called "Community Place". I have lived here for 20 years and almost never seen a course, activity, event that made me think "ahh, this is my place, my community." We have built our community with our actual neighbours, for which we are very grateful, and feel a great sense of dread that this proposed changes will undermine our immediate community.	1/18/2018 10:30 AM
10	I would like to see improvement to neighborhood parks like Hollywood park, I think newer playgrounds and refreshed parks gets more people out, just like behind the courthouse on Quadra st.	1/17/2018 10:51 PM
11	I would love to see the detailed results of this survey	1/17/2018 9:53 PM
12	The whole "plan" is too huge to comprehend at the speed and scope that is envisaged. You've done all the thinking and writing, and given us an objective, "5 bullet" style survey to guide the process! I am filling this out under protest.	1/17/2018 9:33 PM
13	I really want to keep Dallas the road the way it is except make the walking pathways from Moss to Douglas wider	1/17/2018 9:02 PM
14	I am very concerned about the ability of the existing infrastructure to handle what is proposed in this plan. And I am very concerned that the burden of paying for necessary upgrades will fall on taxpayers rather than being born by developers. This entire plan is very favorable to developers and unfavorable to current homeowners and families who have lived for decades in Fairfield/Gonzales.	1/17/2018 8:25 PM

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15	Camping in parks creates problems and makes them less attractive to other users. Changes need to be made regarding where camping is allowed and how this is enforced. I am generally not supportive of commercial activities in parks except in very limited circumstances. I would like to see programs in place to assist older houses and buildings become more energy efficient, including incentives for adding bike parking, solar panels and electric-car charging stations to apartments and condos. I would like to see some attention paid to the urban wildlife issue both in controlling over abundant species and in encouraging and supporting habitat for birds and urban mammals. We need more park space for an increasing population. There isn't much space available in Fairfield so the existing parks/green spaces need strong protection. I do not support the intrusion of food production/garden plots/communities gardens into the parks and green spaces. I am very supportive of supporting Fairfield's heritage built environment. It too is a very important part of the neighbourhood's ambience. We need to be very cognizant of the on-going commercial/development pressure being exerted throughout Victoria and southern Vancouver Island. It is essential that this plan meet the needs of Fairfield residents first in terms of maintaining a livable environment. It should not be driven by the desire of commercial interests to make money off of our home.	1/17/2018 5:46 PM
16	I worry that the small suites are going to be made into AirBnBs. Please make sure that year-round AirBnBs are not allowed in this neighbourhood.	1/17/2018 5:28 PM
17	We need more time to consider a dramatic plan like this. What's the hurry?	1/17/2018 5:09 PM
18	More public art. Less restrictions on density.	1/17/2018 4:25 PM
19	Please see comments below: Main concern about lack of transparency and consultation for Sub Area 4. Sub Area 4 wasn't even asked about in the survey- that is why I am slightly opposed to this plan, although I think many of the concepts for Cook st., Moss and May are all in keeping with the current community. I think you should take Sub Area 4 out of this plan and it should be part of a larger discussion and pertain to all of Fairfield. Specific questions/comments as it pertains to Sub Area 4: - what was the process behind outlining this area? Why does it stop at Stannard and St Charles? Who decided there is a thing called Ross bay Village? This is hardly a village (in the Cook St sense). It is not walkable, and is a magnet for many out of area shoppers. I think, from talking to my neighbours, that the existence of this new area was a great surprise. If we want density, don't we want it everywhere? As it stands, the plan seems to be picking "winners and losers" (e.g., I note that homes on Gonzales hill cannot be used for townhouses. The rationale escapes me). - How many property owners from sub area 4 have commented on or were consulted on the draft plan? (None of the neighbours I talked to on Philippa pl are aware of the plan). - the plan's Proposed Height is at least 1 storey higher than the vast majority of buildings in the area. Our home is a 1.5 storey duplex, and allowable is 2.5. So my neighbor will potentially tower over me. And yet, from what I can tell, the revised Gonzales plan has changed the height allowed back to 1.5 stories for townhouses (s. 5.8.4). - The proposed FAR of 0.85 mean that on a 10k sq ft lot, an 8500 sq ft unit could be built. The average FAR for the outlined area is what exactly? I'm guessing more like .25-.35. In other words the City is proposing to triple the density of the assembled lots in sub-area 4. Is there not a way to increase density gradually? I gather that one constraint is that developers won't bother if they cannot get sufficient density for a redevelopment. But my sense is that the biggest problem by far is the high cost of land acquisition (each lot is likely close to 1.2 million \$). Neighbourhood Character - I had concerns about how the guidelines in a official plan are to be interpreted by potential development. Let us take the issue of setbacks. As far as I can tell, the setbacks are suggestions, and the developer is free to propose a plan that ignores the setback. It is not a legal "zoning" requirement, and therefore there is no need for a variance. - It may be out of scope for the plan, but to be honest, there are very few large leafy trees in Fairfield. True, there are some amazing giants, but only recently a stand of bylaw-protected Douglas fir and cedar (on Thurlow near SJD) were cut down. From what I can tell, the tree bylaw does nothing to protect trees on private property if they "interfere" with a proposed redevelopment. But then what is the point of a tree bylaw? We will end up with a series of tiny, 4 foot high saplings that will likely never achieve the majesty of the current tree canopy. - I have a general problem with planning documents that feature idyllic treescapes (e.g. in the proposed double townhouse plan). There is no indication of impact on neighbours, no sign of exhaust fans, no cars. This is unrealistic. - The preamble says "preserve existing character" but I see nothing in the plan that specifically addresses this. As a resident and property owner, I am extremely concerned that the new density will impact my enjoyment of my property. e.g., the current green space in my backyard will be turned into a series of 2 story townhouses peering into my yard, noisy heat pumps, and surface parking.	1/17/2018 3:37 PM
20	gentle density model	1/17/2018 2:41 PM

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21	Protect Mount Saint Angela building along Burdett and protect that entire block since it is a grand avenue and once it is gone, you won't get it back.	1/17/2018 1:02 PM
22	It seems we are giving choice on how this will be done not if we want it done at all. Who is pushing this on us, Federal government, or the city and why such a mega project. What are the timelines?	1/17/2018 11:53 AM
23	Communication from the City on this endeavour was abysmal. As recently as this week, there are people DIRECTLY affected by the planned changes, who had no idea that anything was going to occur.	1/17/2018 11:00 AM
24	Cycling safety for our children commuting to schools.	1/17/2018 10:05 AM
25	Better design standards so buildings fit into heritage of the neighbourhood	1/16/2018 10:18 PM
26	Need affiliated parking with new developments	1/16/2018 10:16 PM
27	Find a intelligent planner that knows services must be in place first...this is why Up Island will grow and if you chop up Fairfield ...this will be another wasteland for you with no to little tax base...bankruptcy is as close as a BAD Cave to Developers LAP...	1/16/2018 8:16 PM
28	Very supportive of any initiatives that make it safe and pleasant to walk and cycle in the neighbourhood and the whole city.	1/16/2018 7:52 PM
29	This needs much more research and study before the residents are subject for the gain of a few .	1/16/2018 7:51 PM
30	I feel that the overall plan goes too far. I support diversifying housing options, but not to the extent proposed, and certainly not in ways that fundamentally alters the existing character of a community. The densification sought needs to be clearly stated (it currently is not) and scaled back from what it currently would be based on this draft. My overall concern is that this plan will make Fairfield a place I am no longer want to call home. Part of what makes this a great place are homes where people are out in yards working (most of our friendships with neighbours formed in this way). The current City wide approach to cycling seems to be more ideological than practical, so I do not have confidence in the rather vague descriptions here or the commitment to further study. I am not far away from being very opposed to this plan. I will be watching the next iteration of the plan very closely.	1/16/2018 7:21 PM
31	Urban designation only west of cook...	1/16/2018 6:50 PM
32	I do not support a bike lane on Cook Street.	1/16/2018 5:04 PM
33	we need services in Fairfield, library, proper community center, arts center, gym, swimming pool.....	1/16/2018 4:22 PM
34	We want to keep the heritage and quiet ambiance of our Fairfield area. More density promotes more noise, loss of heritage, and more traffic.	1/16/2018 1:18 PM
35	The proposed restrictions on building types and heights throughout the plan will only serve to make housing less affordable in an already unaffordable area. Let's have a plan that caters less to the old residents who live in million dollar homes and more to ensuring that people from all incomes can afford and find places to live in this neighbourhood.	1/16/2018 12:12 PM
36	NO TO THE BIKE LANES UP COOK AND ALONG DALLAS ROAD!!!!!!!!!!!!!!	1/16/2018 12:03 PM
37	Definitely need more affordable housing for renters! With the allowing of pets as well. Victoria is super pet friendly, make sure that gets added to the rental stock planning.	1/16/2018 11:59 AM
38	Once again I want to emphasize that Crescent Road from Ross to Foul Bay can not handle any more traffic from cars, tour buses, trucks etc. It is impossible to try to cross the road from April to September. WE NEED A PERMANENT CROSSWALK FROM THE END OF RICHMOND ROAD TO THE BEACH SO THAT RESIDENTS WITH KIDS AND OR DOGS CAN CROSS THE ROAD SAFELY. MY DOG AND I HAVE BEEN NARROWLY MISSED BY CARS WHO REFUSE TO SLOW DOWN FOR US TO CROSS TO THE PARK AND BEACH, THIS NEEDS TO BE ONE OF OUR FIRST PRIORITIES. WE HAVE BEEN VERY LUCK TO THIS POINT THAT SOMEONE HASNT BEEN HURT. PLEASE DO YOUR JOB! THANK YOU	1/16/2018 11:06 AM
39	More meaningful input needs to be received and the process needs to be slowed down perhaps until after the next election to see what the people really want to see in their neighbourhoods. Gonzales and Fairfield need to be considered together. Any separation of the two is artificial.	1/16/2018 10:52 AM
40	Keep Stannard Avenue a single family home residential street.	1/15/2018 11:14 PM
41	Limit zoning t 4 stories on north side of Fairfield Rd. Do not construct bike lanes.	1/15/2018 10:27 PM

Draft Fairfield Neighbourhood Plan Survey

42	I feel that much of this plan has been poorly explained. There appears to be a lack of crucial information required to make informed decisions. Certain parts of the plan which appear rather benign have been given a lot of attention, while other areas that have the potential to significantly impact residents have been modestly references at best. This feel manipulative and engenders mistrust of a process which seems to be biased towards development and developers over residents. I am not opposed to development. In fact, I agree there is a lot of potential to better use much of the space in the Fairfield neighborhood. However, the current process and plan need a lot of work to convince me that it will meet the goals it is setting out to achieve.	1/15/2018 9:48 PM
43	The transportation chapter doesn't seem to take into account the (anecdotal) increasing amount of motorized vehicular traffic from Oak Bay traveling into and through Fairfield along both Fairfield and Richardson; the "Urban Residential Transition Area" at the corner of Arnold and Fairfield is a brutal companion to the historic Ross Bay Villa next door - the history and heritage of the neighbourhood should be respected by new development and unfortunately this is an example of where it was disrespected; I believe there's a faith community on the corner of Joseph and Moss not indicated on your map on page 100.	1/15/2018 9:21 PM
44	Please slow down this consultation process. Allow the neighbourhood residents more time to develop a well thought-out plan that preserves the Fairfield character that we care about!	1/15/2018 8:44 PM
45	The community engagement process and community meetings are so highly ineffective and must be re-designed.	1/15/2018 8:03 PM
46	The Design Guidelines for Cook Street Village are weak and not directed and maintaining the key elements of diversity and variety.	1/15/2018 4:19 PM
47	Continue with neighbourhood consultation.	1/15/2018 2:49 PM
48	Maintain the heritage and architectural integrity of Fairfield. Do not allow further erosion of the neighbourhood character by the infill flat or shed roofed box structures. It is a unique area which should be preserved and not compromised by over densification.	1/14/2018 11:46 PM
49	You mention the Songhees and Esquimalt repeatedly, yet is is all "talk to them at some point". Why haven't they been consulted yet? Why do you not yet have anything concrete to say about their heritage sites, especially ones at risk such as Finlayson Point?	1/14/2018 8:31 PM
50	Are you going to destroy the Ross Bay Villa, a cherished heritage house in your sub-area 2 plans? You want to put up another monstrosity like the one that was built beside Ross Bay Villa?	1/14/2018 5:18 PM
51	heritage - what kind of incentives will be offered? will it cost tax payers more? Sustainability - climate change must be considered. bylaw for LEED buildings for any new building. Placemaking, etc. - why the need to animate the whole time? it is a beautiful area. tourists walk through the area all the time already. community facilities - encourage housing co-ops with daycares onsite. Action plan - needs community members to work with staff. perhaps ask for committee participation. seems city driven at this point.	1/14/2018 5:13 PM
52	No	1/13/2018 8:03 AM
53	Placemaking, Arts and Culture, and Heritage are what makes a city a stimulating, creative place to live. Public Art, Community public art, protected heritage buildings and sites are important. What makes a city or neighbour unique! Listen to our artists.	1/12/2018 9:34 PM
54	The survey froze, and I lost all my comments here. I would like to see more "green" initiatives in terms of green buildings, transportation, community gardens. We need electric vehicle charging stations and better bus service. I think I said it better the first time.	1/12/2018 5:31 PM
55	I am an environmentalist and therefore very concerned about green spaces in our neighbourhood. I also drive a car and ride a bike and would like to see safer riding for cyclists.	1/12/2018 4:29 PM
56	There seem to be a lot of feel good language without a lot of detail	1/11/2018 9:44 AM
57	Parking needs to be better addressed by digging further into what enables people to not own a car. Complete communities - all services in walking distance. The nhood commercial nodes are key for this. Control the kind of retail. Less hair salons more groceries. Encourage car shares with more dedicated parking spots. Cycling infrastructure key.	1/11/2018 7:11 AM
58	High hopes for smaller scale & density close to Pioneer Square & Christ Church Cathedral	1/10/2018 11:40 PM
59	The need for vehicle parking with increased density throughout, or proposed change as in the case of the Fairfield Plaza, has not been given adequate consideration.	1/10/2018 8:26 PM

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60	I support suggestions made for some areas but def not the drastic changes (esp very dense housing/building) proposed around Fairfield Plaza. St Charles and Stannard are currently frequently congested and this densification will add to the problem.	1/9/2018 10:47 PM
61	Our community (within what is designated as sub area 4) was not consulted nor properly informed. information that was sent out was misleading at best	1/4/2018 5:06 PM
62	Transit versus bike lanes.	1/4/2018 9:40 AM
63	My house will never see sunlight if you build a 3-4 story building. I won't be able to ave a garden. I will have absolutely no privacy	1/3/2018 8:33 AM
64	the compatibility, relationship and cost implications of goals have not been properly assessed. there is only one taxpayer... and 'we' are swimming in debt. enough already!	1/2/2018 10:25 PM
65	In general I am supportive of the plan with the notable exception of proposing to build double row townhouses in quiet single family neighborhoods such as that in sub-area 4 (north of Fairfield plaza).	12/29/2017 12:00 AM
66	Oliphant Avenue designation of traditional residential is wrong on all levels - from a planning perspective, appeal, consistent approach etc.	12/22/2017 2:33 PM
67	arts....no mention of requiring art works with buildings,,,many cities require a percentage of bldg costs go to art projects...would go a long way here	12/19/2017 8:00 AM
68	Maintain the Area with the OCP Growth and simply allow the residents and tenants their decisions in the Policies and By-Law which is the only legal decision....	12/16/2017 7:48 AM
69	The plan doesn't take into consideration the large number of dog owners. We want Gonzales Beach and Dallas Road to remain as places we can take our dogs off leash in all months of the year.	12/15/2017 11:28 PM
70	I feel like the three options initially presented were designed to give a result that ignored the controversial increased density in single family home areas. Thus I felt betrayed by the process like with many city consulting processes of late.	12/15/2017 4:25 PM
71	increased density and over development versus the current quality of life....	12/15/2017 12:31 PM
72	I don't agree with the NIMBY's who are against increasing urban density with maximum 6 story large urban villages. Too many changes to the OCP. Small but vocal groups that have been blessed with privilege continue to take take take	12/14/2017 6:45 PM
73	Plan is not well-designed to ensure that a variety of housing remains available to ensure an economically and socially diverse neighbourhood.	12/14/2017 2:43 PM
74	Arts - promote local artists and provide support for the annual Fairfield Artist Studio Tour. Oak Bay has public sculpture that rotates annually - have something in Fairfield similar Also venues for music .	12/11/2017 5:14 PM
75	The Action Plan should include annual improvements around Heritage, Environment & sustainability, community Facilities and well being otherwise nothing is assured!	12/7/2017 3:49 PM
76	I think it is really important to only support Heritage house refurbishing where it is being done to a very high environmental standard. That is to step code level 5 or passive house standards. Tax relief should be given to offset the costs of doing this. I am surprised that the Richardson and Cook Streets intersection has not been identified as needing review as I find this a dangerous intersection to cross or turn left. I have seen near missed with cyclists a number of times at this intersection.	12/6/2017 6:59 PM
77	No one should support a plan like this. It's horrible. It's vague. No specifics. Just platitudes that anyone can justify anything with--more buildings like Cook & Oliphant everywhere in Fairfield. I can't support density specific without rules and limits(regulations) with mitigating land value increases caused by (prezoning) upzoning. Your plan is a plan for speculators. If your plan is to ruin Fairfield over time. Congratulations! You've done it!	12/6/2017 12:15 PM
78	Para 6.1.16: Strongly object to this para. It would fundamentally change the nature of that area of Vancouver Street. The area cannot support the increase in parking required by businesses located in that area.	12/3/2017 10:31 PM
79	I am concerned about the use of Collinson for commercial purposes - noise, traffic volume, smells from restaurants,	12/3/2017 9:55 PM

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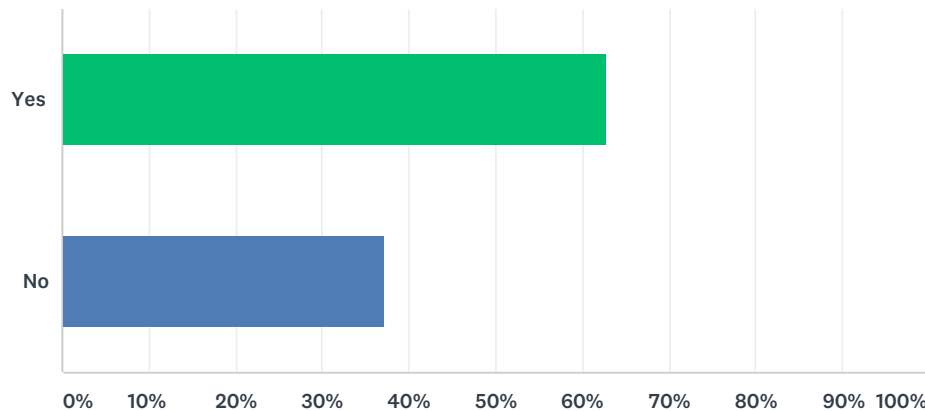
80	Don't forget about cars. They are here to stay and we need to drive safely around the Fairfield neighbourhood.	12/1/2017 6:53 AM
81	Growth and development will negatively affect the quality of living in Fairfield. The resulting increased density will cause increased traffic, pollution, fewer available parking spaces, longer waits for services. The village atmosphere will become big citified.	11/30/2017 4:42 PM
82	Expand heritage conservation areas Conversion of existing homes BEFORE demolition and new build	11/29/2017 3:43 PM
83	Given that Fort St is a Historic Corridor and is part of Downtown, Fairfield, Harris Green and Rockland, I would like to see a cohesive plan for the Fort St Corridor.	11/28/2017 7:09 AM
84	Allow other home-owners, (not just Abstract and Zebra) to build more high-end, small footprint houses. Everywhere you go, only the Abstract are building small houses. Are they funding the City Hall?	11/27/2017 6:55 PM
85	Council appears to want ti ignore the Plan as it suits them.	11/27/2017 4:19 PM
86	should be less emphasis on supporting developers with large projects (eg apartments) and more support for lower impact and more creative smaller housing projects.	11/27/2017 12:40 PM
87	I appreciate the various opportunities to provide input. However most residents, myself included, do not have the background to know what is current zoning, what is suggested in the OCP and how this differs from this neighbourhood plan. This should be more clearly stated.	11/22/2017 1:32 PM
88	I just got back from the meeting at Sir James Douglas and was mid way through this survey when I went. I was appalled by the misinformation that was being presented by the woman I spoke with and on the boards. Affordable hhousing is 30% of an income. They keep using this term and it's all lies. The public is being misled to believe that tgesse developments will provide affordable housing which isn't true. I also learned that if these plans are approved then zoning changes for big developers is much easier. The woman I spoke to was very misleading when she said that currently many areas are actually approved for higher density than they are proposing when in fact these properties are not zoned for that at all. This was a sales pitch show for the fairfield plan and im pissed off to be quite frank. I questioned this woman about what happens to all the residents who are displaced by these new developments and she had no clue at all. She mentioned a law for people in building of 4 or more units that makes a landlord assure tgeir relocation but she admitted she actually knew nothing about how it works. If you are going to hold open houses in future please be educated and stop using the word affordable as it's a complete and utter lie.	11/18/2017 1:28 PM
89	it's a gem already, don't mess it up	11/18/2017 11:48 AM
90	I would like to see affordable housing entrenched in all aspects of the neighbourhood plan so it cannot be stripped, overlooked, or ignored	11/17/2017 6:44 PM
91	People have worked hard and paid a lot of money to live in a family neighbourhood of Fairfield. Where kids. An walk to school and traffic is calm. I am all for denifying housing in downtown and main streets but neighbourhoods should be kept quiet and green. This is what we paid for!	11/16/2017 4:48 PM
92	Overall, I am "somewhat opposed" to the plan simply because of the theme of increasing density. This needs to be avoided to protect the people who already live in the community.	11/16/2017 11:38 AM
93	New multi unit residential buildings should have EV charging stations	11/13/2017 9:38 PM
94	Please close Linden at Dallas to avoid accidents as there are many children living on Linden. Please add a separated bike lane on Linden from Dallas to May or add traffic calming on Linden from Dallas to May. Please connect the Fort Street bike lane. Please try to get us a good grocery store like Thrifty Foods or Whole Foods for Cook Street Village. Oxford has nothing nutritional and is dirty.	11/13/2017 5:05 PM
95	Keep things simple and village-like. The charm of Fairfield (and Fernwood, Oak Bay, etc.) is just that. We don't have to shoehorn everyone and everything into this small area. Retain the organic nature of the area that developed over decades. Loads of room for rapid progress in Victoria down in the Bay/Gov't/ Queens area that is desperately in need of revitalization.	11/13/2017 3:30 PM
96	Surface parking is being ignored. Every single business requires deliveries and usually by truck. Think about that.	11/13/2017 12:28 PM
97	We need a decent community centre. The present one is totally inadequate.....have to go to Oakbay or other communities to take classes , play sports etc.. We need a library.....same thing....we have to go to other neighbourhoods.	11/12/2017 10:12 PM

Draft Fairfield Neighbourhood Plan Survey

98	I would like to re-iterate that there is an error that needs to be corrected in regards to the component 6.1.16 which reads: Support the provision of ground floor commercial or retail within mixed-use buildings located at the intersection of Collinson Street and Vancouver Street. There are no mixed-use buildings at the intersection of Collinson St and Vancouver St, so this reference needs to be removed from the Fairfield Neighborhood Plan in the 3 places it is reiterated. I feel that this is an egregious error that needs to be corrected immediately. What does exist on the SE corner of Vancouver St at Collinson St, at 617 Vancouver St. is an historic anomaly - Lou's Auto Repair. This is the oldest automotive repair shop in Victoria situated on a single-family dwelling size lot. It is erroneous to suggest additional commercial use in a location that is obviously a grandfathered variance in zoning. If the new policy being imputed is to spawn commercial use on the backs of these anomaly situations, then the Fairfield Neighborhood Plan must name all instances of anomalies in Fairfield - including 1403 May St (Stewart Monumental Works) and 15 Wellington Ave (Hung Homo Stay), among others. I am also following-up directly with the City of Victoria on this matter given the significant negative impact that allowing this error to stand as fact can have on consideration of future use for a pre-existing anomaly commercial use on a residential-size lot.	11/12/2017 8:37 PM
99	No	11/12/2017 11:46 AM
100	Key focus should be on maintain the heritage character of the neighbourhood. Control construction of box like housing which is destroying the character of this neighbourhood.	11/12/2017 1:41 AM
101	Overall there is a lot of good stuff but it seems like the NIMBYs have had their hands on this. Building stories have been reduced in many areas. Townhouses have been restricted. There are senseless restrictions on basements	11/11/2017 8:27 PM
102	Time check. I'm already 25 minutes in!	11/10/2017 6:04 PM
103	I feel that you listened to the Residence, and have chosen to keep CSV charm. Don't spoil it! Don't make it uniform!	11/10/2017 3:15 PM
104	Encourage roof-top garden. Relax the parking requirement as people cannot afford cars anymore. Do not use the LED white street light. It looks creepy! The yellow (natural) tone is better on the eyes. Reduce the size of lot requirement so more houses can be built.	11/10/2017 10:20 AM
105	Ridiculous. Needless.	11/10/2017 9:58 AM
106	Very concerned about adding cycling infrastructure to Cook Street - there are better alternatives	11/10/2017 6:16 AM

Q22 Were you aware that a neighbourhood plan was under development prior to the release of the draft plan?

Answered: 285 Skipped: 34



ANSWER CHOICES	RESPONSES
Yes	62.81% 179
No	37.19% 106
TOTAL	285

#	COMMENT	DATE
1	I was told our community plan was limited to the Fairfield Plaza and then surprise subsection 4. Seems to have been designed to help developers, and limit community response. Page 76.... really. I'll be voting accordingly.	1/18/2018 10:33 PM
2	I liked the general mailout, the updates through FGCA, and the activity Centre and alerts through, for example, BlockWatch network idea	1/18/2018 4:19 PM
3	Recall the brochure in the mail, and then not on radar until neighbour brought it to our attention	1/18/2018 2:55 PM
4	Citizen activities.	1/18/2018 12:48 PM
5	I was made aware at the FGCA presentation on Monday Jan. 15th that many people there did not know about it. Why can announcements not be made on radio and tv???	1/18/2018 12:31 PM
6	A leaflet was recently put in my mailbox. I had no idea about the extent of the proposed changes.	1/18/2018 11:57 AM
7	I learned about it by chance when I signed up for the newsletter. You need a better way to inform the vast majority of people who know nothing about it, and will feel "had" if this plan becomes a reality—especially renters, who may not be dialed in.	1/18/2018 11:02 AM
8	!!!!!!	1/18/2018 10:31 AM
9	This is where I feel I was blindsided, including many of my neighbors. As we did not see anything in the mail nor hear anything around. t	1/17/2018 11:14 PM
10	I heard about this through neighbours.	1/17/2018 9:42 PM
11	A neighbour told us they had received a notice in the mail.	1/17/2018 8:29 PM
12	City of Victoria has spent so little on making the residents aware of this plan .	1/16/2018 7:53 PM
13	Most of my neighbours have had very little idea that the plan is in development. The scope of the changes are very significant, and I think the project is proceeding with very little genuine support.	1/16/2018 7:21 PM

Draft Fairfield Neighbourhood Plan Survey

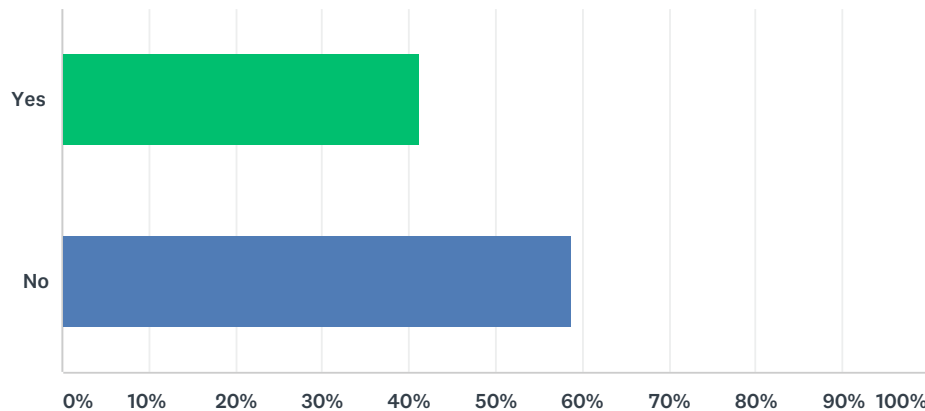
14	I am furious that this was not publicized more. I just learned about it through a flyer in my mailbox on Jan 15 and I went to the meeting. You clearly did the minimum because you are on the side of the developers not the people that live here.	1/16/2018 1:37 PM
15	A lot of our neighbours, also, were not aware of any of this draft plan. Your communication with the public involvement lacks drastically. We feel we are being bulldozed and bullied into this whole plan.	1/16/2018 1:23 PM
16	However, in spite of providing my email on at least two occasions, I was advised of the January 15th meeting by a neighbour not the city.	1/16/2018 10:53 AM
17	As a resident and owner of a house within a specifically designated Townhouse transition zone on St. Charles, I am disappointed at the lack of specific communication by the City for myself and those of us disproportionately impacted by the draft plan. I was first alerted to the development of a plan by a neighbour.	1/15/2018 10:05 PM
18	I knew there were discussions about a plan, but just recently became aware of the scope and how far the planning had moved forward. I feel the city has seriously failed at engaging residents in this process.	1/15/2018 9:48 PM
19	i saw signs up...not entirely clear on the process and timeline. But i'm awfully busy. Not sure what you'd have to do to get my attention.	1/15/2018 9:07 PM
20	The city says they sent pamphlets, but no one cared. Um, maybe no one reads pamphlets in 2018????? The assumptions made are so myopic.	1/15/2018 8:06 PM
21	Fairfield Gonzales Neighbourhood Association has kept us up to date.	1/15/2018 2:52 PM
22	I became very involved and aware of the OCP and the current LAP for Fairfield and other LAP's to follow for other communities when Urban Core proposed its large development on the corner of Cook St. and Oliphant Ave. to my community and the City.	1/15/2018 2:48 PM
23	The notification of these plans to the residents in Fairfield has been very poor. The information in your FNP pamphlet was deceptive and lacking information for the plans for Sub-area 4. I was told at one of the meetings that residents may not have received information if there households did not receive flyers and junk mail.	1/14/2018 5:34 PM
24	Fairfield Community Association is no correctly named and does not represent me or many of my neighbours views on land development type issues - City should deal with residents directly instead of associations that have different views than residents	1/13/2018 3:25 PM
25	but only through word of mouth	1/4/2018 5:08 PM
26	i am new to the area	1/2/2018 6:25 PM
27	I have attended all open houses and provided input and remain flabbergasted how the traditional residential designation along Oliphant was proposed..	12/22/2017 2:36 PM
28	There was limited to no input for those who can contribute to the process	12/16/2017 7:52 AM
29	But some mysterious people had already established the three options for consideration.	12/15/2017 4:28 PM
30	I just read it. It's awful.	12/6/2017 12:17 PM
31	I was aware of community opposition to the building construction on the corner of Oliphant and Cook. This plan of growth and development does not take into consideration community opposition to more multi use buildings, higher buildings and increased population density.	11/30/2017 4:46 PM
32	Attended the pin up session in the summer.	11/28/2017 7:11 AM
33	There needs to be better mechanism to reach into the community and the FGCA is not that vehicle.	11/27/2017 4:22 PM
34	lived in Fairfield since 1945. Very involved with all thing historical. Especially houses	11/24/2017 3:49 PM
35	Moved here from Vancouver in September 2017.	11/20/2017 11:18 AM
36	I saw the draft plan for Fairfield/Gonzales BUT I discovered it by accident. I have NEVER received a piece of mail in regards to this plan ever which is insane.	11/18/2017 1:29 PM
37	I am a home owner on Moss St but i'm currently out of province.	11/16/2017 4:27 PM
38	I was under the impression that this was the dream child of the City and that there was very little public input.	11/16/2017 2:57 PM

Draft Fairfield Neighbourhood Plan Survey

39	I moved into the neighborhood in March 2017 as a strata owner. I have been following the Fairfield CALUC but didn't know enough to know about this process.	11/12/2017 9:01 PM
40	That's OK.	11/12/2017 11:47 AM
41	I am an older person who is now moving to Sidney, because my apartment is due to be demolished and I cannot find affordable, or suitable rental in the area that I have lived for 20 years. First on Douglas and Simcoe, Emily Carr Apartments and then at Quadra and Southgate, Beacon Arms. I shall miss this area, I love it, but I have no choice, I mourn the situation. But like the plan.	11/10/2017 3:22 PM
42	I am surprised I was even consulted at all. It's almost like something a democratic government would do.	11/10/2017 9:59 AM

Q23 To date, have you been as involved in the development of this plan as you wanted to be?

Answered: 277 Skipped: 42



ANSWER CHOICES	RESPONSES	
Yes	41.16%	114
No	58.84%	163
TOTAL		277

#	COMMENT	DATE
1	Getting access to this document was not easy	1/19/2018 4:23 PM
2	This plan seems to be driven by developers and city staff wanting increase in city taxes.	1/18/2018 4:12 PM
3	Too old to be of much help.	1/18/2018 12:48 PM
4	I was travelling or busy	1/18/2018 12:31 PM
5	Maninly because I was out of town.	1/18/2018 11:02 AM
6	And still would not be except that a neighbour found out and alerted us.	1/18/2018 10:31 AM
7	I did not engage as much as I could have. Giving us a voice is great, so thank you for this.	1/17/2018 9:56 PM
8	I was not aware till my neighbour informed me in December.	1/17/2018 9:05 PM
9	I feel that my concerns have been met with countering statements rather than with an attitude of listening.	1/17/2018 8:29 PM
10	I commented at one of the billboards.	1/17/2018 4:26 PM
11	I was involved very late and thankfully it was one of my neighbours that told me.	1/17/2018 3:40 PM
12	I am disabled.	1/17/2018 3:12 PM
13	Attending community meetings in area.	1/17/2018 12:36 PM
14	The meeting I went to at Fairfield community centre was a farce that was allowing for venting of concerns for as many people as possible but it did not address those concerns. This project is too big and being railroaded too quickly	1/17/2018 11:57 AM
15	Doubt you will consider anything as we have been TOLD Mayor and Council will ignore public engagement and violate the Community Services Act. Time for Judicial Review....per advice of former party leaders!	1/16/2018 8:20 PM
16	Not enough info on whats on the drawing board .	1/16/2018 7:53 PM

Draft Fairfield Neighbourhood Plan Survey

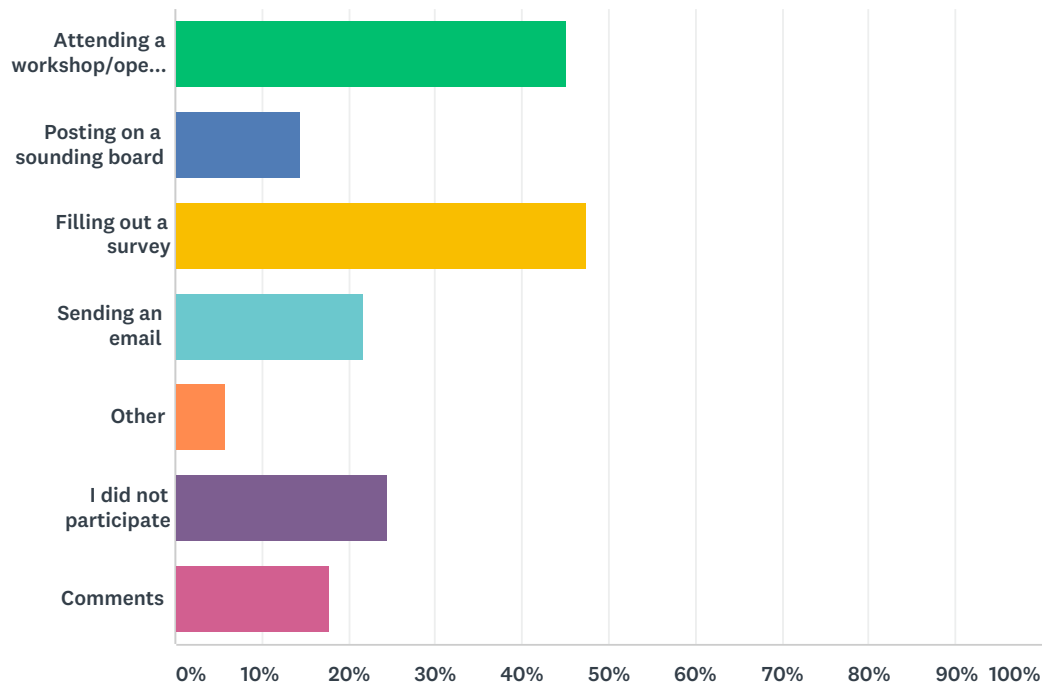
17	I have not had the opportunity to contribute to any of the "what we heard" statements in the draft plan. I am getting more involved (attended the Fairfield Community Centre discussion Jan. 15, 2018.	1/16/2018 7:21 PM
18	But that was my fault. The City had many opportunities to provide input & advertised them well. Good job!	1/16/2018 4:37 PM
19	Same NIMBY's made voicing opinions uncomfortable	1/16/2018 1:39 PM
20	I didn't know about this until Jan 15 and I have 3 days to complete the survey. Not fair. I talked to others on my street that were not aware either. Now we are scrambling to be heard!	1/16/2018 1:37 PM
21	We didn't know about it....	1/16/2018 1:23 PM
22	Awareness has not been very easy. It took neighbours canvassing the area to find out about it.	1/16/2018 1:22 PM
23	unable to join the committee after it was formed - which means the city has entrenched and given priority to the voices of the few.	1/16/2018 12:13 PM
24	Not enough time to get to the meetings	1/16/2018 11:46 AM
25	lack of communication, no mail handouts or door knocking with information	1/16/2018 10:48 AM
26	In the session in the summer that I attended, I do not recall the drawings or discussions regarding the Townhouse Transition zone on St. Charles including the possibility of row houses. This is a significant inclusion and should have been better highlighted during that session as well as in this draft. I also find it confusing the linkage between the Fairfiled NP vs. Gonzales NP, and how it is that the townhouse transition zone on the east side of St. Charles is included in the FNP and not the GNP. I also think that for a proper discussion fo the "Ross Bay Village," the scope of that should have included a broader consideration of Gonzales, including the intersection of opportunities and challenges created by Hollywood Park.	1/15/2018 10:05 PM
27	There have been many meetings so I feel like there was ample opportunity to contribute.	1/15/2018 8:35 PM
28	I and neighbours did a lot of lobbying to protect the Cook St. Village for the few years before the Draft Plan came out. We attended meetings and initiated our own.	1/15/2018 2:48 PM
29	Limited to attending the open houses to talk with city staff to view the plan and make comments.	1/14/2018 11:52 PM
30	I did not know that these development plans were taking place.	1/14/2018 5:34 PM
31	I have participated a little bit, and now I have a bit more time.	1/12/2018 5:33 PM
32	Too busy - single working mom.	1/11/2018 7:11 AM
33	The survey and workshops have been welcome, but I do feel that the opinions and advice of those directly affected should be sought. Anyone could answer the survey and put up sticky notes, but there is no guarantee that the opinions expressed reflect direct residents (ie. Anyone could comment on areas that they do not live adjacent to)	1/9/2018 10:52 PM
34	we have NOT been properly informed from day one. There is no way that our area should have been designated for such an increase in density without proper consultation and information	1/4/2018 5:08 PM
35	I have been unable to make any of the meetings due to lack childcare or being out of town	1/3/2018 10:52 PM
36	I would have been had I known!	1/3/2018 8:12 PM
37	Some of the details of this plan (that were not emphasized) were a bit of a shock. Once I became aware of them, I had a strong desire to provide feedback.	12/29/2017 12:03 AM
38	I would like to be more involved to ensure a consistent approach of urban planning principles at the expense of personal ownership interests and politics	12/22/2017 2:36 PM
39	Yes to make sure it is actually a legal and to avoid Judicial Review which my taxes would be impact by!	12/16/2017 7:52 AM
40	My husband and I went to the Fairfield Community meetings when we were in town. We have the impression that the City is going thorough the consultation motion as a check mark rather than looking for fiscally affordable solution.	12/15/2017 5:47 PM
41	Volunteered to be directly involved, not invited	12/15/2017 4:28 PM
42	Communication has been poor	12/15/2017 1:23 PM
43	The same NIMBY's dominate the discussions. Sessions lack diverse representation.	12/14/2017 6:47 PM

Draft Fairfield Neighbourhood Plan Survey

44	Open houses do not allow real neighbourhood participation. There should be ways for community voices to be heard to discuss the pros and cons of the plan, rather than just have planners answer individual questions. That's poor consultation.	12/14/2017 2:47 PM
45	I have two young children and attending the meeting has resulted impossible for me. The survey that I took is vague and does not mirror what is proposed for the neighborhood, so it is misleading.	12/11/2017 9:40 AM
46	I was unable to attend the Open Houses and would like more clarity about the proposed changes for cycling routes	12/10/2017 9:29 PM
47	I would have answered "Maybe" to this question if it was an option. I can't remember if I have filled out a survey like this in the past. This is a very comprehensive way to voice my opinion, and I'm very glad to have the opportunity.	12/5/2017 7:41 PM
48	I have gone to meetings but I think the owners thoughts are not being listened to	11/30/2017 1:32 PM
49	Will continue attending meetings to have a voice.	11/28/2017 7:11 AM
50	My comment are always ignored in the town hall meeting. Only Abstract are allowed to sub-divide lots and build small houses??	11/27/2017 6:56 PM
51	I have only had one direct invite to open houses via a flyer in the mail and that was only just recently. Given the significant changes proposed in my neighbourhood I would have expected better advance notification	11/23/2017 7:58 PM
52	Need more online input	11/20/2017 9:40 PM
53	See above	11/18/2017 1:29 PM
54	Stupid question, if I didn't know, how could I be involved?	11/18/2017 11:50 AM
55	Again, I am not in favour of the high density implied by the max 6 storey blds.	11/16/2017 4:27 PM
56	A phone call to discuss would be an absolute bonus. As a working mum, I will never attend any meeting. My cell is 250 889 8458 and my name is Penny.	11/13/2017 5:06 PM
57	I tried to raise the transit issue at a meeting months ago and was told by another participant," No one rides the bus so we don't need to discuss it." The City staff at the meeting seemed to accept this statement and there was no discussion of buses or any other public transit.	11/12/2017 11:12 PM
58	Had I been involved I certainly would have corrected the errors I have pointed out before they were imbedded in the draft. My fear is that once imbedded, no matter how wrong they are, they will be kept and used inappropriately.	11/12/2017 9:01 PM
59	Wanted to - but no time.	11/11/2017 8:28 PM
60	Can't be involved as handicapped and serious health issues.	11/11/2017 9:21 AM

Q24 How have you participated in the neighbourhood plan process prior to the release of the draft plan by?

Answered: 286 Skipped: 33



ANSWER CHOICES	RESPONSES	
Attending a workshop/open house/meeting	45.10%	129
Posting on a sounding board	14.34%	41
Filling out a survey	47.55%	136
Sending an email	21.68%	62
Other	5.94%	17
I did not participate	24.48%	70
Comments	17.83%	51
Total Respondents: 286		

#	COMMENTS	DATE
1	I was misguided overtly at design workshops	1/18/2018 10:33 PM
2	Did NOT receive information on the workshop etc	1/18/2018 9:06 PM
3	Not aware lack of communication	1/18/2018 4:32 PM
4	I made some good friends through this process.	1/18/2018 4:19 PM
5	did not know this planning was underway	1/18/2018 4:12 PM
6	I've addressed council, met with councilors, emailed, attended city and non city run meetings	1/18/2018 2:01 PM
7	As above.	1/18/2018 12:48 PM

Draft Fairfield Neighbourhood Plan Survey

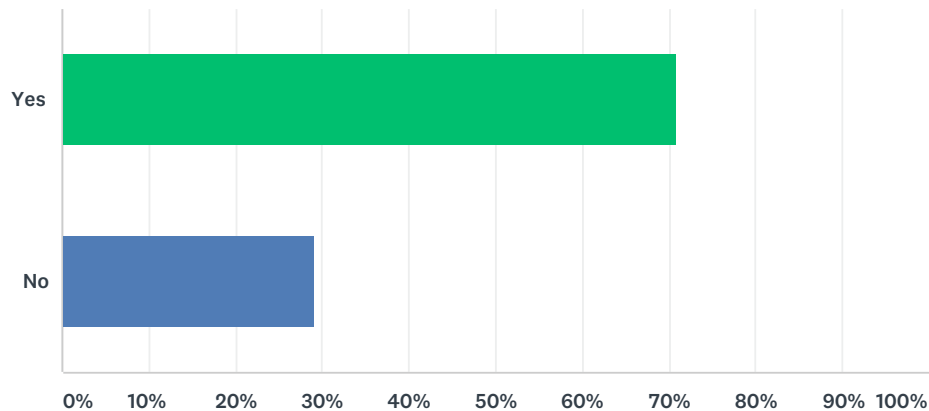
8	I guess I trusted in other people's participation. However, I do believe there is a disconnect between the comments and discussion of participants and the interpretation the city planners put on it.	1/18/2018 12:31 PM
9	our neighbor invited the city of Victoria for a meeting with our neighbors	1/17/2018 11:14 PM
10	I was at the FGCA Monday January 15 for Ms.Boris' presentation	1/17/2018 9:56 PM
11	Did not know it was "in the pipe"	1/17/2018 9:34 PM
12	Petition	1/17/2018 9:05 PM
13	I attended 2 events that neighbours made me aware of. One at the Ross Bay Pub, and one at the Fairfield Community Centre on Jan 16, 2018.	1/17/2018 8:29 PM
14	Community association meetings on this topic.	1/17/2018 4:27 PM
15	Our neighbourhood are all talking to each other	1/17/2018 11:57 AM
16	This survey....	1/16/2018 8:20 PM
17	Until the household mail out of the brochure I was unaware of the planning process.	1/16/2018 7:21 PM
18	With recent awareness, am completing this survey and sending an email.	1/16/2018 5:36 PM
19	Was unable to attend open houses & meetings. I would like to have.	1/16/2018 3:44 PM
20	I would have participated, but I wasn't aware of it.	1/16/2018 1:37 PM
21	unknown to us until the day before Fairfield Community Centre meeting Jan 16th	1/16/2018 1:23 PM
22	Was not really aware of any plan, again lack of communication	1/16/2018 10:48 AM
23	I was not able to participate because I was not aware of it! Please make a greater effort to communicate the plan to neighbourhood residents.	1/15/2018 11:15 PM
24	I found the aspects of the draft plan that directly affected me as a resident within a proposed transition zone, to be hard to find and understand. The implications of details of what was proposed appeared buried in a number of different subsections (i.e. inclusion of row house development in the "Townhouse Transition Zone", size requirements for different housing types, suitability of small lot subdivision). This should have been more clearly explained in a specific section of the plan targetted at residents in this particular area.	1/15/2018 10:05 PM
25	I was unaware that there was a process to participate in.	1/15/2018 9:48 PM
26	I tried to go to a meeting but it was too full to even get in. Many people were standing outside listening through windows.	1/15/2018 8:35 PM
27	I was not aware until a recent mail out was received.	1/15/2018 4:34 PM
28	Attended meetings that we were aware of.	1/14/2018 11:52 PM
29	You can't participate in such things if you don't know they are happening! As soon as I heard about this in mid-November, I became involved and I have starting a petition for Sub-area 4 that will be handed to the mayor and council this week.	1/14/2018 5:34 PM
30	Didn't know	1/13/2018 3:25 PM
31	Attended meeting at Hotel on Humbolt ave	1/13/2018 8:05 AM
32	I would have like to have been informed a long time ago so that I could have been involved from the start	1/4/2018 5:08 PM
33	I was not aware this was taking place.	1/3/2018 8:12 PM
34	this survey	1/2/2018 6:25 PM
35	I wasn't aware this was happening until very late in the process!	12/16/2017 8:44 PM
36	This is a mess not accountability and with not accountablity a huge waist of my taxes!!!	12/16/2017 7:52 AM
37	I did not know about it and was shocked and dismayed when I heard of the proposed changes in the Fairfield Plaza area. This is a quiet neighbourhood and it needs to stay quiet. We have invested in our homes and we don't need town houses in our back yards.	12/15/2017 7:23 PM
38	Discussions with City employees	12/15/2017 4:28 PM

Draft Fairfield Neighbourhood Plan Survey

39	These are all tools with strict boundaries. Neighbourhood consultation should include forums where pros and cons can be discussed by the whole affected community.	12/14/2017 2:47 PM
40	I was involved in the movement to protect Oliphant Street.	12/7/2017 3:54 PM
41	Years ago I made a presentaion to council--to do avail--against the desecration of Dallas beach--in the name of erosion control-- with the curren stone rip-rap	12/7/2017 1:38 PM
42	I have attended a Fairfield-Gonzales Community hosted meeting on the 900 Block of Burdett re-development a few years ago.	12/5/2017 7:41 PM
43	Not sure if anyone is listening as many neighbours have also commented that Fairfield must stay low-rise (2 storey max) and low density t(other than NW part) , to retain its character and livability value. We don't want or need more ugly and unsuitable structures such as the one that was allowed to be built at the corner of Fairfield and Arnold a few years ago.	11/27/2017 12:41 PM
44	I heard " through the grapevine" not from the City that a "plan" was underway so I emailed in to find out more.	11/23/2017 7:58 PM
45	Cause I didn't know about it.	11/18/2017 1:29 PM
46	Yes, in other communities	11/18/2017 11:50 AM
47	Didn't know about it	11/16/2017 4:49 PM
48	Didn't hear about it.	11/12/2017 10:13 PM
49	I was not aware of the process as I am new to the neighborhood.	11/12/2017 9:01 PM
50	Open houses were inaccessible to me so I participated with surveys	11/10/2017 6:06 PM
51	Obviously could not participate without being informed of it.	11/10/2017 9:59 AM

Q25 Did this survey provide you with all the necessary information you needed to answer the questions?

Answered: 271 Skipped: 48



ANSWER CHOICES	RESPONSES	
Yes	70.85%	192
No	29.15%	79
TOTAL		271

#	IF NO, WHAT WAS MISSING?	DATE
1	Not necessary as I am a visual person and like to discuss with people. Lots of material to read and digest	1/18/2018 10:23 PM
2	Specifically, the plans and routes for cycling lanes need to be clarified.	1/18/2018 10:10 PM
3	Pictures of housing around Fairfield plaza	1/18/2018 9:42 PM
4	What development was already proposed by developers	1/18/2018 9:06 PM
5	Some questions were combined as in townhouses by cook street and townhouses Fairfield North	1/18/2018 4:32 PM
6	More scientific answers about population growth and desired location by new residents. Evidence-based decisions should be made.	1/18/2018 4:12 PM
7	It's not an unbiased approach at all. It is clearly built with the purpose of downplaying serious issues and distracting the use from the real overall impact of the increased density.	1/18/2018 2:01 PM
8	At the meeting, city planners were unable to provide any information on projected population growth for this area over the next 25 years. How can you plan without this information?	1/18/2018 12:31 PM
9	Too soon for me to decide as I just found out about the extent of the proposed changes.	1/18/2018 11:57 AM
10	Some of the questions contained points I supported and points I was very much against. Makes the response meaningless	1/18/2018 11:22 AM
11	I can't say I'm in support of something when details are missing. Eg what do the public spaces proposed look like? Will they impede traffic, are they next to bus lines (with noise and exhaust), do they take away parking? Will the proposed trees block views and the sun?	1/18/2018 11:02 AM
12	STATISTICAL DATA TO SUPPORT	1/17/2018 11:29 PM
13	The questions were poorly worded.	1/17/2018 10:40 PM

Draft Fairfield Neighbourhood Plan Survey

14	I struggled with understanding what is being proposed in the plan and what was specifically being asked in this survey. The plan is not clearly written in a way that I could understand how it impacted me, my home, and my experience of this neighbourhood, and the survey questions were also not clear. Answering questions in a single-line answer box in this survey is not conducive to seeking meaningful input.	1/17/2018 9:42 PM
15	For me.. I've spent 5 DAYS on this, and still don't know what to think on many issues.	1/17/2018 9:34 PM
16	I found the wording in the pamphlet and draft misleading or not clear. I want transparency.	1/17/2018 9:05 PM
17	Wording was misleading	1/17/2018 9:04 PM
18	Response options are skewed, which causes me to suspect that the information provided is also not entirely up-front. Unfortunately, this has been a most frustrating experience.	1/17/2018 8:29 PM
19	In a limited way. What exactly is the demographics of the increased population?	1/17/2018 5:10 PM
20	I am not clear if the duplex and townhouses on large enough lots, and double row townhouses are for all of Fairfield or just subareas?	1/17/2018 3:40 PM
21	How other initiatives fit in like the Greenways Plan, Biketoria, sustainable/green buildings.	1/17/2018 3:12 PM
22	limits to development, preservation of existing buildings with environmental upgrades	1/17/2018 2:42 PM
23	Not sure	1/17/2018 2:32 PM
24	please read my comments -- the project is far too big and we have know idea of the timeline--I feel quite anxious about it all	1/17/2018 11:57 AM
25	Logic is missing...what lots will the city buy for essential services...three more schools and hospital for this Density.	1/16/2018 8:20 PM
26	This survey is very misleading and super vague to the average person needs more information put in laymans terms	1/16/2018 7:53 PM
27	People's understanding the need for future planning without undue influence by fringe interests.	1/16/2018 7:27 PM
28	No survey could provide all the necessary information. One significant gap in my view: the plan does not reflect seismology for the neighbourhood or emergency preparedness considerations. We seem to be densifying in high subduction areas (North of Fairfield Plaza for one).	1/16/2018 7:21 PM
29	More or less	1/16/2018 5:36 PM
30	There still needs to be clarity about how the Cook Street Village area will be protected from over-development.	1/16/2018 5:05 PM
31	not sure	1/16/2018 4:23 PM
32	Im not sure	1/16/2018 4:20 PM
33	I found out the survey was due on Jan 18 yesterday night so I cannot fill this out as comprehensively as I'd like due to my schedule so I am picking the most important areas to fill out.	1/16/2018 3:42 PM
34	vague, pretty questions with an underlying agenda. i feel like there is much more to this than meets the eye. I don't trust it at all.	1/16/2018 1:37 PM
35	No mention of Fairfield Plaza, which was renamed Ross Bay Urban Village. Who has the right to rename this mall without our public input???	1/16/2018 1:23 PM
36	How many people are you expecting to move here over the next 25 years? What is our requirement of architectural excellence in Victoria? Seismic ? Climate change? LEEDS building standards? No one should be allowed to build here unless it's an energy efficient and beautiful building.	1/15/2018 11:03 PM
37	Link to Gonzales Neighbourhood Plan as part of proper discussion of "Ross Bay Village"	1/15/2018 10:05 PM
38	Actually, it may have provided adequate information, but this type of information requires time to digest and understand. Since I only recently became aware of the survey and its deadline is only in a few days, I haven't had time to full review the information.	1/15/2018 9:48 PM
39	Not much info on the possibility of double row townhouses North of Fairfield Plaza	1/15/2018 9:31 PM
40	I appreciate all of the links so people can spend time digging in if they want to.	1/15/2018 8:35 PM

Draft Fairfield Neighbourhood Plan Survey

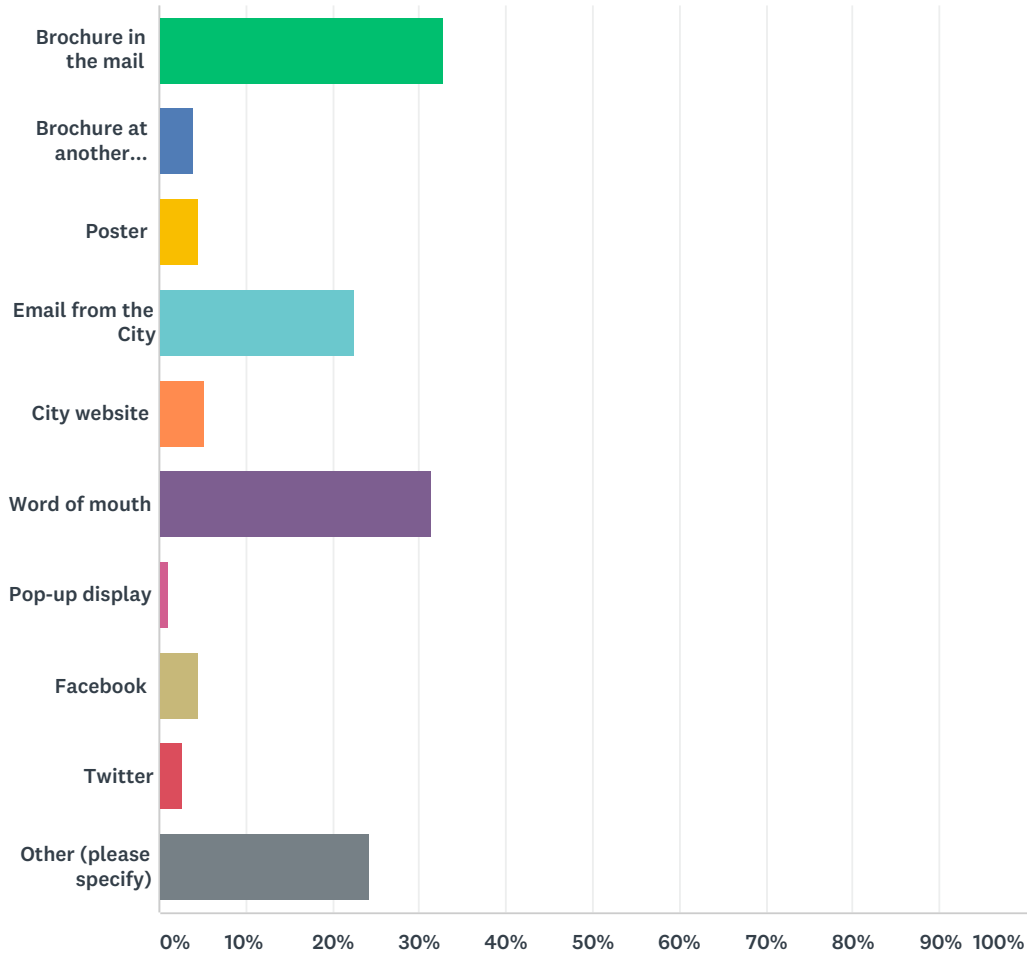
41	You talk about housing but you can't tell me how many people you expect in any given area of your area plans.	1/15/2018 8:30 PM
42	Video based information and a process that allows for real dialogue that results in something, not the current process of hearing a series of conflict escalating comments.	1/15/2018 8:06 PM
43	Yes But, suggest a maybe or yes and no is better answer	1/15/2018 4:21 PM
44	following my "yes" answer... I felt this was an excellent survey providing linked information and good visuals. It was easy to answer clearly exactly my wishes looking at the format of the survey.	1/15/2018 2:48 PM
45	I think the city needs to be much clearer on establishing consistent design and harmonious architecture. It's all very well to have plans for massing and height and whatnot but when a developer rams in a cheap (because square with cheap siding) building you might as well not bother. So what leadership is the city prepared to provide for this kind of design issues? I read the whole draft plan, did not see anything about this other than hand waving.	1/14/2018 8:33 PM
46	But the information can be interpreted in various ways so it is difficult to provide answers.	1/14/2018 5:48 PM
47	One needs to read the draft plan properly. Having a few community meetings just before Christmas is NOT sufficient or helpful. The majority of my neighbours who are in the affected area (sub-area 4) had no idea about the meetings! As if busy families have time to attend such meetings when Christmas business has already started. The consultation process has NOT been adequate!! You have not informed the residents of affected areas appropriately and my neighbours feel that this is all being shoved down their mouths. SHAME! I can bet that most members of city council or the planners or the developers live in sub-area! Yet they have no qualms about ruining the wonderful aspects of this incredible neighbourhood.	1/14/2018 5:34 PM
48	the end was rushed I wanted more input on the actions section.	1/14/2018 5:14 PM
49	We don't want it !	1/13/2018 8:05 AM
50	I understand that concept sketches are just that, but they are sometimes not enough, such as whether or not you support a particular bike lane.	1/12/2018 5:33 PM
51	I would have liked specific questions on cycling lanes.	1/12/2018 3:43 PM
52	Momstly but some details were missing	1/11/2018 9:45 AM
53	More accurate information and less misleading statements.	1/3/2018 8:12 PM
54	long term costs and implications. (of both 'doing' and 'not doing')	1/2/2018 10:27 PM
55	Not enough clarity on how the designations were derived.	12/22/2017 2:36 PM
56	The survey format does not lend itself to nuanced answers.	12/17/2017 12:29 PM
57	Who is answering this and where are they from!!!	12/16/2017 7:52 AM
58	did not talk about the pros and cons---it is one sided--for developers.You missed the mark	12/15/2017 7:23 PM
59	Time frame of 20 minutes was very misleading for someone with actual input comments	12/15/2017 4:28 PM
60	No information on impact on infrastructure or how this fits in with CRD, Province or Federal plans.	12/15/2017 1:23 PM
61	safeguards for property / business owners directly impacted by the proposed heriage zones, cycling infrastucture, effects of low end social housing, and increased density	12/15/2017 12:34 PM
62	As long as you attended one of the meeting, the provided information was adequate. If you had to read all the linked documents and weren't part of the earlier discussions, No.	12/14/2017 3:56 PM
63	Your Cook St. Village design plan is flawed	12/14/2017 3:03 PM
64	Feedback from existing residents.	12/14/2017 2:47 PM
65	I want to know how the city came to a decision to not have 10 storey buildings at Fort and Quadra and 6 storey buildings in Cook Street. It is great to listen to community concers, but the city need to lead, not follow. Build up the downtown (the Northwest Part of Fairfield) and on major thorough fares (Cook and Fort) and then proceed with what you are doing regarding allowing homes and lots to have 2 or 3 residences.	12/14/2017 2:21 PM
66	all the info around the Ross Bay development, while the other pages have several drawings and description, this section that personally affects me has 1 schematic drawing and 1 questions, which does not mirror what is really proposed for the area	12/11/2017 9:40 AM

Draft Fairfield Neighbourhood Plan Survey

67	Details about the proposed cycling route "improvements"	12/10/2017 9:29 PM
68	Not really. It did not provide me with a clear idea of what the density requirements really meant. It did not anywhere reference present Fairfield zoning for Cook Street village only the OCP which was developed without sufficient public consultation.	12/7/2017 3:54 PM
69	How are you going to stop speculators? It's not possible because you are rezoning and upzoning everything.	12/6/2017 12:17 PM
70	Unsure.	12/5/2017 7:41 PM
71	Why we need more dwellings than households	12/5/2017 12:52 PM
72	I would have liked more detailed information regarding plans for Collinson, specifically, and also about affordable housing.	12/3/2017 10:07 PM
73	Questions regarding density	11/28/2017 7:11 AM
74	Economic evidence to support the realization of plan goals.	11/27/2017 4:22 PM
75	Plan to address rising sea levels affecting low-lying coastal areas of Fairfield.	11/27/2017 12:41 PM
76	City planners and their consultants have put forward plans that have built-in assumptions about population growth and how much of this Fairfield is expected to accommodate. These assumptions are not presented.	11/22/2017 1:37 PM
77	Specific actions but as always these are preliminary assessments.	11/20/2017 5:24 PM
78	it is quite a long survey, and the draft document is huge, in future I would recommend 200 minutes, not 20, or find some way to split the survey up.	11/20/2017 11:18 AM
79	The projected % increase in population anticipated as a result of the Plan. We need to know what the target density is.	11/16/2017 4:27 PM
80	The questions seem to be quite non-specific.	11/16/2017 2:57 PM
81	More details about the transit plans. More info about why the City thinks it can not control rises in retail rents.	11/12/2017 11:12 PM
82	Nothing much on buses, community centre, library.	11/12/2017 10:13 PM
83	Plan contents are not stated the same way throughout the documents so it is very difficult to follow. I wasn't sure if the links were to all of the content that pertained to that topic. For example, here are the 3 ways that the erroneous reference to commercial development at Vancouver St and Collinson St is referenced in the draft plan, but this important recommendation (only Cook St Village was mentioned more often) was not even referenced in the survey 1) Figure 8: Commercial uses at grade encouraged at the corners of Vancouver St and Collinson St 2) 6.1.16. Support the provision of ground floor commercial or retail within mixed-use buildings located at the intersection of Collinson Street and Vancouver Street. 3) 8.1.4. New development at the corners of Vancouver Street and Collinson Street is encouraged to include commercial spaces at grade (ground level) to serve the neighbourhood, particularly on the southeast corner where commercial development exists.	11/12/2017 9:01 PM
84	Maybe I missed something, but I didn't see what's happening with the proposed heritage zones which I believe interfere with property rights.	11/10/2017 6:06 PM
85	the specifics of bike lanes will they be the same type as fort street is it a done deal	11/10/2017 5:27 PM

Q26 How did you find out about this survey?

Answered: 284 Skipped: 35



ANSWER CHOICES	RESPONSES	
Brochure in the mail	32.75%	93
Brochure at another location	3.87%	11
Poster	4.58%	13
Email from the City	22.54%	64
City website	5.28%	15
Word of mouth	31.34%	89
Pop-up display	1.06%	3
Facebook	4.58%	13
Twitter	2.82%	8
Other (please specify)	24.30%	69
Total Respondents: 284		

Draft Fairfield Neighbourhood Plan Survey

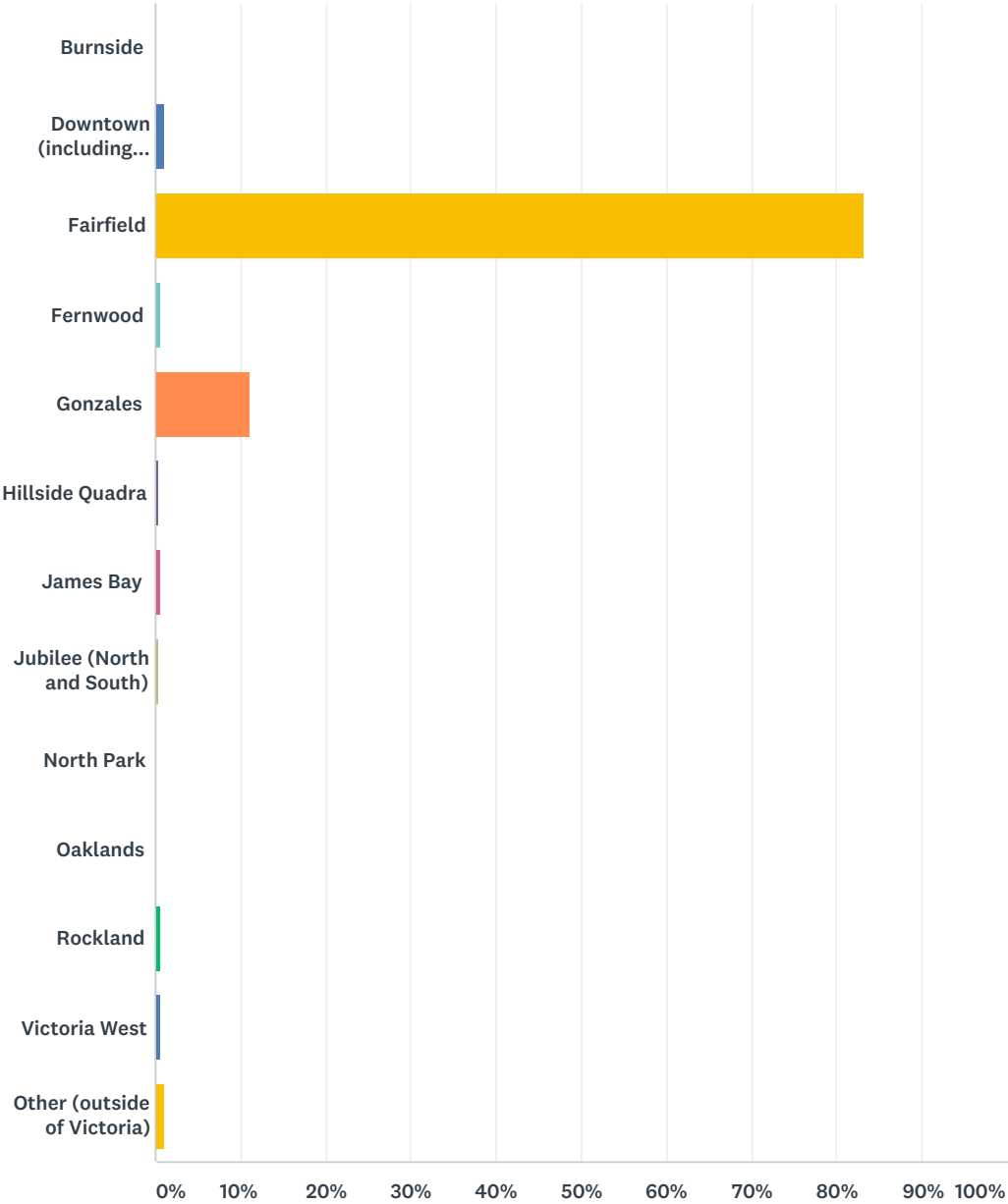
#	OTHER (PLEASE SPECIFY)	DATE
1	Would have missed it with out the growing outrage in my community	1/18/2018 10:34 PM
2	Attended the Fairfield neighbourhood meeting on Jan. 15th	1/18/2018 10:23 PM
3	Neighbors	1/18/2018 9:06 PM
4	From a neighbour	1/18/2018 4:33 PM
5	neighbour	1/18/2018 2:55 PM
6	It's a long story but the city was not where I got the information from ... I still have yet to receive one single mailout as was proven after my address to council and then the issue was looked into. You have NOT tried to involve the residents of Fairfield and gonzales at all, you have tried to involve select groupings.	1/18/2018 2:03 PM
7	Nephew involved with the association.	1/18/2018 12:49 PM
8	Fairfield Gonzales Community Association	1/18/2018 12:31 PM
9	Attended community meeting on Monday Jan 15, 2018.	1/18/2018 11:58 AM
10	I signed up for the Fairfield newsletter and was sent info that way	1/18/2018 11:02 AM
11	An email from the Fairfield/Gonzales Community Association.	1/18/2018 8:47 AM
12	COMMUNITY EVENT	1/17/2018 11:29 PM
13	Fairfield Community Assn.	1/17/2018 10:40 PM
14	Notice at the Fairfield Community Association	1/17/2018 10:02 PM
15	Ms. Boris at FGCA on Monday, Jan.15	1/17/2018 9:57 PM
16	Block captain	1/17/2018 9:34 PM
17	Email from block watch captain	1/17/2018 9:04 PM
18	at the Jan 16 meeting at Fairfield Community Centre	1/17/2018 8:30 PM
19	Community newsletter	1/17/2018 5:48 PM
20	Community association.	1/17/2018 4:28 PM
21	Went to a meeting.	1/17/2018 3:40 PM
22	community presentation of the plan	1/17/2018 1:03 PM
23	email from my neighbour	1/17/2018 11:15 AM
24	email from school	1/17/2018 10:06 AM
25	PAC MEETING- presentation from the City (excellent presentation)	1/16/2018 9:34 PM
26	U	1/16/2018 8:10 PM
27	Brochure put in mailbox	1/16/2018 7:54 PM
28	I would say word of mouth has taken off with the release of the report. More people are getting informed, but many still have no idea.	1/16/2018 7:21 PM
29	Email from Parent Council at child's school	1/16/2018 5:49 PM
30	email from neighbour	1/16/2018 5:37 PM
31	fairfield comm meeting	1/16/2018 4:24 PM
32	PAC at Sire James Douglas School	1/16/2018 4:20 PM
33	Association meeting last night.	1/16/2018 3:43 PM
34	someone put a flyer in my mailbox to go to the meeting and I learned about the survey at the meeting with only 3 days to complete.	1/16/2018 1:38 PM
35	A neighbour distributed his own pamphlet around our neighbourhood, attempting to notify us about the plans and about the meeting on Jan 16th, as most of us did not know anything about any of this.	1/16/2018 1:25 PM

Draft Fairfield Neighbourhood Plan Survey

36	Fairfield Gonzalez Community Association - which seems to be filling in the information gaps left by the deficient communication from the City	1/16/2018 8:46 AM
37	Block Watch Leader	1/16/2018 8:15 AM
38	Jan. 15th presentation of draft plan at Fairfield Community Place	1/15/2018 10:05 PM
39	Community meeting	1/15/2018 9:48 PM
40	Open House at FGCA January 15.	1/15/2018 9:22 PM
41	residents of my neighborhood up in arms about Ross bay village. Chicken little, nothing should ever change people get my goat.	1/15/2018 9:08 PM
42	Email from concerned neighbours	1/15/2018 8:45 PM
43	attended a meeting at Fairfield community centre by planning Dept.	1/15/2018 8:32 PM
44	News of the misguided, offensive city employee who remarked that no one attends these meeting because we don't care. So offensive.	1/15/2018 8:08 PM
45	Neighbours	1/15/2018 4:21 PM
46	Community Association	1/15/2018 2:52 PM
47	email from community center	1/14/2018 5:48 PM
48	Email from Fairfield Gonzales Community Association	1/14/2018 3:53 PM
49	Next door neighbour emailed it	1/13/2018 3:25 PM
50	Fairfield Neighbour Association	1/12/2018 9:35 PM
51	email from community association	1/12/2018 5:33 PM
52	Email FGCA	1/12/2018 2:54 PM
53	Email to FGCA members, otherwise I would not have known about it at all	1/12/2018 2:13 PM
54	My neighbors who are going door to door to inform us and get our support to stop this from happening.	1/3/2018 8:35 AM
55	community notice / reminder	1/2/2018 10:28 PM
56	Fairfield Community Centre email letter	1/2/2018 6:26 PM
57	Email from Community Members	12/15/2017 11:29 PM
58	Block watch captain--	12/15/2017 7:23 PM
59	ongoing community opposition	12/15/2017 12:35 PM
60	Email from community Association	12/14/2017 6:47 PM
61	I signed up with the Engagement process to keep informed	12/14/2017 3:57 PM
62	A neighbour mentioned it. Why can't you let homeowners know directly? It is offensive.	12/14/2017 11:36 AM
63	community meeting Dec. 4th.	12/7/2017 3:54 PM
64	email from fca	11/20/2017 11:57 PM
65	From attending the community planning meeting	11/20/2017 11:18 AM
66	There are 2 other homes in this house (no-conforming triplex) but only one flyer. How are renters notified??	11/13/2017 9:41 PM
67	Email from block watch captain	11/13/2017 4:47 PM
68	email from Fairfield Community Centre	11/11/2017 6:33 PM
69	Community association	11/10/2017 3:50 PM

Q27 Where do you live?

Answered: 288 Skipped: 31



ANSWER CHOICES	RESPONSES	
Burnside	0.00%	0
Downtown (including Harris Green)	1.04%	3
Fairfield	83.33%	240
Fernwood	0.69%	2
Gonzales	11.11%	32
Hillside Quadra	0.35%	1

Draft Fairfield Neighbourhood Plan Survey

James Bay	0.69%	2
Jubilee (North and South)	0.35%	1
North Park	0.00%	0
Oaklands	0.00%	0
Rockland	0.69%	2
Victoria West	0.69%	2
Other (outside of Victoria)	1.04%	3
TOTAL		288

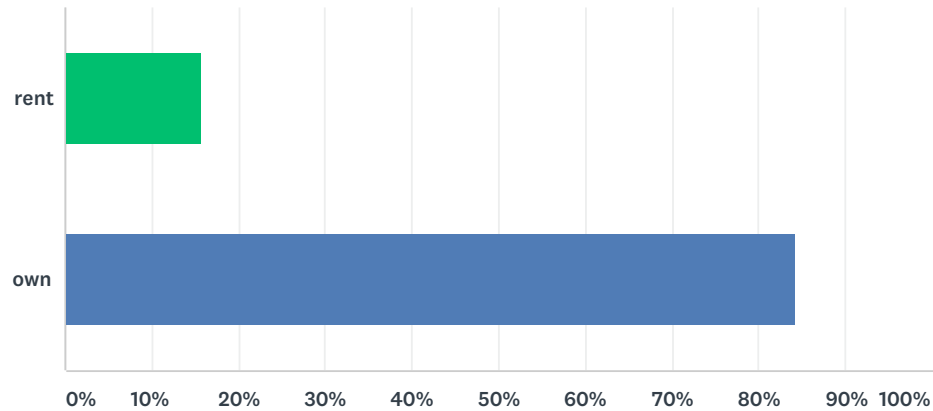
Q28 Where do you live?

Answered: 4 Skipped: 315

#	RESPONSES	DATE
1	Saanich	1/18/2018 3:41 PM
2	1545 Brooke Street (IN SUB-AREA 4!)	1/17/2018 8:44 PM
3	Esquimalt. Work in Fairfield.	1/5/2018 12:27 PM
4	Gordon head	11/17/2017 7:31 PM

Q29 Do you own or rent your home?

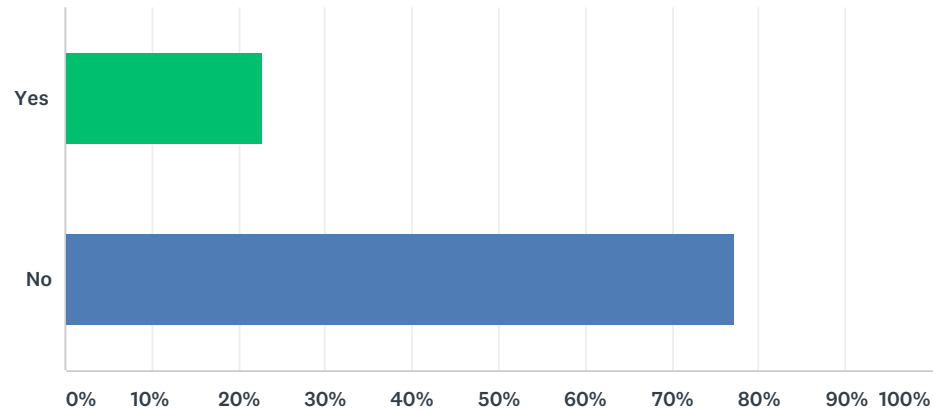
Answered: 286 Skipped: 33



ANSWER CHOICES	RESPONSES	
rent	15.73%	45
own	84.27%	241
TOTAL		286

Q30 Do you work in Fairfield?

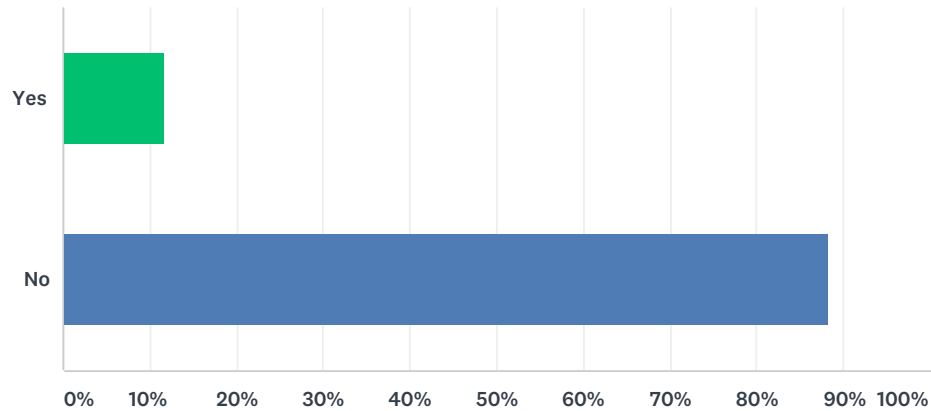
Answered: 280 Skipped: 39



ANSWER CHOICES	RESPONSES	
Yes	22.86%	64
No	77.14%	216
TOTAL		280

Q31 Do you own a business in Fairfield?

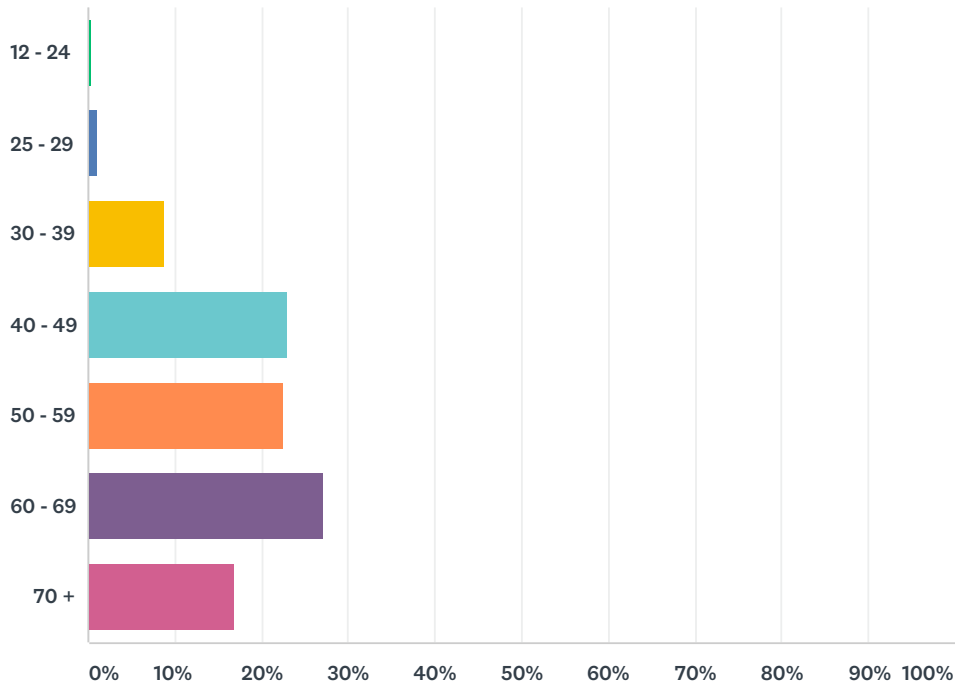
Answered: 281 Skipped: 38



ANSWER CHOICES		RESPONSES	
Yes		11.74%	33
No		88.26%	248
TOTAL			281

Q32 How old are you?

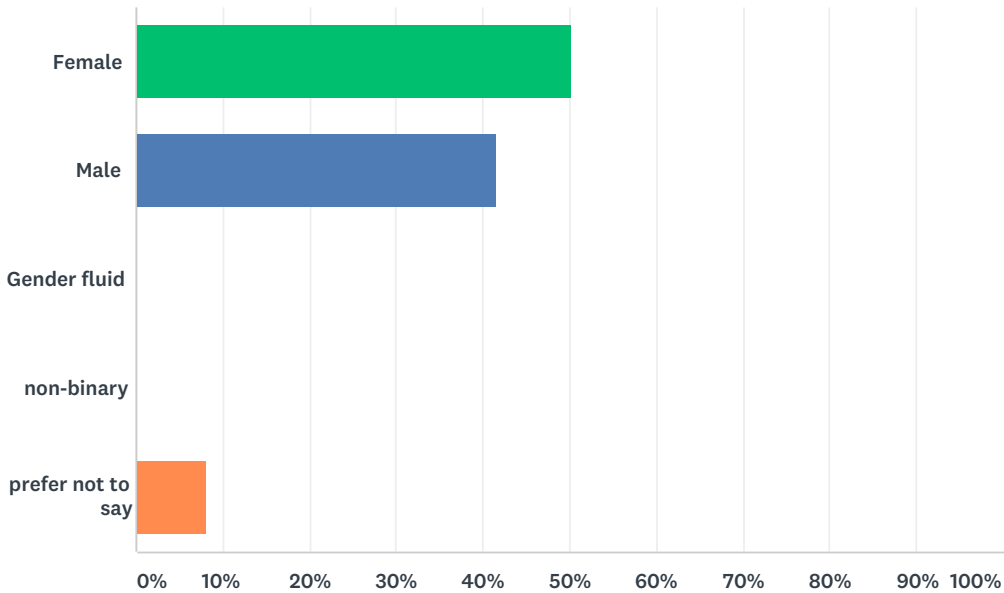
Answered: 283 Skipped: 36



ANSWER CHOICES	RESPONSES	
12 - 24	0.35%	1
25 - 29	1.06%	3
30 - 39	8.83%	25
40 - 49	22.97%	65
50 - 59	22.61%	64
60 - 69	27.21%	77
70 +	16.96%	48
TOTAL		283

Q33 Do you identify as

Answered: 283 Skipped: 36



ANSWER CHOICES	RESPONSES	
Female	50.18%	142
Male	41.70%	118
Gender fluid	0.00%	0
non-binary	0.00%	0
prefer not to say	8.13%	23
TOTAL		283

Attachment G:
Raw Feedback on Draft Fairfield Neighbourhood Plan

Part 3: Notes from Pop-up and Pizza and Planner Events

Christmas Tea – December 7, 2017

Staff: Marc Cittone, Malcolm MacLean, Rebecca Penz

Participants: 20

Discussion of streets and cycling lanes; different comments:

- Too much emphasis on cycling lanes; many seniors drive; parking is hard to find; may lead to accidents with cyclists; preference for no zooming traffic (cars or bikes) on Cook Street
- Approx. half of attendees in this group owned a car
- Concern for getting around with adult tricycle, scooters, mobility devices – not mentioned in plan. Need parking for scooters.

Cook Street Village area: Keep the village feel; access to Beacon Hill Park

Discussion of heights in NW area: preference for 4 storeys to see mountains from existing residences

Others: 6 storeys is OK, 4 in Cook Street Village

Cost of rental apartments is a concern. Real action is needed – can see it becoming unaffordable for retirees on fixed incomes.

Concern about noise level, noise pollution from traffic, construction, machinery in parks

Pollution in tourist season

See many old houses demolished; want to see them reused; want to see a plan to save houses

Concern about added traffic making it feel less safe to bicycle.

Fairfield Draft Neighbourhood Plan Feedback

Date: December 11, 2017

Event Type: Planner & a Pint

Location: Ross Bay Pub

of attendees: 49

- Higher density, more people, more suites = more affordable, less parking, more bikes, parking permits to discourage multi car households.
- Need to balance population density with parking for cars and public transport (which does not mean more bike lanes).
- Worried about traffic in Stannard/Richardson Fairfield streets already bad.
- Townhouses on corners would be good to transition to SFH.
- Parking Issues on Stannard between Brooke & Richardson.
- Less height and density should be considered close to Pioneer Square and Christ church Cathedral.
- I'm hearing it's NOT zoning but we're to have financial contributors from where?! (What rules?)
- Coop housing? Nonprofits
- Pets are an issue for housing
- New rentals are expensive. Older rentals are getting expensive.
- Rental in whatever they build - % rental restricted.
- Like peaked roofs for townhouses – want a historic feel.
- Would like to see the increasingly important issue of affordable housing addressed.
- Glad to have an opportunity to downsize but not be st(?)
- City should stay as is. More apartments further from city.
- More people more trees. Fewer cars/reduce parking.
- Heritage character of apartment buildings is important.
- Reconciliation in Songhees/Esqn. – rename “?” street and other offensive names.
- Educate people to understand a density bonus, zoning, etc. beyond plan.
- Want to keep beauty and charm but want to be able to afford to live here.
- Parking should be required with suites.
- 6 stories – block views, design, character.
- Incomplete solar and electric charging into den studios- (?)
- Why 4 stories?
- Speed -> noise (Cook(?) Street) sit in balcony village is okay – slower.
- “Bring it in my backyard” – Bimby. – more density/people. – First Nations recognition. – affordable/non market housing!!
- Zipcar?
- Plan is too accelerated. Needs 000s show up.
- Don't lose character to satisfy housing need. Increasing height and density is inappropriate. Homeowners should have say.
- Where will staff (not six figures) live? Diversity of incomes.
- More arts and culture (not bans) everything closes (?). In city as a whole affordable arts.
- Vancouver more events in drop in centres.
- Ensure that building and underground parking will not make mature trees unviable.

- More female trees – for allergies.
 - Singles peoples, not family, not seniors feel left out.
 - Character keep character houses.
 - Housing for singles?
 - Not “out of character” S(?) Olive and May.
 - Architectural character – consistency with immediate neighbours.
 - Concerns & wishes: - protected bike routes, - four story limit in Cook street village, - noise level -> construction too much machines use in the parks i.e. tree grinders, lawn mowers, leaf blowers etc. - *allergy season is effected by too many male pollen trees – try to plant more female trees that don't pollinate.
-
- Transition from tall buildings in Downtown towards lower into Fairfield = good, but should be more fine grain. within a block (ex. Quadra / Broughton) to consider existing greenspace etc. Current redevelopment creating a wall for renters in existing buildings.
 - More commercial in RBV (on top) (services)
 - TH north of plaza? “Fairfield plaza”
 - Gas station / garage should be commercial gas station is valuable.
 - Transition on micro scale.
 - Longer planning time for NP – more engagement.
 - Keep in (?) like it is.
 - Parking in traditional residence
 - Housing in RBV good idea.
 - 6 storeys could be appropriate.
 - Bike ability.
 - 3 storeys, transitioning is good, not just one bedroom apartments.
 - Sticky Note: “Consider the “bring-it” factor. There are lots of us! Those who want/welcome advocate for increased density change.
 - Sticky Note: How is this plan an Act of Reconciliation
-
- Sticky Note: Consider the changing nature of work in the next 20 years - & its impact on design/planning.
 - Sticky Note: Need more community space. Flexible live/work alternatives. Ways to connect.
 - Cook street design guidelines
 - Sutlej roofline and overhangs, canopy guidelines – need more guidelines for architectural elements.
 - Variety of windows
 - Look at old guidelines or guidelines in other cities (Toronto, etc.).
-
- Need to densify, but:
 - Make sure it's done in a way that retains trees.
 - Reduce parking requirements (but more bike parking)
 - Future we want to see: lots of trees. “Lots of people and lots of trees, very few cars.”
 - Would like to be able to harvest fruit from trees in public spaces.
 - Support for demand and community led approach.
 - Concern about too little parking if a roundabout is put in at Southgate and Vancouver.
 - Concern about pass-through traffic.
 - Could locate more density than just townhouses aro
 - Reducing parking in Ross Bay Village is a concern.
 - Also, concerned about overflow parking on Stannard.

- Don't want to see more traffic in front of the cemetery.
 - Example of what to avoid in our Traditional Res. Area near Ross Bay Village.
 - Too much density, too much parking around will come from allowing duplexes with suites.
 - Want to live in a neighbourhood of houses on larger lots.
 - Adding a suite is enough.
 - Concern with small apartments around Cook St. Village. Townhouses is more appropriate (west of CSV)
 - Key to the concern is aesthetics. "Keep a hip feel like townhouses in Kitsilano"
 - Townhouses don't fit into the single family character of the area. Small lots are preferred form of densification over townhouses.
 - Allowing townhouses increased land values.
 - Margaret Jenkins (#1 elementary school) is putting upward pressure on land values.
 - School won't have capacity for increasing density.
 - Liquefaction zone to NW of Ross Bay avoid density in this area.
 - Consider supporting
 - Ross Bay Village is crucial for services (not the same as Cook St. Village). Serves everyone from Cook St. Village through to South Oak Bay.
 - This is much more utilitarian commercial services. Need to retain the services function for this area.
 - Rental rates are affordable for lower rent-paying businesses.
 - St. Charles is a major pedestrian route.
 - Ross Bay and area is much more car oriented.
 - Don't need to densify any more than the renters that every home already has.
 - Consider allowing "Affordable Sustainable Housing"
 - on a normal lot
 - don't have parking spaces
 - "But that's not why I moved here" (above comment)
 - If there's a way to ensure residents won't have cars...
 - Need to keep rents low enough to house non-car owning households.
 - Could be via CRD, BC Housing, federal, land trusts.
 - Safety issue with crosswalk across Fairfield Road on east side of St. Charles.
 - "Ross Bay Village" should be referred to as "Fairfield Plaza".
 - Mixed opinions on need for rental housing.
-
- Like the idea of housing above.
 - Like going up 3-4 (2-3 storeys ok)
 - Concern about ultra modern townhouses.
 - Concern that townhouses wouldn't be compatible on same block as SFH.
 - Like idea of more houses with suites.
 - Supportive for garden suites and as long as existing garden suite policies and design guidelines and site coverage regulations apply.

Fairfield Renters' Forum Notes – Thursday, November 30, 2017

Facilitator: Kristina Bouris

Participants: 8 renters, 2 owners

Rental housing forms: Single Family House (1); 4-storey (4); Suite in house (1)

- Concern about having good transition between urban residential areas and lower density residential areas (e.g. Burdett Street)
- Appreciate the character of Fairfield now. Not sure about modern boxes. In favour of maintaining and retaining character of Fairfield.
- What does affordable mean? Discussion about definition in the OCP
- Concern that City's Community Amenity Charge policy won't result in amenity contributions or affordable housing
- Concern that we won't be able to get any new rental housing due to lower heights, lack of redevelopment.
- Discussion regarding plan's goal to retain housing first, and then encourage on-site replacement of rental units.
- If widespread renovations/ retrofits are encouraged, City needs to recognize that renovations are very disruptive to tenants.
- Recognize that landlords have costs, and this is why rents go up. Landlords are not making a lot of money.
- Providing housing through the market is not the best way to deliver affordable housing.
- Plan tries to balance different goals, perspectives
- Concern about how affordability is defined. Gear affordability to 30% levels.
- Concern that there will not be new affordable housing unless apartment areas are redevelopment to maximum densities.
- How much money is in the housing reserve fund?
- Discussion about how CACs won't lead to more affordable housing.
- Concern about loss of services and small businesses over time in Cook St Village.
- Need to see new development in Fairfield – population is increasing everywhere.
- Rent increases haven't kept pace with income increases.
- What is going to happen to aging renters?
- Concern about being pushed out from neighbourhood. People are preparing to leave the city.
- Concern about loss of single family houses for new development around Cook Street Village.
- City depends too much on private sector to provide affordable housing – should look at UK model of Council housing.

Fairfield Renters' Forum Notes – Thursday, November 30, 2017

Facilitator: Robert Batallas

Participants: 7 Renters + 2 Home owners

- General overview of Fairfield Plan and key moves provided to participants including how neighbourhood plan is used in decision making process
- Staff also provided overview of process for updating all existing neighbourhood plans over the next few years which will result much more detailed neighbourhood plans compared to the level and detail contained in existing plans. New plans explore a broader range of topic areas similar to the OCP. E.g. development, social, economic, environmental, urban design, etc.
- Several participants were under the impression that the forum was supposed to be a discussion on solutions to rental housing rather than a discussion on the overall neighbourhood plan
- Several comments raised about how there is not enough “affordable” rental housing being built in the city as well as apprehension that any new rental housing would ever be built in Fairfield
- Participants would like to see more rental housing built within the core area rather than being forced to move to outer communities such as the Westshore, which tends to come with higher transportation costs
- Concern that previous covenants for rental housing were removed from property that was redeveloped for the Capital park project in James Bay – therefore reluctance to believe that the City can use legal agreements to secure rental housing
- Staff explained a two pronged strategy for addressing rental housing: Rental retention strategy which seeks to maintain existing rental housing through an incentive based approach. Second option is premised on securing on-site “affordable” rental housing through redevelopment/rezoning
- Participants expressed concern for rapid loss of existing rental housing through ‘renovictions’. Several personal examples were provided as well as examples of how most renters are paying well over 50% of their disposable income for housing
- Participants would like to see concept of Rental retention area applied city-wide rather just in a discrete portion of Fairfield
- Staff gave examples of how on-site affordable rental housing has been secured through several projects in Vancouver
- Staff also provide an overview of the target demographic for affordable rental housing (household incomes in the approximate range of \$30K – \$60K)
- Comment received that the City has been granting 10 year tax exemptions to heritage buildings which have yielded very little affordable rental housing. Suggestion that a similar approach should be provided for affordable rental housing
- City should consider setting up a land trust were they can receive philanthropic land donations that can be used for the development of affordable rental housing
- General questions around growth projections for Fairfield and if the city can direct growth elsewhere in the city once Fairfield hits its targets
- Suggestion that City should pursue inclusionary zoning as a means to expedite affordable rental housing

Pizza and a Planner – Draft Fairfield Neighbourhood Plan Feedback

Date: December 12, 2017

Staff: Kristina Bouris, Amanda McStravick

Location: Harbinger St. & Cornwall St.

Attendees: 20

Notes

What do you love about Fairfield?

- Walking
- Close to downtown
- Walk downtown
- Moss Rock Park
- Gov't house
- Like the neighbourhood
- Fairfield Plaza
- Moss St. Market, pain in
- Backyard
- Community that cares
- Cook St. Village
- Water (walking)
- Walk to work
- Heritage houses, trees

-
- New houses that don't fit in (angular etc.)
 - Parking. ex. Harbinger today concern (visual today – even worse in future?)
 - Cars more of a problem than people (today and immediate future)
 - No DPAs for single family houses (BC law)
 - Parking already big challenge on Harbinger – don't see need for cards declining soon.
 - “all the cyclists also own car.” – multi model, walk & drive etc.
 - Innovation alternatives to owning own car – car sharing etc.
 - Bus service on Richardson used to be better.
 - European modes might not work for a Canadian community.
Structure not comparable (built for cars, etc.) -> own solutions.
 - aging population (bike lane critique)
 - How can we regulate types of businesses?
 - Linear parks, greenways / pathways (for strolling / walking dogs, etc.) (sale, green, place making) (connect existing)
 - More than signage – safe, comfortable, accessible, light- Hálsans Stig.
 - Gender perspective
 - Street trees – City not caring for new ones?
 - Replace ageing trees with same (flowering cherry, etc.)
 - Electrical vehicle changing
 - Property tax... - how does plan effect? *affordability*
 - More people might help taxes.

- Ross Bay Village mix of grocery store size and smaller boutiques. Commercial diversity – not just big box stores.

-
- 1) Overview
 - 2) Question and Answer & feedback

What is

- **Neighbourhood Plan**
- **last year and a half**
- **Name: favourite place in neighbourhood**

loves amenities

Cornwall walking

Cornwall – Government House

Hab(?) in hood

Bus owner Plaza

walking CSV

Hab(?). Walkers. Waterfront.

Walking to downtown.

CSV, Moss St. Part-2(?)

Walk. Hab(?)

½ out ½ here

Walk. CSV. Liquor store.

Hab(?). Dallas.

Moss Rocks Park, CSV

background, heritage, and trees

access.

Hab(?) walk

Hab(?) access

Hab(?)

CSV, community that cares

- Want safe places at night - better lighting
- geole(?) issues
- Street trees – concern about maintenance.
- Concern about low street trees
 - more communication
- Are EU charging stations
- Be fairly prescriptive in guidelines
 - don't... (?)
- How do 7 shape development at 5 corners?
- Taxes -> how can we include
- Are there other ways to help defray the cost oof taxes.
- House concerts -> permission for music venues
- bike
- concerns about how architectural styles 40 x 20 = 800
- Parking + concern about high density.

- need to consider with added density
- Deal with parking from new suites.
- Makes it difficult
- Concern about
- Look at opportunities to incentivize care share, BC Transit for SFH/duplex.
- Common solution
- Cars are not going to disappear.
- Has transit
- What would the height of Ross Bay Village 'Focus on cars challenge – not the same as E(?) (we only have density in cities).
- Concern that cyclists have too much invest... ?
- CSV -> how to encourage locally owned businesses.
- Walkers -> dedicated pathways -> wayfinding to show where loops
- Look at urban green spaces
- Need to access walking routes
 - Lead your favourite walks
 - Evaluate spots for improvements

Pizza and a Planner – Draft Fairfield Neighbourhood Plan Engagement

Date: December 18, 2018

Staff: Marc Cittone, Robert Batallas

Location: Escher Building, Broughton Street

Attendees: 10

This is a special area – defined by the Cathedral/heritage buildings, Pioneer Park, new playground, Fort Street as our “urban village”, theatre. Close to but not in the downtown.

See description of Fort Street special character in DCAP Residential Mixed Use District, p. 33.

Highlight the heritage character, as the Cathedral Hill precinct plan does.

Pioneer Square:

- should be included in heritage buildings and sites to respect when designing adjacent development (Policy 6.1.3., 6.1.12, 6.1.13).
- Pioneer square is the local park – seeing much more use in the daytime. Many people walk through at night.
- Sunlight is very important for enjoyment of the park.
- Development across Quadra should be responsive to Pioneer Park in terms of sunlight access and shading; activity (e.g. storefronts); and a safer crossing across Broughton-Quadra intersection. The Escher already shades Pioneer Park.
- View to Olympics is important – suggest viewshed be protected from Fort Street at Quadra

Refer to areas as “Cathedral Hill” or Pioneer Square.

Concern that with population, there will be more cars, entering/exiting buildings and at intersections. Already feels unsafe to walk. Areas of concern: Fort Street; Broughton at Quadra; driveway crossings. Need to consider walkability for seniors.

Fort Street is our urban village – want smaller scale shop fronts, lower building facades. Concerned about shading of north sidewalk along Fort Street in winter.

Affordable housing should be in perpetuity. Otherwise, we prefer better design or publicly-accessible amenities. If development is approved with affordable housing which sunsets, then the development/building design remains, but there is no public benefit.

Believe that buildout of this area will happen quickly under the proposed neighbourhood plan and would fit 1,500+ people. Concerned it is too much (as proportion of 20,000).

Different comments on height and massing of buildings:

- Believe the transition in height from 30m to 20m should occur across Blanshard Street, not across Quadra Street.
- 10 storey buildings are acceptable in the middle of the block, not adjacent to Quadra or Fort Street

- Avoid development like Cook at Pandora (looks like a wall of towers).
- Avoid development like library building on Broughton (unattractive wall at pedestrian level)
- Sunlight on Pioneer Park is key
- Could consider buildings which are more spaced out, with public space (like Humboldt Valley)
- Maintain sun on north side of Fort Street – currently even on Dec 22nd the north side is in the sun
- Too many driveways on Broughton street
- Consider mid-block walkway
- The appearance of buildings along Quadra should not be seen as a “side of a building” but as a front, may contain shops.

Mile 0 intersection needs crossing improvement – lots of tourists come here from buses, wander across the street to photo point

Pizza and a Planner – Draft Fairfield Neighbourhood Plan Engagement

Date: January 9, 2018

Staff: Marc Cittone, Malcolm MacLean

Location: Oliphant Street

Attendees: ~15 (including kids)

Concerns/hopes (written):

- Concern that our objections are being overruled by developers, economics, esp. given nature of neighbourhood.
- Neighbourhood heritage, safety, livability are protected
- Proposal/permission to “overbuild” in Village and west of Village.
- Vision needs to be less about Mayor & Council (political) and more about residents (actual)
- Hope: Future of successful funky Cook Street Village assured
- Peak ongoing conflict over bike lanes, affordable housing, climate change, parks plan, parking

Land Use

Plan speaks to sustainability but link between transit and where development is supported is not made.

Additional density should be located near transit (one person suggested all of Fairfield Road was appropriate to look at, and has been overlooked.)

Plan adds density to the neighbourhood, which will lead to parking and traffic challenges. Plan does not speak to how to transition away from auto use to transit, other modes

(Young) people are moving out of Fairfield because it is not affordable. Fear new development will make this problem worse. Diversity of people is important. Demolition for construction of Cook & Oliphant displaced families. Estimate it adds net 40 people to Cook St. Village – it is worth the sacrifice?

Did we look at geotechnical considerations – buildings are proposed over a former creekbed. Stormwater runoff, earthquake hazard is a problem. Require stormwater management on site.

Urban forest concerns – new development not replacing street trees, putting trees in grate instead of boulevard (Cook Street Village)

Vancouver Street contains a series of 1914 houses converted into multiple suites. Yet policy 7.1.9. states that new apartment buildings are encouraged “especially” on Vancouver Street. Instead, suggest re-use of existing houses for multi-unit residential.

The village has a regional client base, is a destination. Why we have so many coffee shops. Part of charm of village and its being a destination is not just the village itself, but the character around it, which ties to Beacon Hill Park and contributes to the beauty of the village. Heritage is part of this character. Many buildings linked to history of this area, architecture, English/Scottish settlement. (see policy 7.1.12.)

Would like to keep the Traditional Residential designations, replace 7.1.8. and 7.1.9. with the same language used for Oliphant Avenue.

Traditional Residential designation “protects” these areas (understanding that it does not prevent demolition and change).

Plan is very tenant-oriented. How does it support landlords? Incentivize landlords to keep affordable rents. (no specifics – suggestion to make it easier to add units, laneway cottage to a fourplex.)

Various challenges to make changes to existing properties. Ex:

- Parking pad not allowed in front of a house b/c setback doesn't meet engineering standards, even though a car fits.
- Not allowed to build a garden suite until house is up to code. (A non-permitted addition had been made to the house, so now can't do a laneway house.)
- Can't expand footprint of house when adding suites (changed?)
- Need rezoning for garden suites, etc.
- Hard to understand procedures, which departments to consult – need clear guide (owner's packet for garden suites) or ombudsperson. Suggestion to survey people who've made improvements.
- Is it possible to incentivize owner-occupiers to do something more easily than “developers”?
- Parking requirements
- Have a fourplex, need 4 garbage cans if we go with City collection (even if some suites not rented out).
- Need to consider zoning height – it is hard to dig down due to utility locations on Oliphant, so lifting a house will be likely solution.

Discussion of gentle density. There seemed to be a few different opinions, but not specific opinions re: # units, etc. Some were interested in adding laneway houses; others believed that many new units in a house conversion or sensitively designed infill development would be supported. Seemed to be widely held concerns about new development blocking sun, removing trees, that massing and transition rather than # units is main issue – suggestion to keep new development over 1 storey be in line with existing houses in front 1/3 of lot? Concern that development similar to what occurred at 1014 Park St. could be approved on Oliphant. See ADP comments on this.

Transportation

Recognize that the connection between the Park and Cook Street Village is part of what makes it a destination – strengthen the plan for a connection, right now it's just a squiggly line. (see also land use)

One suggestion to build a mid-block connection between Heywood and Vancouver west of Suttle when this building's leases are up (with potential redevelopment).

Suggestion to use existing streets. Can we dead-end a street at Cook to provide a plaza space. E.g. where there is laneway access. Discussion – need to consider truck access.

Too much cut-through traffic between park and village – suggest speed bumps, ways to slow traffic.

As Cook Street gets slowed down, more cars using Vancouver. 4-way stop compliance is a concern. One participant used to bike down Vancouver to avoid Cook; now back on Cook b/c Vancouver does not feel safe.

Too much demand for on-street parking. Owner of 230-240 Cook Street made lot private/paid; used to be free. (staff explained City does not regulate how private owners manage lot).

Second Set of Staff Notes of Participant Comments:

- Don't feel we need to make a tradeoff of having more density around the Village because Cook Street is limited to 4 storeys
- Effort seems lacking to improve public transit (this is essential to making it easier to leave the car behind)
 - Understanding BC Transit's jurisdiction, what can be done?
- Not convinced about 1 car/household as an assumption for what to expect in terms of parking demand. (explanation provided that the City is currently updating parking standards, increasing for large apartments, and considering associated affordability impacts of constructing more parking capacity)
- Question: When were population projections done? How often are they updated?
- Younger people can't afford to move here. So they're moving elsewhere.
- Haven't we met all the future housing need with recent development?
- Stormwater management concerns with increasing pavement coverage with new development.
- Also concerned with loss of mature trees and inadequate replacement trees
- Personal experience shared of part of property lost due to slumping caused by excavation of next door development
- Discussed 13.5 m height limit on Cook/Hayward/Southgate.
- Re Policy 7.1.9. ... The existing house is a 1914 house and being well maintained.
- Desire expressed to extend the Traditional Residential designation and Oliphant-related policies to nearby blocks as well – essentially all traditional homes in the west of Cook Street Village Sub-Area to be “protected” by the Traditional Residential designation.
 - Want Traditional Residential designation to function as protection from redevelopment
- Don't necessarily need to protect these houses in the manner of heritage designation – more about the single family detached house character.
- What else can be done to protect the houses in this area?
- Recommended changes to policies on page 59 of the Draft Plan – Policies 7.1.8., 7.1.9., and 7.1.12.
 - [See attached scan of “Participant's notes” and related petition handed in by a participant at the Pizza and Planner session)
- Don't change areas currently designated (by the OCP) Traditional Residential to Urban Residential
- If City does not designate all areas with traditional houses in the West of Cook Street Village Sub-Area as Traditional Residential, don't make Oliphant a unique enclave; make it consistent with rest of the area. Want consistency one way or the other.
 - Concern that Traditional Residential designation for Oliphant should only be considered if the surrounding streets are designated.

- Concern other residents of Oliphant may not agree with the group here tonight. Others may want to keep Oliphant congruent with the balance of designation applied to areas in the “West of Cook Street Village Sub-Area.”
- (different view point) Don’t want to lose Traditional Residential designation on Oliphant, even if we can’t expand the Traditional Residential designation to all houses in the area.
- Beauty of Cook Street Village is not just the village but the character of the surrounding area.
 - If the whole area loses its diversity by all going to 4 storeys, we lose what makes the village great.
 - Also important to retain the history embedded in the houses here.
- Businesses in Cook Street Village serve regional visitors (businesses/village is regionally significant)
- Also important to consider environmental impact of tearing down houses and redeveloping relative to environmental benefits of increased density
- Make it easier to add more suites/units/garden suites in existing houses – currently the process is incredibly complex and challenging to navigate
 - Make it possible for laneway development to be more intensive
- Consider landlords. Currently not much incentive for owners of homes to continue maintaining houses for lower cost rental stock.
- This conversation should be for us, not what we will accept in terms of what the developers want to do.
 - Focus on serving existing residents
- Discussion of implications of more intensive traditional residential development (i.e. adding units to existing houses) implications for parking requirements
 - Suggestion to relax the restrictions on where parking can be located on the lot
- Too much hassle and bureaucratic requirements to navigate for many home owners to add legal units.
 - Reducing these challenges could help provide more housing in way that fits with current character.
 - (Action Idea) Survey recent renovators to get ideas for how to make adding units easier
 - An accessible guidebook of who to talk to about what would have really helped.
 - Homeowners interested in “Gentle Density” could benefit from some facilitation through the process
- Consider “Gentle Density” ideas currently being developed by community members
- Beacon Hill Park and Cook Street Village linkage:
 - Consider seeking easement from property cutting off Sutlej currently
- Need more densities along Fairfield Road to link densities with frequent transit routes
- Make Robins parking lot free (explanation given that this is private land, not in City’s control)
- Consider traffic calming be dead-ending some of the streets (e.g. Oliphant)
 - Objective being to ensure safe pedestrian access and connection from Cook Street Village to Beacon Hill Park
- One participant noted avoiding 4-way stops (implying need to consider alternative traffic management at intersections on Vancouver Street)
- Desire expressed to see garden suites or laneway houses (> 600 square feet)
 - Laneway houses might need a parking space

- Stormwater incentives don't apply to 4-plexes (implication that they could/should and this would help encourage this form of housing that fits in)
- Similarly, more flexibility on green bin requirements per unit (currently too many required)
- Most housing types for intensification in Traditional Residential areas are ok, except for townhouses
- It is impossible to transition from higher development immediately adjacent to our Traditional Residential area.
 - Massing and scale is important (more so than # of units)

~~Participant's Notes~~

DRAFT p. 59 WEST OF COOK STREET VILLAGE SUB-AREA

URBAN RESIDENTIAL

7.1.8 and 7.1.9: Remove both and replace with " Support retention and re-use of existing traditional residential houses and character of the entire West of Cook Street Village Sub-area: along OLIPHANT AVE., VANCOUVER ST., SUTLEJ, PENDERGAST, SOUTHGATE, HEYWOOD AND THE MULTI-RESIDENTIAL BUILDING ON THE CORNER OF PARK BLVD. AND HEYWOOD."

Do not change the DESIGNATION of the streets surrounding OLIPHANT AVE from Traditional Residential to URBAN RESIDENTIAL.

DRAFT P.60 WEST OF COOK STREET VILLAGE SUB-AREA:

TRADITIONAL RESIDENTIAL

7.1.12 Replace with " For the traditional residential properties along Oliphant Ave as well as for the traditional residential properties on the other Sub-area streets: Vancouver St., Sutlej, Pendergast, Southgate, Heywood and Park Blvd, encourage the re-use of character houses or new housing that complements the character and scale of the street (e.g. Houseplexes).

7.1.13 Replace with " Encourage new traditional residential development on Oliphant Ave. as well as the other Sub-area streets: Vancouver St., Sutlej, Pendergast, Southgate, Heywood and Park Blvd. , to be designed to reflect and complement the surrounding design, massing, scale and features of the existing older homes.

THE BOTTOM LINE: I/We want All the traditional homes and character of ALL the streets in the West of Cook Street Village Sub-area to have the same recognition and protection that OLIPHANT AVE has been given in the draft 7.1.12.

Crin Roth
1018 Oliphant Ave.

John Fyke *Jeanette Hensley* *1026 Oliphant*
Greg Balieki *Anna Kennedy*
Ann Hoshing *Anne Russo*

Fairfield Neighbourhood Plan

WEST VILLAGE Sub-area

The City of Victoria published the draft Fairfield Neighbourhood Plan in late November 2017, inviting feedback until mid-January 2018. On page 59, the plan makes two blanket designations for this area: # 7.1.8 to "Support multi-residential development up to 13.5 m in height (approx. 4 storeys) for the area located between the west side of Cook Street and Heywood Avenue in addition to other forms of housing including houseplexes, townhouses, fourplex and triplex development up to 9.5 m. in height (approx. 3 storeys)" and # 7.1.9. "Support multi-residential development, especially in the form of apartment buildings, along Vancouver Street, between Southgate Street and Park Boulevard." With one exception, on page 60: # 7.1.12 "For the traditional residential properties along Oliphant Avenue ... encourage the re-use of character houses or new housing that complements the character and scale of the street (eg houseplexes)" and # 7.1.13 "Encourage new traditional residential development on mid-block properties along Oliphant Avenue ... to be designed to reflect and complement the surrounding design, massing scale and features of existing homes."

The majority of residents on Oliphant Avenue believe that **all existing traditional residential properties in the "West Village sub-area"** should specifically have the opportunity to be excluded from the recommendation for future multi-residential development sanctioned in # 7.1.8.

NAME (print please)	SIGNATURE	ADDRESS
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Peter Skelton	Peter Skelton	#C 306 Vancouver St V8V 3T1
Pam Skelton	Pam Skelton	306C Vancouver St V8V 3T1
Julie Holder	Julie Holder	310 Vancouver St V8V 3T1
IAN MACMILLAN	Ian MacMillan	905 OLIPHANT AVE.
MAUREEN APPLEWHITE	Maureen Applewhite	907 Oliphant Ave
BEN BROWN	Ben Brown	1018 Oliphant Ave
Elizabeth Brown	E Brown	1018 Oliphant Ave
Anne Russo	Anne Russo	1017 Oliphant Ave
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Information collected on this sheet will only be used for aggregate numbers

Jane Ramin jane.ramin@gmail.com 1023 Oliphant Ave.
(by permission)

Fairfield Neighbourhood Plan
WEST VILLAGE Sub-area

The City of Victoria published the draft Fairfield Neighbourhood Plan in late November 2017, inviting feedback until mid-January 2018. On page 59, the plan makes two blanket designations for this area: # 7.1.8 to "Support multi-residential development up to 13.5 m in height (approx. 4 storeys) for the area located between the west side of Cook Street and Heywood Avenue in addition to other forms of housing including houseplexes, townhouses, fourplex and triplex development up to 9.5 m. in height (approx. 3 storeys)" and # 7.1.9. "Support multi-residential development, especially in the form of apartment buildings, along Vancouver Street, between Southgate Street and Park Boulevard." With one exception, on page 60: # 7.1.12 "For the traditional residential properties along Oliphant Avenue . . . encourage the re-use of character houses or new housing that complements the character and scale of the street (eg houseplexes)" and # 7.1.13 "Encourage new traditional residential development on mid-block properties along Oliphant Avenue . . . to be designed to reflect and complement the surrounding design, massing scale and features of existing homes."

The majority of residents on Oliphant Avenue believe that *all existing traditional residential properties in the "West Village sub-area"* should specifically have the opportunity to be excluded from the recommendation for future multi-residential development sanctioned in # 7.1.8.

[illegible]

Pizza and a Planner – Draft Fairfield Neighbourhood Plan Feedback

Date: Jan 10, 2018

Staff: Kristina Bouris

Location: Sir James Douglas School (Parent Advisory Council)

Attendees: 16

- What is the zoning on Fairfield Plaza?
- How is building height calculated?
- Concerned about how conservative the plan is. 3-4 storeys in small urban villages is not enough. Need 4 storeys to get underground parking, as a minimum. Need to be visionary. The plan is setting itself up to fail if it is too restrictive.
- Want to make sure the setbacks on Fairfield Plaza are big enough so that there is minimal impact on the single family homes behind (Earle Street)
- Concern that height in Cook Street Village is too low, restrictive at 4 storeys
- Concern about design of proposed church at Fairfield and Moss: balconies directly overlook the adjacent houses. Question about status of development application. Discussion about development process, and how to provide feedback.
- Like the plan, maps, focus on residential areas is good. Like houseplexes. Want housing, especially 3 bedroom rental housing.
- Want families to be able to stay in Fairfield. Need 3 bedrooms.
- At school, 180 in catchment for English; 300 for French immersion. The French program is supporting the school population; there aren't enough kids in the neighbourhood. Need more family housing in Fairfield. Has big implications for school health.
- Concern that fears about density are precluding what is important to having well-designed sites in the future.
- Concern about leaving enough room for trees on individual properties in the future. Would prefer higher buildings to leave more greenspace.
- Aesthetics of sidewalks and streetscapes could be better. Need an update of the Streets and Traffic Bylaw.
- Positive support for Cook Street Village policies.
- Can we prevent certain types of businesses, e.g. chain stores, in Cook Street Village? Discussion about the legalities, and how design guidelines/ plan policies can help reinforce desire for smaller shops.
- Want sidewalks completed on Richardson – discussion that this is identified in action plan as part of AAA route for Richardson.
- What kind of traffic calming is envisioned for north-south streets between Fairfield and Richardson? Traffic on Cornwall is a big problem, with lots of kids on the street.
- Concern about speeding at Moss and Thurlow. Discussion that this is already identified in plan's action plan, and will be assessed in the future.

Support for establishing AAA bike network.

Pizza and a Planner – Draft Fairfield Neighbourhood Plan Feedback

Date: Jan 17, 2018

Staff: Kristina Bouris, Marc Cittone

Location: 474 St. Charles Street

Attendees: Approx. 20

Note: Comments have been arranged thematically, with more general comments followed by comments on specific development types.

Location/identification of Traditional Residential sub-area 4

- Concern that the draft plan proposed the most dramatic change for Ross Bay Village and sub-area 4
- Concern that many were not aware of plan or proposed changes, which were not called out in outreach materials
- Specific concerns outlined by topic below

Urban Design

- Concern that developers will get variances or will not follow approved plans (example cited of small lot house which was thought to be several feet taller than approved)
- Concern that nothing higher than 2.5 storeys be built
- Concern to maintain peaceful backyards
- Concern about style of new housing
- Concern about higher-end single detached homes being built, including with lots of lighting impacting environment
- Concern about new townhouse developments with impacts on neighbours (e.g. heat recovery or machinery next to neighbours backyard, creating noise; garbage collection; etc.)
- Concern that more intensive development could result in a single detached house being surrounded by more intense development on 2 sides
- Concern about separation distances between buildings
- Concern about having a parking lot next to one's backyard (due to parking for new development)

Housing and development pattern - general

- Desire to balance need for new housing with quality of life; understand need for new housing, that area is expensive, that people want to live here.
- Desire for affordable housing for young families, accessible housing, options to age in place
- Suggestion that plan should say a variety of housing types is desired; that diversity is desired on any one street.

Traffic and Parking

- Concern that Ross Bay Village / Fairfield Plaza redevelopment would add traffic
- Question of whether city considers parking requirements for new development
- Place where many children walk – concern for traffic.

- Concern that St. Charles Street is already busy, and that Stannard Avenue is used as a cut-through

Townhouses

- Concern that townhouses in more than one row are too much density, mass, and have too many impacts on backyards, sunlight, privacy
- Concern about new townhouse developments with impacts on neighbours (e.g. heat recovery or machinery next neighbours backyard, creating noise; garbage collection; etc.)
- Concern that lots in sub-area 4 are not significantly larger than lots elsewhere in Fairfield
- Concern that this housing typology of townhouses in more than one row is being considered in focused small areas
- Concern that since only some parts of sub-area 4 meet lot size criteria for townhouses in more than one row, that developers would seek variances to setbacks, minimum lot sizes, to build this type of housing in more areas
- Suggestions to add density in ways other than townhouses in two rows
- Concern that allowing townhouses in more than one row will encourage lot consolidation and speculation by developers, causing current residents to leave, impacting social fabric, raising stress of owners, with calls from developers/realtors.
- Concern that homeowners will not have an incentive to maintain houses because they expect a developer will buy it (example of Vancouver near main transportation corridors)
- Question of whether townhouses could be built on a single existing lot, to avoid lot consolidation
- Suggestion to consider stacked townhouses (at 2.5 storeys), as they can offer additional residential options, including accessible ground-floor units, while keeping residential units near the street frontage (preferable to townhouses in two rows)
- Suggestion that isolated lots could see townhouses in more than one row, as part of broader housing diversity, not just in sub-area 4 and not concentrated in one place

Duplexes

- Comment that recently built duplex on Brooke Street looks like middle-income family housing
- Concern about an existing duplex being allowed to add a suite – one side of duplex gets rent (benefit), other side gets impact (noise, etc.). Suggestions include allowing a duplex with garden suite(s) (for less direct impact on duplex neighbour), allowing suites in new duplexes.

Small lot houses

- Concern that further small lot houses – which have added new residents to the neighbourhood – are not supported in the draft plan in sub-area

Ross Bay Village / Fairfield Plaza

- Concern that identification of Fairfield Plaza for redevelopment, together with sub-area 4, allows for drastic changes, added density and impact on residents
- Concern that limiting height/density of Fairfield Plaza does not support redevelopment, and neighbourhood will be left with an ageing strip mall in 25 years.

Cook Street Village Business Association – Fairfield Draft Plan Meeting

Staff: Jonathan Tinney, Kristina Bouris

Date: November 30, 2017

Participants: 15

- Will density be the same in CSV as it is in the OCP? Yes, but height limited, and new design guidelines.
- What is the plan for east of the village?
- Blue clay situation in the village means that builders need to put in extra slab. This is an extra cost (like adding another floor). Underground parking is very expensive.
- Plan won't result in new development
- Prefer above-ground parking
- Like setbacks right up to the property line
- Business owners feel like big setbacks are wasted space. Like in Europe – build to the property line.
- Need to add development to maintain the population (not just increase it).
- Happy to see that land use designations will be carried to the OCP
- Concern is that plan could put limits on what is financially viable for redevelopment
- Intent of plan is to provide certainty for the community. Developers should have a fair expectation that they can then build what is in the plan.
- Discussion about community opposition to new development and change – CSV is no different than elsewhere.
- Business Association will prepare a submission.
- Would like slower (20 km/h) speed
- Traffic calming and medians would be desirable at entrances and in villages. Would like new crossings.
- Maintain centre line.
- Demarcated parking spaces would help maximize parallel parking.
- Can we add 2 hour parking within the village radius?
- Lack of parking is the number 1 complaint of customers.

Attachment G:
Raw Feedback on Draft Fairfield Neighbourhood Plan

Part 4: Correspondence

Rob Gordon

Subject: FW: Fairfield Online Survey

From: Gene Miller [<mailto:gene@newlandmarks.com>]

Sent: Tuesday, December 05, 2017 1:31 PM

To: Kristina Bouris <KBouris@victoria.ca>; Jonathan Tinney <JTinney@victoria.ca>; Andrea Hudson <AHudson@victoria.ca>

Subject: Re: Fairfield Online Survey

See all of you at 4. I've attached a short document that represents the essentials of what I wish to present and discuss with you.

Gene

On 2017-12-05, 11:19 AM, "Kristina Bouris" <KBouris@victoria.ca> wrote:

Thanks. See you this afternoon.

From: Gene Miller [<mailto:gene@newlandmarks.com>]

Sent: Friday, December 01, 2017 6:28 PM

To: Kristina Bouris <KBouris@victoria.ca>

Cc: Jonathan Tinney <JTinney@victoria.ca>; Andrea Hudson <AHudson@victoria.ca>

Subject: Re: Fairfield Online Survey

Yes it would. I've made the schedule change.

On 2017-12-01, 5:56 PM, "Kristina Bouris" <KBouris@victoria.ca> wrote:

Hi Gene,

Would it be possible to meet at 4 pm on Tuesday December 5th instead?

I'll be out on Monday, so please suggest an alternate time later in the week if this one doesn't work.

Thanks,
Kristina

From: Gene Miller [<mailto:gene@newlandmarks.com>]

Sent: Monday, November 27, 2017 12:04 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Re: Fairfield Online Survey

Works for me. Thanks.

On 2017-11-27, 11:55 AM, "Kristina Bouris" <KBouris@victoria.ca> wrote:

Hi Gene,
Can you meet with Jonathan and I next Tuesday, Dec 5 at 10:30 am at City Hall? Andrea may join us as well.

Thanks,
Kristina

From: Gene Miller [<mailto:gene@newlandmarks.com>]
Sent: Monday, November 27, 2017 10:32 AM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Re: Fairfield Online Survey

Hi Kristina,

Good most times today (Monday) through Thursday this week; and following Tuesday and Thursday, and Wednesday morning.

Gene

On 2017-11-23, 3:52 PM, "Kristina Bouris" <KBouris@victoria.ca> wrote:

Dear Gene,
Thanks for your comments. I'll share them with Jonathan and Andrea. I'd be happy to arrange a time to meet with myself and others on the planning team to hear your feedback outside of one of the public events. Can you let me know a few times next week or the week after that would work for you?

Thanks,
Kristina

From: Gene Miller
[<mailto:gene@newlandmarks.com>]
Sent: Thursday, November 23, 2017 1:01 PM

To: Engagement <engage@victoria.ca>

Subject: Fairfield Online Survey

Hello,

Please direct this to Jonathan Tinney and other appropriate planning staff....

I just reviewed the entire online survey for the draft Fairfield Plan, and I must acknowledge that it is an incredible piece of information management. The survey is solicitous and gives the survey user a lot of control in matters of level of concurrence and independent viewpoint. It makes some assumptions about how people are going to be living their lives in 25 years, as to shopping behaviours, state of economy, etc., but that's just a quibble. Perhaps because it is so invested in its own momentum and sensibilities, the only serious thing the survey fails to do is to invite independent viewpoints about overall land use planning in Fairfield; that is, views outside of and at odds with many or the entire set of assumptions and conclusions embodied in the draft plan. I have such an independent viewpoint, and want a serious and legitimate opportunity to present it for your consideration/review.

Please advise.

Thanks,

Gene Miller

Personal info

Rob Gordon

Subject: FW: Fairfield OCP draft -- burying utilities?

From: Personal info

Sent: Wednesday, November 22, 2017 2:56 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Re: Fairfield OCP draft -- burying utilities?

Hi, Kristina,

Thanks for your latest note. Interesting to hear that the amenities package is considered finalized. It's my understanding that the CRD expects the city to take a lead on any further consultation on the final amenities package. According to the enclosed email from Kristin Quale, the CRD will then bring it back to CALUC at the 50-percent design stage in early 2018. So I would hope that means there is still an opportunity to include the community's desire for buried power lines.

Incidentally, it's my understanding Hydro believes the city should be spearheading this initiative, but I'm still waiting for a call from their rep to confirm that.

Thanks very much for your willingness to consider revising the neighbourhood plan to reflect this aim. And yes, please do include our email thread in the feedback on the draft plan.

Much appreciated,

Personal info

From: Kristina Bouris <KBouris@victoria.ca>

Sent: Wednesday, November 22, 2017 2:25 PM

To: Personal info

Subject: RE: Fairfield OCP draft -- burying utilities?

Hi Personal info

I've talked to some of our staff involved in this project. It appears that the amenity package for the pump station was finalized in February. Unfortunately, because of the timing, the survey results weren't able to be used as input into the negotiations on the amenities. I will have another look at the survey results to see if we can capture more of the community feedback and revise the neighbourhood plan section that identifies suggestions for waterfront plan. These revisions would be done early in the new year. There will be another opportunity to review the plan in the spring and provide feedback before it is presented to Council.

Can I include our email thread as part of the formal package of feedback on the draft plan? I'd like to capture your suggestion about burying the line and considering the CALUC survey results.

Thanks,

Kristina

From: Personal info
Sent: Monday, November 20, 2017 10:37 AM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Re: Fairfield OCP draft -- burying utilities?

Thanks very much, Kristina. I really appreciate your response and your commitment to finding answers for me.

Cheers,

Personal info

From: Kristina Bouris <KBouris@victoria.ca>
Sent: Monday, November 20, 2017 10:05 AM
To: Personal info
Subject: RE: Fairfield OCP draft -- burying utilities?

Personal info

Thanks for your email. I'd like to follow up with some of our staff who have been involved with the pump station application and get more information about the CALUC survey was incorporated. I have seen the CALUC survey and results – as you note, the survey was prepared after January.

Fairfield has provided quite a bit of feedback on the future of the waterfront through the neighbourhood planning process. The draft neighbourhood plan recommends a new formal plan be created for the waterfront parks, from Holland Point Park to Clover Point, in order to plan comprehensively for whole area, and also have a city-wide conversation about the waterfront (broadening the engagement beyond the neighbourhood plan). A future waterfront plan is identified as a long-term action (10 years).

The feedback we've heard from neighbourhood residents is captured in the neighbourhood plan so that we don't lose it when a waterfront plan is created in the future (p.35). The feedback is fairly high level, and touches on the different types of features and themes people have suggested. I'll have a look at the CALUC survey to see if there are any other categories of features we could add.

I'll get back to you once I've talked to other staff who have been involved in the pump station file, to better understand how the CALUC survey feedback was incorporated.

Thanks again,
Kristina

From: Personal info
Sent: Saturday, November 18, 2017 1:12 PM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Re: Fairfield OCP draft -- burying utilities?

Hi Kristina,

Thanks for your response. But I think there's some confusion. The CALUC survey I referred to was completed earlier this summer. So the results would have been tallied after the January 2017 committee-of-the-whole meeting you noted below.

Have you seen a copy of the June 2017 CALUC survey? That's the one that shows that burying the utility poles was among the top three preferred amenities. Was it not considered when drawing up the latest draft OCP?

You say that amenities associated with the expansion of the Clover Point pump station fall outside of the plan, and yet you noted that the burying the power lines is not one of those amenities outlined in that plan. So where does it fit in, then?

Also, can you please expound on this statement?

"Any additional improvements for the waterfront will be discussed and considered when a new plan is created for waterfront park areas in the future."

What new plan? And when? Not in the OCP?

It's a bit of a surprise that something that has drawn such support from the community at public meetings and in a survey hasn't been included in the draft plan. Hopefully, that can be rectified.

All the best,

Personal info

From: Kristina Bouris <KBouris@victoria.ca>

Sent: Friday, November 17, 2017 9:07 AM

To:

Subject: Fairfield OCP draft -- burying utilities?

Dear Personal info

Thank you for your email regarding the draft plan and suggestions regarding the burying of utility lines along the waterfront. I apologize for the delay in getting back to you; I wanted to check on the status of the Clover Point project. The discussions about specific improvements and amenities associated with the expansion of the Clover Point Pump Station are happening slightly outside the neighbourhood plan, as they relate to a specific development project that is already underway. The Public Realm Improvements secured at the time of Rezoning to allow the expansion of the Clover Point Pump Station are the following:

1. public viewing plaza
2. bike-pedestrian node to transition from the pedestrian path to the viewing plaza
3. benches, bike kitchen (facilities for bicycle maintenance and repair), bike racks and water fountain
4. public washrooms
5. two replanted grassed open spaces to the west and east of the plaza
6. pedestrian paths connecting to the Ross Bay seawall
7. separated bike path from the north edge of the zoned area to Dallas Road
8. intersection improvements at Clover Point Road and Dallas Road
9. cycle track along Dallas Road from Clover Point to Dock Street
10. interpretive signage and wayfinding signs at the Plaza and along the Cycle Track
11. barrier-fencing between the cycle track and the off-leash dog areas along Dallas Road where potential conflicts may occur.

The feedback from the community survey and CALUC meeting was included in the [January 26, 2017 Committee of the Whole Agenda](#) and formed part of the public record during the rezoning process. The feedback was also shared with the neighbourhood planning staff. Burying the power lines on Dallas Road is not included in the list of Public Realm Improvements associated with the work at the Clover Point Pump Station; any additional improvements for the waterfront will be discussed and considered when a new plan is created for waterfront park areas in the future. Policy 4.3. in the draft neighbourhood plan (p. 35) lists some of the suggestions heard through community feedback over the last year.

I will include your email in the formal record of feedback on the draft plan, to be presented to Council in the new year. Revisions will then be made to the draft plan based on community feedback.

Thank you,
Kristina Bouris

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

From: [Personal info](#)

Sent: Monday, November 13, 2017 8:18 AM

To: Engagement <engage@victoria.ca>

Subject: Fairfield OCP draft -- burying utilities?

Hi there,

I don't see any mention of the community's support for burying utility lines along Dallas Road as a beautification measure, although it was raised as one of seven goals during a CALUC-organized forum and community survey and has been discussed at the open houses for the sewage treatment project. What will it take to have this aim included in the draft plan?

Thank you.

[Personal info](#)

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>

Rob Gordon

Subject: FW: Draft Fairfield Neighbourhood Plan Comment

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

From: **Personal info**

Sent: January 18, 2018 11:13 PM

To: Engagement <engage@victoria.ca>

Subject: Draft Fairfield Neighbourhood Plan Comment

Greetings

While I wish I had more time, attached are my comments on a particular element of the plan, Design Guidelines.

I draw your attention in particular to my suggestion in my paragraph 8 Bottom Line.

Thanks for considering the attached.

Personal info

Rob Gordon

Subject: FW: Cook Street Village Residents Response to the Draft Neighbourhood Plan

From: Nicole Chaland [<mailto:nicole@sustainabilitysolutions.ca>]
Sent: Tuesday, January 30, 2018 11:38 AM
To: Kristina Bouris <KBouris@victoria.ca>
Cc: Andrea Hudson <AHudson@victoria.ca>; Jonathan Tinney <JTinney@victoria.ca>
Subject: Cook Street Village Residents Response to the Draft Neighbourhood Plan

Dear Kristina,

Please find attached a detailed report and requests for changes to be made to the Fairfield Neighbourhood Plan.

We have a vision for our neighbourhood which differs from the first draft of the Neighbourhood Plan. This vision can best be summarized as "Gentle Density with Diversity and Strengthening Cook Street Village."

This is the result of an intense three month engagement and analysis effort from the neighbourhood.

We understand that our report will be considered in the context of all neighbourhood feedback on February 22nd during a committee of the whole meeting, and further understand that the Mayor and many councillors support our vision.

We look forward to this milestone in hopes of working collaboratively with the City of Victoria on the next iteration of the Neighbourhood Plan.

We thank you for your time and thoughtful consideration.

Sincerely,
Nicole Chaland
on behalf of the Cook Street Village Residents Network
www.csvrn.com

Rob Gordon

Subject: FW: Comments Re the Draft Fairfield Plan

From: [.Personal info](#)

Sent: January 18, 2018 8:54 PM

To: Engagement <engage@victoria.ca>

Subject: Comments Re the Draft Fairfield Plan

City of Victoria

Re: Comments Re Draft Fairfield Neighbourhood Plan

Attached please find my comments regarding the Draft Fairfield Plan.


Sincerely,

[Personal info](#)

Victoria, B.C.

Rob Gordon

Subject: FW: The Promised Letter re Heritage and the Draft Plan

From:  **Personal info**
Sent: Thursday, January 11, 2018 10:24 PM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: The Promised Letter re Heritage and the Draft Plan

Kristina Bouris
Senior Planner

Here is the letter we spoke about in December before Christmas. IThere will be one more on other aspects.

Let me know if you can open it. I'm sending it in PDF and docx.
Personal info

Rob Gordon

Subject: FW: Survey question

From: Jane Mertz [[mailto:Personal info](#)]
Sent: Wednesday, January 17, 2018 11:17 AM
To: Rebecca Penz <rpenz@victoria.ca>
Cc: Kristina Bouris <KBouris@victoria.ca>
Subject: RE: Survey question

Hi Rebecca,

Thank you.

I have spent hours going through the plan, have spent hours at meetings and filled out the survey. I have attached my comments to be added for the last few sections.

I do hope that the residents will get the view the plan before it goes to council to ensure what the residents want is reflected in the plan. There are some missing pieces to date.

Best,
Jane

From: Rebecca Penz [[mailto:rpenz@victoria.ca](#)]
Sent: Wednesday, January 17, 2018 9:11 AM
To: [Personal info](#)
Cc: Kristina Bouris <KBouris@victoria.ca>
Subject: RE: Survey question

Hi Jane,

Yes, it was quite the turnout and unfortunate that there wasn't a venue to fit the crowd! We do appreciate everyone taking the time to get involved and tell us what they think.

We made some difficult choices when building the survey to focus predominantly on the land use sections, along with Parks and Transportation. In an effort to manage the length of the survey, we put all the other sections into Question 21:

Any comments on other sections of the draft Fairfield Neighbourhood plan or other general comments (list of other sections)

We're certainly open to suggestions if you think there's a better approach to this. You're welcome to send us an email with comments on those sections of the plan.

Great point about keeping people engaged post-approval, during the implementation. We will talk it over as a team and see what we can do to keep people engaged and reflect this in the action plan.

Regards,

Rebecca Penz
Engagement Advisor
City of Victoria
633 Pandora Ave, Victoria BC V8W 1N8

T 250.661.0085



From: Jane Mertz [[mailto:Personal info](#)]
Sent: Tuesday, January 16, 2018 5:07 PM
To: Engagement <engage@victoria.ca>; Kristina Bouris <KBouris@victoria.ca>
Cc: Ken Roueche <[Personal info](#)> Nicole Chaland <nicole@sustainabilitysolutions.ca>;
<tyleeconsulting@gmail.com>; David Biltek <david@departuretravel.com>
Subject: Survey question

Hi Rebecca and Kristina

Glad you saw the interested last night at the meeting at the FGCA. Quite the crowd! I left as I was in the cheap seats and could not see the presentation, nor really hear the speakers.

I have a comment about the survey. All was going well until the last sections 9 through 12. There was really no room to comment on anything. I went through the whole document and made comments and was expecting to add to the conversation for those sections.

Will there be another chance to have input on those sections as we progress?

One comment I do have about the Action Plans, it does not seem that the city wants any further participation from residents after the LAP is officially into the OCP. You have engaged the community, you should keep these people engaged. They know the terminology now, etc. of development/planning speak. That is a community asset. Groups could be ad hoc, not official city committees but it would be good to keep things going along. Lots of help can be obtained through volunteers in Fairfield.

I look forward to hearing from you.

Kind regards,
Jane Mertz
[Personal info](#)

Rob Gordon

Subject: FW: Letter from FGCA Board re Fairfield Draft Plan

From: Victoria Mayor and Council
Sent: Monday, January 22, 2018 8:46 AM
To: Councillors <Councillors@victoria.ca>
Cc: Kristina Bouris <KBouris@victoria.ca>; Christine Havelka <chavelka@victoria.ca>
Subject: FW: Letter from FGCA Board re Fairfield Draft Plan

Good Morning,

Please see attached, a letter to Mayor and Council from the Fairfield Gonzales Community Association regarding the engagement period for the Fairfield Neighbourhood Plan.

Sincerely,
Lacey

From: Vanya McDonell [<mailto:vmcdonell@fairfieldcommunity.ca>]
Sent: January 15, 2018 12:14 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Jonathan Tinney <JTinney@victoria.ca>; Jocelyn Jenkyns <JJenkyns@victoria.ca>
Cc: Board President <president@fairfieldcommunity.ca>; Kristina Wilcox <kwilcox@fairfieldcommunity.ca>; CALUC chair <planandzone@fairfieldcommunity.ca>
Subject: Letter from FGCA Board re Fairfield Draft Plan

Dear Mayor and Council,

Please see the attached letter from our Board of Directors in regards to the engagement period for the Fairfield Neighbourhood Plan.

On behalf of the FGCA Board of Directors,

Vanya McDonell
Co-Executive Director
Fairfield Gonzales Community Association
1330 Fairfield Road Victoria, BC V8S 5J1
Ph: 250.382.4604 (Ext. 104) Cell:
vmcdonell@fairfieldcommunity.ca
www.fairfieldcommunity.ca



Rob Gordon

Subject: FW: LAP letter

From: Kristina Bouris
Sent: January 12, 2018 2:47 PM
To: Malcolm Maclean <mmaclean@victoria.ca>
Subject: FW: LAP letter

For Fairfield

From: David Biltek [<mailto:david@departurestravel.com>]
Sent: Thursday, January 11, 2018 1:09 PM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: LAP letter

Thought this might interest you

David Biltek
Advisor in the Art of Travel



1889 Oak Bay Ave. Victoria, BC V8R 1C6
Ph: 250.595.1161
Toll Free: 1.800.475.3755 or 1.800.232. 6641
David direct: 780 831 1910
e: David@Departurestravel.com
There is no better compliment than a referral!

Rob Gordon

Subject: FW: FeedbackFairfieldNeighbourhoodPlanUrbanForest

From: [Personal info](#)
Sent: Sunday, January 14, 2018 7:30 PM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: FeedbackFairfieldNeighbourhoodPlanUrbanForest

Hi Kristina,
I hope you had a good weekend.
Attached is my feedback for your consideration; it is a little repetitive in places, sorry.
See you at 1:00pm.

[Personal info](#)

Rob Gordon

Subject: Comments on the draft Fairfield Neighbourhood plan

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

From:  **Personal info**

Sent: Monday, November 13, 2017 10:56 PM

To: Engagement <engage@victoria.ca>

Subject: Comments on the draft Fairfield Neighbourhood plan

Please review my attached comments on the draft Fairfield neighbourhood plan. Thanks, Jane

Be sure to view the link which shows the Vancouver St. homes on the Fairfield Heritage walking tour. It would be a great shame to allow these to be lost as has already happened to other home in the walking tour.

Rob Gordon

Subject: FW: Likes and Suggestions about Fairfield Plan

From: Ted Relph [[mailto:Personal info](#)]
Sent: Tuesday, November 28, 2017 11:22 AM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Re: Likes and Suggestions about Fairfield Plan

Hi Kristina,

Quick follow-up to what we talked about at the Open House last night. I have attached a list of all the non-residential uses in Fairfield I identified when I cycled all the streets in the neighbourhood last spring. I thought this list might be helpful if you want to map them, for instance in a style like that in Map 10 which shows their locations. There may be others but I think I include most of them.

Joaquin and I, with Anne Russo, talked at some length about urban design in the commercial part of Cook Street Village, including something to acknowledge the distinctive history and street pattern, perhaps rephrasing some of the account to make the four storey height limit clearer (I read the density policies as permitting more storeys in exchange for amenity contributions) and clarifying what is meant by street wall. I made a few brief notes when I got home in case in wants to follow up

I hope you got good feedback from the open house. Thanks to you and Rebecca for organizing all these events.

Ted

On Mon, Nov 27, 2017 at 11:59 AM, Kristina Bouris <KBouris@victoria.ca> wrote:

Hi Ted,

Thanks very much for sending your comments and suggestions for the draft plan. I really appreciate you having a look at the draft (again) and your thoughtful ideas. I'll share them with my team this afternoon, and look forward to talking through them more tonight at the Parkside with you if you're there.

Thanks again,

Kristina

From: Ted Relph [<mailto:ted.relph@gmail.com>]
Sent: Monday, November 27, 2017 10:03 AM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Likes and Suggestions about Fairfield Plan

Hi Kristina

I have attached some brief positive comments and somewhat longer suggestions about the draft plan. One concern is about non-residential uses in mostly residential areas, which I think the draft does not deal with adequately.

I also think that the discussion of Five Points has some deficiencies.

And the urban design proposals for Cook Street Village don't capture what the City's Design Guidelines for Multi-Unit Residential/Commercial refer to as "the character of an established area." This is especially important because Cook Street is the first large urban area that has established character to be studied in a local area (Westside Village and Selkirk Village are both products of comprehensive development). I think the account of Craigflower Village in VicWest gives a good suggestion of how it might be better approached.

I do suggest that the idea of treating Cook Street as a complete street could be reinforced by encouraging discussion of shared space, an idea which has been floated several times. And I also suggested an addition to the Community Principles, which is to make Cook Street a **green** urban village, something which I have also heard mentioned and would be a specific application of goals stated in other parts of the Draft Plan.

Hope you find these useful. I can elaborate if you have any questions. I will share them with the Cook Street Village Residents Network and intend come to the open house at the Parkside and future events.

Regards

Ted

Rob Gordon

Subject: RE: Burdett-Rockland neighbourhood input / Fairfield Neighbourhood Plan

From: Douglas Curran [[mailto:Personal info](#)]
Sent: Friday, December 01, 2017 1:35 PM
To: Kristina Bouris <KBouris@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Burdett-Rockland neighbourhood input / Fairfield Neighbourhood Plan

Hello Kristina,

Following on from some of our discussion points from last night's planning forum at the FGCA community centre, we wanted to take the opportunity to again present the views of a great many - over 105 signators - expressing their vision for appropriate and community-supported development within our immediate Burdett/Rockland/McClure neighbourhood.

The attached petition letter was previously submitted to Empresa Developments, Victoria Council and Planning in May 2017, but went unacknowledged at that time and would appear to have not been integrated into staff's current consideration for the Draft Fairfield Neighbourhood Plan. We believe that the community's views encompass and support many of the key directions found within the Draft Plan and merit specific inclusion in the plan as it advances.

Central to the community's demonstrated views - and supported by key Draft Plan points outlined below, is the specification for a townhouse form. As you noted last night, the townhouse is a particularly attractive option for the following reasons:

- provides sufficient room for young families
- lower cost housing relative to detached single-family homes
- more compact, efficient land use for infill inner city neighbourhoods
- possible lock-off suites within individual units

Currently townhomes, while being a popular, in demand option for families and downsizers, are not well represented in any of the current housing statistics. Of the 4,778 living units either in process or under construction in Victoria, only 2% or less are outlined as townhomes on the Sept, 2017 construction Yellow Sheet Analytics. The availability and turnover rates for townhomes are lower than all other housing forms to the degree of not being statistically visible.

Beyond the evident utility and relative affordability of townhomes, coupled with demonstrated community support, the following are design and planning considerations outlined in the Draft Plan as well as Victoria's OCP guidelines, which would be satisfied by a townhouse designation for the 1120 - 1128 Burdett lots:

- appropriate transition of height and form between denser Urban Residential and traditional neighbourhood
- fitting to scale of existing homes provides stability and continuity to neighbourhood
- ground level access and stacked townhouse design provides improved access for wheelchairs and mobility challenged occupants
- opportunity for rooftop gardens/leisure space (stacked townhouse design)

From the conversations and planning descriptions witnessed at the recent Fairfield planning events, it appears that stacked townhouse layouts are not broadly considered within the local context, despite their popularity in other municipalities. The benefits of this stacked design are numerous, with the primary being:

- design permits both single level and 2 storey units in the same building
- all doors open directly onto street, animating public space and 'eyes on the street'
- direct ground level access improved for mobility-challenged occupants
- fewer stairs within units preferred by aging occupants
- opportunity for individual roof top decks (upper units)

For reference I have attached some sample designs and schematics to illustrate designs for 3 storey, 1.2 FSR stacked townhomes proving popular and garnering awards in other cities.

The Right Fit For Burdett community looks forward to seeing their design and community aspirations integrated into the completed Fairfield Neighbourhood Plan.

for RFFB

Rob Gordon

Subject: FW: FW: Draft Fairfield Neighbourhood Plan

From: David Biltek [<mailto:david@departurestravel.com>]

Sent: Wednesday, January 03, 2018 7:37 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: FW: FW: Draft Fairfield Neighbourhood Plan

fyi



David Biltek
632 Cornwall St.
Victoria, BC V8V4L1
7809331934

Yes I know it is an Alberta number but some things just take more time to change

From: Personal info Personal info

Sent: January-03-18 5:52 PM

To: planandzone@fairfieldcommunity.ca

Subject: Fwd: FW: Draft Fairfield Neighbourhood Plan

Dear Community Association Land Use Committee,

I have tried a few times and ways to correct a local mapping error on the Neighbourhood Plan, but as yet, without success. I have not yet had a reply to my correspondence with the city planners (below).

A trivial change, but the maps are showing a pedestrian or cycle access from the top of Vimy Place through to Windermere. This mapped access has never been developed, and the city has no plans to do so. Therefore it should not appear on maps.

I hope that you may be aware of this, and perhaps other similar issues, and be able to raise them with the city team more effectively than me.

Kind regards,

Personal info

----- Forwarded message -----

From: **Kristina Bouris** <KBouris@victoria.ca>

Date: Mon, Dec 18, 2017 at 11:30 AM
Subject: FW: Draft Fairfield Neighbourhood Plan
To: **Personal info**

Dear **Personal info**

Thank you very much for your email and sharing your feedback about the draft neighbourhood plan. Thank you for bringing the issue to my attention. I will follow up with our parks planning team to better understand the history and any changes that would be needed. We will be looking at the feedback in detail in the new year, and revisions would be made for the next version of the plan in the spring.

Thanks again for your email.

Kristina Bouris

From: **Personal info**
Sent: Saturday, December 16, 2017 9:10 PM
To: Engagement <engage@victoria.ca>
Cc: # **Personal info**
Subject: Draft Fairfield Neighbourhood Plan

Good day!

I have just reviewed the transportation and mobility chapter of the draft plan.

There is a significant practical error in the map. There is no city plan to develop a route between Vimy Place and Windermere, yet this is shown as an "Other designated pedestrian or cycling route *". The asterisk means "Previously approved greenways and cycling network."

In the previous greenways and cycling network the gazetted laneway that is the local subject of this designation was marked as "future..." You will know from imagery etc. that this laneway has never been developed, there is no route through, and there are no city plans to develop it.

Through recent interactions with the planning department a sign was added to the bottom of the next street (Franklin) in part to reduce confusion to walkers who frequently come up Vimy looking for this route. I appreciate this change.

I hope that the map can be adjusted to remove this confusion designation class and either add a "Future..." symbology or remove any "Future..." elements from the published maps.

Regards Personal info

Personal info

Rob Gordon

Subject: FW: General Inquiry - Fairfield/Gonzales Comment

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

From: webforms@victoria.ca [mailto:webforms@victoria.ca]

Sent: October 5, 2017 10:13 AM

To: Public Service Centre - Internet email

Subject: General Inquiry

From: **Personal info**

Email :

Reference : <http://www.victoria.ca/EN/main/residents/neighbourhoods/fairfield-gonzales.html>

Daytime Phone : **Personal info**

Hi,

I just wanted to commend the planners and everyone involved on what I can see is a great plan for the Fairfield/Gonzales area. It is very heartening to have had the city planners set up engagement meetings with the community. I know this has taken a huge amount of time and planning, but so worth it so the community voices are heard.

Much appreciation for this!

I still have one concern that I have addressed at a number of meetings and at a city council meeting a few years back and that is the blasting of the natural rock for new developments. I feel that this should be part of the protected ecosystem. Having spoken to a number of geologists, the rock is from the Paleolithic era and 6 million years old. The blasting of the natural rock leaves permanent holes in the landscape long after the houses are gone. It also effects the water tables and kills the roots of trees. Many of my neighbours have had fractures to their houses and had to cut down dying trees at their expense. It also doesn't make sense to be blasting and fracturing the rock when we live in a high risk earth quake zone.

Kind regards, **Personal info**

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IP Address: **Personal info**

Rob Gordon

Subject: FW: LAND USE DESIGNATION ISSUE: **Personal info** & others

From: **Personal info**

Sent: Tuesday, January 09, 2018 9:39 AM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Re: LAND USE DESIGNATION ISSUE: **Personal info** & others

Thanks Kristina. I also think that it is unfair for a group of Oliphant residents to lead this initiative without talking to all of the Oliphant residents.

I would also like to point out that in my opinion Oliphant does not feature a relatively intact streetscape made up of single family houses and heritage conversions. In approximately 2 years we will have a 5 story building towering over the east side of Oliphant. This will completely change the streetscape of Oliphant. I think we need to keep that in mind. This new 5 story building will front onto Oliphant where a 2 story character apartment once stood. Therefore the reality is that Oliphant will now have a 5 story condo building on Oliphant.

Thanks very much for taking my concerns seriously,
Personal info

From: "kbouris" <KBouris@victoria.ca>

To: **Personal info**

Sent: Tuesday, January 9, 2018 8:54:58 AM

Subject: RE: LAND USE DESIGNATION ISSUE: **Personal info** & others

Dear Mr. **Personal info**

Thank you for your email and questions regarding the draft Fairfield Neighbourhood Plan. In early engagement, we heard interest from some residents in maintaining the traditional residential feel of Oliphant Street. Unlike some other blocks in the area, this portion of Oliphant features a relatively intact streetscape made up of single family houses and heritage conversions. Through engagement on the draft plan, we have heard from other residents including yourself who have concerns about maintaining this little pocket of traditional residential. I am compiling all of the feedback we've receive on the issue and will be looking at it in detail once the engagement period on the draft plan closes next week. Please be assured that your feedback is being received and being taken seriously. I will be preparing a report for City Council to summarize feedback received, with a target date of being presented in February.

Thank you,

Kristina Bouris

Kristina Bouris MCIP RPP

Senior Planner
Sustainable Planning and Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E Kbouris@victoria.ca



Get involved in the:

Fairfield-Gonzales Neighbourhood Plan

<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan

<http://www.victoria.ca/vicwest>

From: Engagement

Sent: Friday, December 22, 2017 1:17 PM

To: Rebecca Penz <rpenz@victoria.ca>

Subject: FW: LAND USE DESIGNATION ISSUE: **Personal info** & others

From: **Personal info**

Sent: Friday, December 22, 2017 12:30 PM

To: **Personal info**

Cc: Engagement <engage@victoria.ca>; Ben Isitt (Councillor) <BIsitt@victoria.ca>; major@victoria.ca
Subject: Re: LAND USE DESIGNATION ISSUE: **Personal info** & others

Hello All,

I agree with **Personal info**

Why would one street be singled out from all the immediate neighbouring streets to have a special designation? I have asked how this has happened and no one seems to know. Can we please apply common elementary Urban Planning Principles and not create some strange isolated anomaly for Oliphant Street?

Thank you,

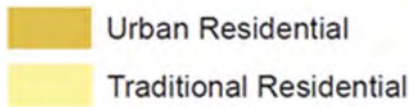
Personal info

From: **Personal info**
To: "engage" <engage@victoria.ca>, "bisitt" <bisitt@victoria.ca>, major@victoria.ca
Sent: Thursday, December 21, 2017 4:16:52 PM
Subject: LAND USE DESIGNATION ISSUE: **Personal info** & others

Hello Christina et al.,

My home is located at **Personal info** Avenue in Cook Street Village and a few others nearby are designated in the latest draft Fairfield/Cook Street Plan as “Traditional Residential”... as shown on the map below in light yellow color.

“Urban Residential” would be the appropriate designation consistent with all properties West of Cook Street/East of Vancouver Street and between Fort Street and Park Boulevard...as shown on the map below in gold color.



As the plan will be a guide for the next 25 years, I am compelled to advocate for a more consistent application and request that my home and others in the immediate area be designated “Urban Residential”.

I have expressed my concern to City of Victoria staff members at several Open House events this year. Following the first open house, I also sent an email expressing my concern to Catherine Bouris who passed it on to Councillor Ben Issit.

At the Open houses, staff members agreed that:

- they did not have a good explanation as to why my home and the others were “traditional residential”
- there is inconsistency within the plan and suggested that I forward my concerns to the Planning Department.

I surmise that some homeowners on Oliphant Avenue have advocated for lessor density that may explain the different designation. These owners can retain their homes but their desire to preclude others from higher density is wrong because the entire surrounding area is higher density.

There are many sound reasons to revise the designation to “Urban Residential” of my home at **Personal info** and those nearby, such

as:

- Over the next 25 years, my homes and similarly designated ones will look out of place surrounded by 3 – 5 storey buildings rental and strata apartment buildings.
- My homes and those along south side of Oliphant have unique lane access that makes development more attractive... such as off street parking to dove tail with the current 55 unit project now under construction at Cook and Oliphant whose underground parking is accessed from the lane.
- Several home owners on Oliphant have wanted to develop to greater density in recent years, but were not able to because of existing zoning and land use. These owners have since sold and the new owners have varying views on development.....such properties include 1001, 1005 and 1035 Oliphant.
- Preventing greater density leads to urban sprawl, greater pollution, less amenities and less affordability. The future for the inner are condos...

Please let me know what more I can do to advocate my position for the greater good.

I look forward to updates.

Happy holidays

Regards,

Personal info

Rob Gordon

Subject: FW: LAP Fairfield

From: Personal info

Sent: Tuesday, January 09, 2018 8:37 PM

To: Kristina Bouris <KBouris@victoria.ca>; Andrea Hudson <AHudson@victoria.ca>

Subject: LAP Fairfield

Kristina

I am writing you in regards to the proposed LAP for my community. I have taken the time to involve myself in some of the community planning sessions, regarding the development of our area. My experience has of this low-level engagement has been disappointing at best. I found that community input was severely marginalized, and edited to suit the proposed community plan. Architectural renderings and supplied documents seemed deceptive as subsequent drawings and literature moved further away from the documented community input. Our concerns about the surrounding residential neighborhood zoning were met with a repeated boilerplate response of "zoning is not changing and each property will have to submit for zoning change approvals. The community can dispute those changes, at that time". I was completely shocked and horrified to discover that there is a proposed LAP for my community which increases the density of my community by 500% from the previous 2012 OCP, to the current Fairfield Draft LAP. Members of my community, while aware of the OCP changes, had no idea about the proposed LAP. Was this purposefully left out of the community engagement? Was the community engagement a failure in communicating this to the residence? It certainly feels like the OCP focus on the Fairfield Plaza was a deliberate distraction from the severe densification of my community.

I would like to formally request a greater level of engagement for my neighbors and myself, as engagement efforts have obviously failed. I look forward to your response.

Kind Regards

Personal info

Resident, and Homeowner

Rob Gordon

Subject: FW: Larger lots in Fairfield

From: Personal info

Sent: Friday, December 01, 2017 4:22 PM

To: Kristina Bouris <KBouris@victoria.ca>; csv Will Sparling (Mocha House) Personal info ; Heather Murphy-Linden Personal info >; Wayne Hollohan <victoriabc@shaw.ca>; David Biltek <david@departuretravel.com>; Nicole Chaland <nicole@sustainabilitysolutions.ca>

Subject: Fw: Larger lots in Fairfield

Thanks Kristina, very helpful. I would like to propose that this map be included in the LAP

Ken

From: [Kristina Bouris](#)

Sent: Thursday, November 23, 2017 8:59 AM

To: Personal info

Subject: Larger lots in Fairfield

Ken,
As requested, here is the map of larger lots in Fairfield. It was designed for our open houses where there is a planner on hand to help answer questions and explain more detail. If you've got questions about it, please stop by one of the upcoming events.

Thanks,
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



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<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan
<http://www.victoria.ca/vicwest>

Rob Gordon

Subject: FW: Letter to Kristina Bouris

From: Personal info
Sent: January 22, 2018 1:27 AM
To: Engagement <engage@victoria.ca>
Subject: RE: Letter to Kristina Bouris

Hello

I have been away for 7 weeks and see that there was a deadline that I have missed for formal response to the Fairfield Community Plan.

I believe that I have made my points in meetings with/letters to the Mayor, Council and Kristina Bouris.

My concern still remains the wording of the section about the HCA and the inclusion of Durban Street (by name). We had confirmation from Kristina that Durban Street, by name, would be removed in the revised document.

I have sent a letter to Kristina tonight but see that she is out of the office Monday. Please follow-up with her regarding my concerns.

Thank you.

Sincerely, Personal info


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Executive Director, i2i Intergenerational Society www.intergenerational.ca
Director, Canadian Network for Prevention of Elder Abuse www.cnpea.ca



Rob Gordon

Subject: FW: mini-update

From: Nicole Chaland [<mailto:nicole@sustainabilitysolutions.ca>]

Sent: Friday, December 08, 2017 9:44 AM

To: Kristina Bouris <KBouris@victoria.ca>; Jonathan Tinney <JTinney@victoria.ca>

Subject: mini-update

Hi Kristina and Jonathan,

I wanted to let you know some of the emerging themes from the discussions so far. This is just from my point of view, and I'll work hard to get more of a community response to you in January, but I wanted to let you know that the design principles for CSV in the plan have been affirmed.

We put out a proposal which you can read [here](#). Some great stuff has emerged including:

- high priority to slow traffic, not just on Cook, but Linden and Heywood also.
- controversy around parking (but a healthy debate has started and some residents have engaged Todd Litman to help move the conversation forward)
- people want the plan to include new lighting (downcast, low, non-polluting) in the Village.
- an idea for elevated crossings (at the same height as sidewalks) received full support and enthusiasm as a way to reinforce the pedestrian nature of the Village

Our next step is to refine our proposal based on people's comments. Let me know how we're doing.

With much appreciation,
Nicole

Rob Gordon

Subject: FW: NEIGHBOURHOOD SNAPSHOT

From: Personal info

Sent: Friday, December 01, 2017 12:04 PM

To: Kristina Bouris <KBouris@victoria.ca>

Cc: Wayne Hollohan Personal info csv Will Sparling (Mocha House) Personal info ; Heather
Murphy-Linden Personal info David Biltek <david@departurestravel.com>

Subject: NEIGHBOURHOOD SNAPSHOT

Good Afternoon Kristina:

The data on page 23 appears to be from 2011 perhaps it could be undated with the recently released 2016 data.

Ken Roueche
Personal info

Rob Gordon

Subject: FW: Notes from FGCA mtg on Mon 15

From: David Biltek [<mailto:david@departuretravel.com>]

Sent: Saturday, January 20, 2018 12:12 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: FW: Notes from FGCA mtg on Mon 15

Some more comments about process....clearly the small intimate groups work well
See below



David Biltek
632 Cornwall St.
Victoria, BC V8V4L1
7809331934

Yes I know it is an Alberta number but some things just take more time to change

From: Anne Russo [[mailto:Personal info](#)]

Sent: January-20-18 10:13 AM

To: David Biltek <david@departuretravel.com>

Subject: Notes from FGCA mtg on Mon 15

Hi David

Thanks for your measured and helpful notes from the January 15 event on the LAP that Nicole has forwarded. You managed the meeting very well.

I hosted a Pizza and a Planner evening the week before, and the 14 people in attendance found it helpful, interesting and an opportunity to learn quite a bit. Hopefully the planners heard the particular issue our neighbourhood has - they spent most of their time listening and writing. I was pleased with the discussion; it was balanced and reflected various perspectives and concerns. I guess we need more pizza collaboration . . .

Anne

Anne Russo
Personal info

Rob Gordon

Subject: FW: OCP - pizza with planners

From: Personal info

Sent: Thursday, January 11, 2018 12:07 PM

To: Kristina Bouris <KBouris@victoria.ca>

Cc: Personal info

Subject: OCP - pizza with planners

Hello Kristina,

Thank you for taking the time to hear my concerns about Oliphant Avenue particularly those along the south side of Oliphant having the designation of “urban residential” and not “traditional residential”.

I also will appreciate your effort to set up a pizza meeting before the engagement period ends next Friday.

My rationale for having the urban designation has been expressed at the open houses, via emails to you and council and through discussion with planners. My view is echoed by many neighbours who simply haven't met with staff...

Additional rationale for the “urban designation” is here:

1. Over time, the apartments along Park Blvd that are behind my home on Personal info will be rebuilt and taller which will further tower over my home..
2. the current 55 unit building now under construction at Cook and Oliphant will reduce light significantly to my yard and those east of it...
3. 5 of the 6 owners along my side of Oliphant wanted higher density commensurate with surrounding buildings.., but due to the zoning and OCP were frustrated and ended up selling to owners who have updated their homes....
4. Designating only the south side of Oliphant is not preferred as the homes along the north side are similarly surrounded by apartments..but those lots are smaller..

Thank you,

--

Personal info

Rob Gordon

Subject: FW: Opposition to Traditional Residential Designation

From: Melanie Smith [<mailto:melanie@maisonhomes.ca>]
Sent: Friday, January 12, 2018 11:48 AM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: Opposition to Traditional Residential Designation

Hello Ms. Bouris

My name is Melanie Smith and a representative from Maison Homes the owner of 1001 Oliphant Street. We purchased this property approx. a year and a half ago, it is currently being rented but we purchased with the intent to redevelop this site given it's proximity to Cook Street Village as well as 3 fronts of access via laneways. We are a building and development company and have done several respectful developments within the city, my last was a unanimous in favor vote to rezone in the Rockland neighborhood. It can be done sensitively and appropriately.

We strongly oppose the designation of 'Traditional Residential' specifically on this street but in particular to streets so close to the cook street urban village. The whole idea of micro urban villages is to prevent sprawl and allow for increased green density. I feel that having a designation such as this in an urban village is completely opposite and backwards thinking policy. People don't like change, that's a given so I understand the general resistance of those wanting to preserve a traditional single family neighborhood but that has to be tempered by the good for the whole which is an urban residential designation in this location.

Thank you for your consideration

Best,

Melanie Smith



Rob Gordon

Subject: FW: Reminder: First events on the draft Fairfield Neighbourhood Plan

From: Personal info

Sent: Thursday, December 07, 2017 10:53 AM

To: Engagement <engage@victoria.ca>

Subject: Re: Reminder: First events on the draft Fairfield Neighbourhood Plan

How would I provide further input on the plan? I have had recent thoughts. Perhaps you could pass them on.

I would prefer that my remarks are not attributed (associated with my name).

1. The intersection at Fairfield Road and Linden Avenue is dangerous. When going North on Linden, there is very poor visibility due to parked cars and the terrain (looking up). I often have to wait for a pedestrian and hope that the car going east gives me enough room to slip through the intersection, but they often come to a stop very close to the pedestrian crosswalk. I was just looking up my route to attend a City event today and Google spit out that route, but I have to avoid that intersection.

2. Can Cook St. Village have doggy parking? Walking to the village with their dogs is the reason many people cite for bringing their pets into stores, although I realize that the business group also encourages them, to the detriment of people with health conditions that require lack of contact with pet allergens. Yesterday, I was in a drug store looking at allergy medication while there were two people with dogs in there. They lingered and the dogs brushed against a lot of things, depositing their allergens until some unsuspecting person picks up that package off the shelf, and their dander will continue to circulate in the ventilation. I have frequently seen people try to smuggle dogs into food facilities in the village, knowing it's not allowed but having no options. An 18 year old minimum wage staffer isn't going to have the skills to kick them out. Council created the Cook St. Village doggy ghetto with the destination off-leash area and I wish they would take measures to alleviate the negative consequences. Along the same lines, doggy bag dispensers and receptacles are needed in the village in order to protect pedestrians and nearby residents, and it would be helpful to install them on the main walking thoroughfares to the off-leash area because, if you take the time to observe, many custodians "anticipate" the area as far as not having their dogs leashed as they approach, but are not able to anticipate it as far as being prepared with a bag for the dog's waste. Thus, at least once a week, I have to remove dog waste from areas of my lawn that it would not have been deposited had the dog been on a regulation leash. Please don't defer this until the 2018/19 Parks and Open Spaces plan because these issues are to do with urban spaces, not parks an open spaces.

Regards,

Personal info

From: Engagement <engage@victoria.ca>

Date: Thursday, November 16, 2017 at 4:43 PM

To: Engagement <engage@victoria.ca>

Subject: Reminder: First events on the draft Fairfield Neighbourhood Plan



Please join us this Saturday for the first of seven events about the draft Fairfield Neighbourhood Plan:

Open House (drop-in)

Saturday, November 18, 10:30 a.m. – 1 p.m.

Sir James Douglas School gym

If you're looking for a more informal, family-friendly event drop by:

Cocoa & Candy Canes

Tuesday, November 21, 4 p.m. – 6 p.m.

Fairfield Gonzales Community Place

Or check out one of our other events

victoria.ca/fairfield

Unsubscribe: Reply to this email if you no longer wish to receive email updates for the Fairfield Neighbourhood Plan or if you only wish to receive updates about the Gonzales Neighbourhood Plan.

Rob Gordon

Subject: FW: Request For Full Overview of Fairfield & Gonzales Neighbourhood Plan

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

From: **Personal info**

Sent: November 22, 2017 12:33 PM

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

Subject: Request For Full Overview of Fairfield & Gonzales Neighbourhood Plan

Hello Mayor and Council Members,

I have emailed this directly to Chris Coleman but it appears that he is away. If any of you can help I'd appreciate it.

I believe that all residents of both Fairfield and Gonzales areas should be provided with a top down view of the ENTIRE proposed neighbourhood plan, not cut into sections that are hard to piece together and contradict each other when I look at the plans separately. We need to see what the whole neighbourhood will look like if these plans are approved. Currently with it displayed the way it is we cannot see the full impact on the area.

If there is a better person to request this from please direct me to them.

Thank you.

Personal info

Rob Gordon

Subject: FW: SEA LEVEL RISE

From: Personal info

Sent: Friday, December 01, 2017 4:12 PM

To: Kristina Bouris <KBouris@victoria.ca>; csv Will Sparling (Mocha House) Personal info Heather
Murphy-Linden Personal info David Biltek <david@departurestravel.com>; Nicole Chaland
<nicole@sustainabilitysolutions.ca>

Subject: SEA LEVEL RISE

Good Afternoon Kristina:

I noted that the Vic West LAP has several CRD maps outlining sea level inundation predictions, pages 85-86. Perhaps we can have similar maps for Fairfield.

Ken Roueche
Personal info

Rob Gordon

Subject: FW: SINGLE DETACHED WITH MORE THAN ONE SUITE

From: Personal info

Sent: Friday, December 01, 2017 4:15 PM

To: Kristina Bouris <KBouris@victoria.ca>; csv Will Sparling (Mocha House) Personal info ; Heather Murphy-Linden Personal info Wayne Hollohan <victoriabc@shaw.ca>; David Biltek <david@departurestravel.com>

Subject: Re: SINGLE DETACHED WITH MORE THAN ONE SUITE

Unfortunately by the time any revisions are made there will be no opportunity for citizens to way in. This is a BIG DEAL and there will be now informed consent.

Ken

From: [Kristina Bouris](#)

Sent: Friday, December 01, 2017 3:58 PM

To: Personal info

Subject: RE: SINGLE DETACHED WITH MORE THAN ONE SUITE

Hi Ken,

Thanks for clarifying your concerns and your suggestions. I'll note them for consideration when we do revisions to the plan.

Kristina

From: Personal info

Sent: Friday, December 01, 2017 3:16 PM

To: Kristina Bouris <KBouris@victoria.ca>; csv Will Sparling (Mocha House) Personal info ; Heather Murphy-Linden Personal info Wayne Hollohan Personal info ; David Biltek <david@departurestravel.com>; Nicole Chaland <nicole@sustainabilitysolutions.ca>

Subject: Re: SINGLE DETACHED WITH MORE THAN ONE SUITE

Thanks Kristina:

I shall have a look at the data

However, I am concerned about the second added suite/garden suite, not the first. More secondary sites in Fairfield is absolutely needed, but two is a tight fit on so many locations. This is a major change in parking requirements and therefore it should be highlighted in the LAP not noted in passing on a board at a meeting.

Ken

From: [Kristina Bouris](#)

Sent: Friday, December 01, 2017 2:49 PM

To: Personal info

Subject: RE: SINGLE DETACHED WITH MORE THAN ONE SUITE

Hi Ken,

Thanks for your comments. I'll add your email to the record of feedback.

Under the city's zoning regulations (Schedule C of the Zoning Regulation Bylaw), secondary suites do not require an additional parking spot; as a result, suites may need to use on-street parking. There are many different regulations and policies that apply to new development, and it would be difficult to repeat them all in the neighbourhood plan. We do try to make sure the engagement materials provide information about the most relevant regulations found in other documents (such as the note on the boards that suites would not require additional parking).

We asked for community input on the idea of a house with two secondary suites during the growth options, housing and heritage survey and open houses in March 2017. You can see the backgrounder documents on the different types of housing and engagement results [on this page](#). This housing form was also discussed on the housing walk that you missed.

Thanks,
Kristina

From: Personal info

Sent: Friday, December 01, 2017 11:35 AM

To: Kristina Bouris <KBouris@victoria.ca>

Cc: Wayne Hollohan Personal info ; csv Will Sparling (Mocha House) Personal info Heather
Murphy-Linden Personal info ; David Biltek <david@departuretravel.com>; Nicole Chaland
<nicole@sustainabilitysolutions.ca>

Subject: SINGLE DETACHED WITH MORE THAN ONE SUITE

Good Morning Kristina:

Page 12 of the Draft LAP highlights plans to allow two suites on single detached lots and references page 77 (section 8.4) which then references page 82 (section 8.11). There is also a update zoning reference on page 105.

No where can I find a reference to parking requirements. However, the boards that were prepared for the open houses included a reference for no additional parking required. As I understand it this would mean a single detached home could have up to three units with only one on site parking spot.

Given that this designation would apply to a very significant area of Fairfield the impact could be very substantial. This proposal appears to go well beyond what was anticipated in the OCP where it is forecast that only 20% of population increase in the neighbourhoods would be outside of the Large Urban Villages (page 17 OCP).

I do not recall this issue being part of the many open houses or of the two online surveys conducted over the past 16 months. How did this proposed policy come to be? Why has it not been noted in the draft LAP?

Yours truly,
Ken Roueche
Personal info

Rob Gordon

Subject: FW: small error on page 20 of the profile

From: Nicole Chaland [<mailto:nicole@sustainabilitysolutions.ca>]

Sent: Wednesday, January 17, 2018 11:48 AM

To: Kristina Bouris <KBouris@victoria.ca>; Rebecca Penz <rpenz@victoria.ca>

Subject: small error on page 20 of the profile

Hi,

There appears to be an error on the graphic page 20. The [Fairfield Profile](#) from Oct 2016 says 55% of residents rent. And the [profile you referenced](#) from June 2016 says 55% of housing units are rentals.

I believe it is 55% of housing units are rentals and 59% of residents are renters.

Nicole

Rob Gordon

Subject: FW: "Sub-Area 4" portion of Fairfield Community Plan is not ready for approval

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

From: **Personal info**

Sent: Wednesday, January 17, 2018 3:05 PM

To: Engagement <engage@victoria.ca>; Chris Coleman (Councillor) <ccoleman@victoria.ca>; Community Planning email inquiries <CommunityPlanning@victoria.ca>

Subject: "Sub-Area 4" portion of Fairfield Community Plan is not ready for approval

Dear Councillor Coleman and Planning Team,

My name is **Personal info**, off St Charles. I wanted to give you feedback on the draft Fairfield Community Plan. I have read the plan in detail, and attended a community session held recently.

I have detailed notes below, but in general, we feel that the Plan, at least as it pertains to the area north of Fairfield Plaza ("sub-area 4") has been targeted for densification with little to no consultation from the people who live there, and in isolation from our neighbours immediately across St Charles. In many places the Gonzales Plan and the Fairfield Plans are not aligned. And yet the planning considerations for sub-area 4 and its Gonzales neighbours are much more inter-related than with the area near Cook St Village or northwest Fairfield.

The Fairfield plan is taking on too many topics at once. The contentious plans for Cook St Village and the northwest corner of Fairfield are, in my view, undermining the equally important discussions that should be taking place about intensification in the other parts of the neighbourhood. I urge you to separate these into separately approved plans so the appropriate amount of time can be dedicated to each. Lessons from Cook St could then be applied to this new area around Thrifty's Plaza.

I think density increase in Fairfield is necessary. And I agree that a piecemeal approach is problematic. But I am greatly concerned that a) where I live will be used as a test lab for a radical new experiment in intensification; b) there will be no mechanism for holding the City and developers accountable for violating guidelines like setback, parking, and noise.

Sincerely yours,

Personal info

Some questions and thoughts I had:

Sub-Area 4:

- what was the process behind outlining this area? Why does it stop at Stannard and St Charles? Who decided there is a thing called Ross bay Village? This is hardly a village (in the Cook St sense). It is not walkable, and is a magnet for many out of area shoppers. I think, from talking to my neighbours, that the existence of this new area was a great surprise. If we want density, don't we want it everywhere? As it stands, the plan seems to be picking "winners and losers" (e.g., I note that homes on Gonzales hill cannot be used for townhouses. The rationale escapes me).
- How many property owners from sub area 4 have commented on or were consulted on the draft plan?

- the plan's Proposed Height is at least 1 storey higher than the vast majority of buildings in the area. Our home is a 1.5 storey duplex, and allowable is 2.5. So my neighbor will potentially tower over me. And yet, from what I can tell, the revised Gonzales plan has changed the height allowed back to 1.5 stories for townhouses (s. 5.8.4).
- The proposed FAR of 0.85 mean that on a 10k sq ft lot, an 8500 sq ft unit could be built. The average FAR for the outlined area is what exactly? I'm guessing more like .25-.35. In other words the City is proposing to triple the density of the assembled lots in sub-area 4. Is there not a way to increase density gradually? I gather that one constraint is that developers won't bother if they cannot get sufficient density for a redevelopment. But my sense is that the biggest problem by far is the high cost of land acquisition (each lot is likely close to 1.2 million \$).

Neighbourhood Character

- I had concerns about how the guidelines in a official plan are to be interpreted by potential development. Let us take the issue of setbacks. As far as I can tell, the setbacks are suggestions, and the developer is free to propose a plan that ignores the setback. It is not a legal "zoning" requirement, and therefore there is no need for a variance.
- It may be out of scope for the plan, but to be honest, there are very few large leafy trees in Fairfield. True, there are some amazing giants, but only recently a stand of bylaw-protected Douglas fir and cedar (on Thurlow near SJD) were cut down. From what I can tell, the tree bylaw does nothing to protect trees on private property if they "interfere" with a proposed redevelopment. But then what is the point of a tree bylaw? We will end up with a series of tiny, 4 foot high saplings that will likely never achieve the majesty of the current tree canopy.
- I have a general problem with planning documents that feature idyllic treescapes (e.g. in the proposed double townhouse plan). There is no indication of impact on neighbours, no sign of exhaust fans, no cars. This is unrealistic.
- The preamble says "preserve existing character" but I see nothing in the plan that specifically addresses this. As a resident and property owner, I am extremely concerned that the new density will impact my enjoyment of my property. e.g., the current green space in my backyard will be turned into a series of 2 story townhouses peering into my yard, noisy heat pumps, and surface parking.

Rob Gordon

Subject: FW: Thanks for Comming

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

From: surroundings [mailto:[Personal info](#)]
Sent: Tuesday, December 05, 2017 11:51 AM
To: Kristina Bouris <KBouris@victoria.ca>
Cc: Jonathan Tinney <JTinney@victoria.ca>
Subject: Thanks for Comming

Kristina and Jonathan

Thank you for taking the time from busy schedules to join the CSVBA in the discussion of the LAP. The merchant feedback from your visit was very positive. We really appreciate the opportunity to have our concerns heard.

One item in the Local Area Plan which we would like to see addressed, while we are neighbourhood businesses, we are not neighbourhood dependent. Cook St. Village is a destination, and needs to be acknowledged as such in the LAP.... no one goes on their first internet date at Fairfield Plaza.... they do in Cook St. Village. As merchants we realize that the entire Capital Region comes to our doors, and we depend on that for our livelihood.

Once again, thank you for you time, and the continued dialogue on community Planning.

Best Regards,

Kristiane Baskerville
Owner
Surroundings
249 Cook St.
Director CSVBA

Rob Gordon

Subject: FW: The dollar amount of density bonus contributions

From: Personal info

Sent: Sunday, January 21, 2018 3:22 PM

To: Ben Isitt (Councillor) <Blisitt@victoria.ca>

Cc: Jeremy Loveday (Councillor) <jloveday@victoria.ca>; Kristina Bouris <KBouris@victoria.ca>

Subject: FW: The dollar amount of density bonus contributions

Hi Ben and Jeremy,

I recently learned via Jonathan Tinney that no CAC will be available for two recent projects in Fairfield. The policy is, according to Mr. Tinney, currently being reviewed. One participant at a recent Fairfield Association meeting on the plan alleged that Victoria would have got \$40 million more CAC dollars on present development projects in Victoria if we had a CAC policy similar to Coquitlam. After the meeting I checked the Coquitlam policy online. It legislates a CAC bonus to the community concerned on any development which broaches any of the zoning for a particular area. Victoria should look very seriously at such a policy as it would help to compensate the community which ia being asked to develop increased density. This could create the social license needed for the Fairfield Neighbourhood plan to succeed.

Also a recent CALUC meeting of the Fairfield Association asked for an extension of the review process so that more people in the community could become engaged. I believe that the planners should try to engage in separate meetings with each of 4 areas:-- North Fairfield & Quadra to Vancouver; Cook St. Village; east of the Cook St. Village & Fairfield Plaza; and west of the Cook St. village. Each of these different communities have different concerns which need to be addressed. There also needs to be a general Fairfield community meeting to discuss issues of sustainability, mobility; the CAC community amenities for Fairfield; seismic issues; infrastructure; and livability issues. If the planning exercise has really cost us \$250,000 then it is worth taking the time to make sure that it is what the community really wants.

Thanks,

Personal info

From: Jonathan Tinney [<mailto:JTinney@victoria.ca>]

Sent: January-10-18 2:41 PM

To: Nicole Chaland <nicole@sustainabilitysolutions.ca>

Cc: Kristina Bouris <KBouris@victoria.ca>; John Tylee Personal info

<david@departuretravel.com>

; David Biltek

Subject: RE: The dollar amount of density bonus contributions

Feel free Nicole. The only caveat I'd add is that staff are currently doing a scheduled review of the CAC policy to update it relative to current market conditions as we know that these have changed significantly. Based on that, CACs paid on the three projects you asked about may not be specifically representative of the potential opportunity in the future (i.e. a future project may contribute more than the ones below). We'll know more once we've reviewed the policy in a couple months.

Cheers, JT

From: Nicole Chaland [<mailto:nicole@sustainabilitysolutions.ca>]

Sent: January 9, 2018 4:29 PM

To: Jonathan Tinney <JTinney@victoria.ca>

Cc: Kristina Bouris <KBouris@victoria.ca>; John Tylee **Personal info**
<david@departuretravel.com>

David Biltek

Subject: Re: The dollar amount of density bonus contributions

Hi,

Thank you for taking the time to respond.

May I share this with the other members of the Network who are carefully considering the draft plans reference to density bonus in advance of your January 30 deadline?

With much appreciation,
Nicole

On 8 January 2018 at 15:10, Jonathan Tinney <JTinney@victoria.ca> wrote:

Hi Nicole,

So the Black and White didn't pay a CAC as the site was zoned prior to that policy coming into place. Cook and Oliphant did generate a CAC payment in an earlier iteration, but when the developer decreased the density to increase the setback, it no longer generated one. The Unity project I don't believe generated a cash CAC payment, one because it is a rental project (and therefore has a lower land value) and what value there was went back into the creation of the assembly space for the Church. All in all, the recent projects in Fairfield haven't tended to generate significant CACs. This was expected to an extent, especially when projects come in well below the OCP maximum density or when they are rental as this lowers the land value significantly.

In regards to the public plaza, I wouldn't want to pre-suppose where the community's priorities are on this issue, but I would suggest that CACs are not the only option for delivery of public space (for instance perhaps massing could be moved around when/if Oxford Foods redevelops that provides for a modest public space on the corner that could accommodate smaller gatherings. This wouldn't have to come at the expense of a more flexible ROW which could be designed to be closed for larger events as you suggest, but could be in addition and offer a nice place to drink a coffee, have the Scouts do a bottle drive on Saturday morning, etc.

Hope that helps.

Cheers, JT

From: Nicole Chaland [mailto:nicole@sustainabilitysolutions.ca]

Sent: January 2, 2018 10:11 AM

To: Jonathan Tinney <JTinney@victoria.ca>

Cc: Kristina Bouris <KBouris@victoria.ca>; John Tylee **Personal info**
<david@departurestravel.com>

David Biltek

Subject: The dollar amount of density bonus contributions

Dear Jonathan,

Would you be able to tell me the exact dollar amount of the density bonus that has resulted from a few recent projects such as Cook and Oliphant, the Black and White building, and the Unity project?

The reason why I ask is because there is an idea floating around that the density bonus dollars are too low for a public plaza to be created within the time-frame of the neighbourhood plan.

Many people brainstormed 'plaza' in the early city-led engagement for Cook Street Village, but our engagement process is finding that once people analyze and dialogue this idea, they are not convinced of its merits.

Alternate ideas so far are for childcare centres and for the public realm to be redesigned to allow for temporary closures, so the street and the boulevard act together as a public plaza.

Knowing the dollar amount that typical projects generate will bring in evidence and substance to our deliberations.

With much appreciation,

Nicole

Rob Gordon

Subject: FW: Transportation and Mobility

From: Personal info

Sent: Thursday, December 14, 2017 3:22 PM

To: Engagement <engage@victoria.ca>

Subject: Transportation and Mobility

Hello:

With regard to the Fairfield Neighbourhood plan - particularly 3.3 - east-west route across Beacon Hill Park for South Park to Cook St. - please note there is already a paved route from South Park School, past the children's playground to Heywood Avenue to Cook Street. Please do not consider crossing the Heywood Meadow. It is already being compromised by numerous paths crushing the Camas. Any more and you might as well forget the Camas Meadow.

Thank you.

Personal info

Personal info

Rob Gordon

Subject: FW: Understanding the LAP Draft

From: Personal info

Sent: Friday, November 24, 2017 1:43 PM

To: Kristina Bouris <KBouris@victoria.ca>

Cc: Anne Russo Personal info Richard McGuigan Personal info Sylvia McMechan
Personal info >

Subject: Understanding the LAP Draft

Kristina:

Some colleagues (addresses above) and I have been discussing the Draft LAP with the intention of providing useful feedback to the City. We're finding that a lot of the material in the 110 pages refers to policies already in place or policies to be encouraged or policies to be pursued in forthcoming city-wide studies.

What we'd like to concentrate on is specific policy, procedural and zoning changes that will take effect when Council approves the plan. It is impossible to identify these changes in the draft because, in almost every case, the LAP identifies what is proposed and not what the proposal replaces.

I'm therefore requesting a list of the specific policy, procedural and zoning changes that are proposed. This will allow us to concentrate our efforts on the issues most relevant to both the community and the City. Of particular interest are:

- zoning changes
- changes in procedure that allow items that currently go to public hearings and/or to Council to proceed without these steps
- Places in which the CSV Design Guidelines differ from existing guidelines

As you are aware, one of the most contentious issues, in CSV and beyond, is parking. With that in mind, does the City have any data on:

- the number of vehicles in Fairfield, currently and in 25 years?
- mode shares in Fairfield, currently and in 25 years?
- the number of parking spaces, private and public separately, in Fairfield currently and in 25 years
- the estimated population of Fairfield, now and in 25 years
- O/D data for CSV

I realize that you are very busy, but if you can provide this information, I'm sure it will enable the community and the City to have a much more focused discussion before and when the LAP goes to Council.

I'm out of town for a while, so please address your response to the c.c.'s above.

Many thanks

Best regards

John

--

John Tylee

Personal info

Rob Gordon

Subject: FW: A Watershed Moment for the Fairfield Neighbourhood Plan – Cook Street Village Residents Network

From: Ken Roueche [[mailto:Personal info](#)]

Sent: Wednesday, January 24, 2018 3:34 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: FW: A Watershed Moment for the Fairfield Neighbourhood Plan – Cook Street Village Residents Network

fyi

Ken Roueche
[Personal info](#)

sent via the Windows 10 Mail app

From: [Ken Roueche](#)

Sent: January 24, 2018 12:19 PM

To: BIsitt@victoria.ca; ccoleman@victoria.ca; geoffyoung@dec.bc.ca; jloveday@victoria.ca; [mc Margaret Lucas](#); [mc Marianne Alto](#); cth Thornton-joe@victoria.ca; pmadoff@victoria.ca; [Lisa Helps](#)

Subject: A Watershed Moment for the Fairfield Neighbourhood Plan – Cook Street Village Residents Network

[A Watershed Moment for the Fairfield Neighbourhood Plan – Cook Street Village Residents Network](#)

This link provides a summary of the latest Fairfield LAP meeting.

<http://csvrn.com/2018/01/24/a-watershed-moment-for-the-fairfield-neighbourhood-plan/>

Ken Roueche
[Personal info](#)

sent via the Windows 10 Mail app

Rob Gordon

Subject: FW: Cook Street Village Issues.

From: Garry & Chris Preston [[mailto:Personal info](#)]
Sent: Tuesday, December 05, 2017 6:24 PM
To: Kristina Bouris <KBouris@victoria.ca>; [Personal info](#)
Cc: Chris Coleman (Councillor) <ccoleman@victoria.ca>
Subject: Cook Street Village Issues.

Kristina Bouris ,
[Personal info](#) was moved up and I was unable to attend the meeting due to sight issues.
I would like my input as a local businessman and Chairman of C.S.V.B.A., to be presented to City Planning. I have already talked to Chris Coleman about some of these issues of which he is aware of.
I am looking forward to hearing back from you with some positive responses.
Garry Preston
Chairman C.S.V.B.A.

I have made my issues in point form.

1. I do not support a protected bike lane going through Cook St. Village
2. The centre turning lane is critical for traffic movement, safe turning, and emergency vehicles, it must be preserved.
3. I can tolerate Cook St. Village being a shared bike route, multi vehicle passway.
4. The LAP always refers to our business as being.... neighbourhood serving businesses [which is false and provable](#) ... We are locally owned businesses supported from the GREATER VICTORIA AREA WITH FEW FROM THE VILLAGE AND MOST, 99% DRIVE as to a poll I did and information given to Chris Coleman.
5. Urban Villages... need a parking strategy... all side streets 1 block in off the villages should be 2 hour parking 9 to 5, residential only evenings and if needed for the residents, a permit. Some residents as we speak are parking on the street and renting their driveways etc to workers in the village for extra cash while the business community is struggling for clients to park and support us.
6. More density is needed as I have figures from my salon at Yates and Cook, just 4 years ago that show a drop in retail sales of 60-70% due primarily to lack of density.



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Rob Gordon

Subject: FW: CSVBA

From: surroundings [[mailto:Personal info](#)]
Sent: Tuesday, January 30, 2018 4:59 PM
To: Kristina Bouris <KBouris@victoria.ca>
Subject: CSVBA



The Cook Street Village Business Association (CSVBA) was formed to provide a voice for the business community. Our goals are promoting local small business ownership and maintaining the unique character of the Village that has made it a special place for all residents of Victoria.

The CSVBA does not endorse nor have we collaborated with the Cook St. Village Residents Network or the Save Cook St. Coalition. These groups have been formed and conducted without any input from the CSVBA.

There has been much discussion and discourse over the Fairfield Neighborhood Plan and none more so than the section on the Cook Street Village Design Guidelines. The Principles of the Guidelines embrace much of what the CSVBA wants to see in the development of the Village; the needs for boulevard improvement, pedestrian viability, traffic calming and most importantly, maintaining its uniqueness.

We welcome the addition of the Business Vitality Principles to support local business with increased density in surrounding areas and improved transit services. The commitment to find on-street parking solutions that will work better for both residents and businesses is sorely needed, however, we are concerned in how this will be achieved.

With the inclusion of the soon to be implemented All Ages and Abilities (AAA) cycling facilities in the Village (pg.66 7.1.35), the CSVBA asks how the Principles are to be met once the AAA is in place? Simply put, the portion of Cook St. is not wide enough to support two protected bike lanes, commercial loading spaces, no-loss of on-street parking, while ensuring the safe use of emergency services.

The CSVBA would like to see Council address how the AAA plans to service Cook St Village now, not in two years when it will be implemented. The small businesses in the village are in expensive leases, many will be re-negotiating, and they are held financially accountable to the length of these leases. The small business community is feeling very vulnerable.

The CSVBA would like to see Council consider two likely possibilities that would help support the ideals of both the Guidelines and the AAA.

- i. The creation of a shared 'Green Space' travel zone on Cook St., through the Village section only. This would slow traffic, maintain the current level of parking, reduce the costs of a major infrastructure project, and provide a canvas for future green space and boulevard projects.

and

- i. Allow the use of parking in the surrounding residential areas (currently Residential Parking only). This parking would be 7 days a week but would have a 2 hour limit and must be enforced by city by-law officers. The city of Sidney has had this policy in place to support local business.

To reiterate, the CSVBA's two main priorities are: (1) ensure the success of the current local businesses which have been strongly supported by the community for years, and (2) ensure a vibrant and robust business area that will continue to support future local small business and enhance the unique characteristics of Cook Street Village. The

CSVBA believes that either of the aforementioned solutions address both the Village and the Guideline's needs in a pragmatic and cost-efficient way. The impact of the AAA must be addressed before any guidelines can be implemented.

Kristiane Baskerville

Director CSVBA

Rob Gordon

Subject: FW: DESIGN GUIDELINES AND PROJECT IMAGES

From: Personal info

Sent: Wednesday, November 22, 2017 12:09 PM

To: Kristina Bouris <KBouris@victoria.ca>; csv Will Sparling (Mocha House) Personal info Heather
Murphy-Linden Personal info Wayne Hollohan <Personal info> Nicole Chaland
<nicole@sustainabilitysolutions.ca>; David Biltek <david@departurestravel.com>

Subject: Re: DESIGN GUIDELINES AND PROJECT IMAGES

Kristina:

Some further clarification please, from our morning conversation. Page 77 of the LAP under Sub Area 1, section e states; "single detached house+two secondary suites see 8.11." Section 8.11 states that the intent is : "Support the adaptive re-use of existing single detached houses throughout the Fairfield Neighbourhood by supporting the addition of dwelling units."

So far so good, however when I go to the board displayed at the November 18th open house titled NEW HOUSING THAT FITS RESIDENTIAL AREAS (house with two secondary suites) I read that no additional parking will be required. This needs to be explicitly stated in the LAP. Moreover, this proposal has the potential for being very disruptive on many streets. As I understand it, currently a secondary suite does not require additional on site parking, fair enough. Increasing the density to three units, with only one on site parking space could potentially create on street parking issues and may also drive up, even further, the market value of single detached houses in Fairfield.

One partial fix might be to require an additional on site parking space and require that ALL on site parking spaces be permeable surfaces.

Ken

From: Personal info

Sent: Wednesday, November 22, 2017 10:53 AM

To: [Kristina Bouris-City](#) ; [csv Will Sparling \(Mocha House\)](#) ; [Heather Murphy-Linden](#) ; [Wayne Hollohan](#) ; [David Biltek](#) ; [Nicole Chaland](#)

Subject: DESIGN GUIDELINES AND PROJECT IMAGES

Good Morning Kristina:

Further to our conversation this morning, I am concerned with the proposed design guidelines outlined in various parts of the draft LAP, including those for the CSV. As we in the community have experienced in the past such guidelines seem to have very little impact on planners, councillors or the Advisory Design Panel. I would suggest that they be supplemented with a requirement that all rezoning and major variance applications in Fairfield include 3-D images that allow a proposal to be viewed from all angles and relative to its neighbours and detailed shadow analysis for the equinox, solstice and at 2 hour intervals. This would provide a more objective assessment as to how a proposal relates to the neighbouring properties.

Yours truly,

Ken Roueche

Personal info

Rob Gordon

Subject: FW: Draft Fairfield Neighborhood Plan

Importance: High

From: Personal info

Sent: Wednesday, November 15, 2017 5:38 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Draft Fairfield Neighborhood Plan

Importance: High

Hi Kristina;

Many thanks for your reply, explanation and willingness to clarify the Fairfield Neighbourhood Plan vis a vis address specific commercial development. I am still very concerned by your comment and the continuing intention to inappropriately single out and name 617 Vancouver St in the plan, especially given the fact that no property neighboring the property, including the property itself, has been party to advancing this notion, or has come forward with this notion.

Sadly, the response you have provided falls entirely short of the resolve that is required in this egregious overstepping of bounds;

The draft plan policies are meant to refer only to the property at the south east corner of the intersection, where there is an existing service station (and commercial zoning). Thank you for bringing this my attention – we will need to correct this oversight in the next version of the plan.

- I feel strongly that there is no valid rationale for singling out 617 Vancouver St, with overdone zeal, for a mixed-used development that would in no way be an equivalent and compatible substitution for what currently exists. Referring to " the property at the south east corner of the intersection" is also tantamount to naming 617 Vancouver St and neither reference should be included in the plan.
- The reference to this operation as a "service station" is incorrect. There are no fuel pumps or retail component to this operation - these were removed many years ago. It is solely an automotive repair shop, and uniquely, of significant historic interest. This one-storey building on a single family dwelling sized lot, predates all but the heritage vintage homes adjacent to it. The building and operation is of historic value, as it is the oldest automotive repair shop in Victoria. Further Reference - Article on [Lou's Auto Repair](#)
- The owner-operated establishment (original owner's son and a partner) also operate in complete harmony with our otherwise North of Fairfield residential neighbourhood.
 - only open weekdays - 8:00am to 5:00pm
 - maximum 4 or so customers per day
 - quiet, self-contained operation within the building
 - known by many in the community as neighbors and friends
- I feel strongly that the Fairfield Neighborhood Plan must not reference any address-specific commercial zoned property. This is in keeping with the protocol for all other references in the plan.

But, if we are powerless to prevent address specific mention of commercial development in one-off locations, then all commercial zoned properties in one-off locations, including 1403 May St (Stewart Monumental Works) and 15 Wellington Ave (Hung Homo Stay) must be named as well. Their commercial potential is equivalent if not superior to 617 Vancouver St.

I appreciate my input being incorporated into the next iteration of the draft Fairfield Neighborhood Plan just as if I had been one of the chosen attending the "by invitation only" design workshop where this inappropriate notion was allowed to be spawned.

Thank you for your further reply on this matter.

Personal info

From: Kristina Bouris [<mailto:KBouris@victoria.ca>] operat
Sent: Tuesday, November 14, 2017 12:29 PM
To: Personal info
Subject: RE: Draft Fairfield Neighborhood Plan

Dear Personal info

Thank you for your emails and your voice mail with questions regarding the draft Fairfield Neighbourhood Plan. The idea for proposed mixed use retail or commercial spaces on the ground floors at Vancouver Street and Collinson Road came out of a design workshop held with invited members of the community in June 2017 (it looks like you found the link to that report). There is an existing commercial-zoned property there now, and the design workshop explored the idea of encouraging a mixed use building there in the future, if the owners of the property choose to redevelop it.

The draft plan policies are meant to refer only to the property at the south east corner of the intersection, where there is an existing service station (and commercial zoning). Thank you for bringing this my attention – we will need to correct this oversight in the next version of the plan.

We are now seeking input from the wider community on this idea. If you can come to one of the open houses, there will be staff there who can provide you with more background on the idea, and also will be happy to hear your feedback. This will also be an opportunity to provide more detailed answers to your important questions in your email.

Thank you, and hope to see you at one of our upcoming events.
Kristina Bouris

Kristina Bouris MCIP RPP
Senior Planner
Sustainable Planning and Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0532 F 250.361.0557 E KBouris@victoria.ca



Get involved in the:

Fairfield-Gonzales Neighbourhood Plan
<http://www.victoria.ca/fairfield-gonzales>

Vic West Neighbourhood Plan
<http://www.victoria.ca/vicwest>

From: Personal info
Sent: Thursday, November 09, 2017 11:31 PM
To: Kristina Bouris <KBouris@victoria.ca>; Engagement <engage@victoria.ca>
Subject: FW: Draft Fairfield Neighborhood Plan
Importance: High

Hello There;

The additional reference noted in the email (and document link) below was also presented to Committee of the Whole on September 14 2017. This email is also sent to Kristina Bouris as I understand she is key to this process.

Thanks again for your prompt reply

Personal info

From: Personal info
Sent: Thursday, November 09, 2017 11:14 PM
To: 'engage@victoria.ca' <engage@victoria.ca>
Subject: FW: Draft Fairfield Neighborhood Plan
Importance: High

Hello There;

I found this additional reference in this document: <http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Local~Area~Planning/Fairfield~Gonzales/Fairfield/Fairfield%20Design%20Workshop%20Report%20June%202017.pdf>

V. Support the provision of commercial/retail businesses within mixed buildings to enhance the Collinson St/Vancouver St intersection (New - based on public feedback)

- Opportunity to support the continued retention of character building on the south east corner (Current auto repair) with neighbourhood focused retail/commercial businesses
- Please tell me what public feedback is being referred to?

- How many members of the public put forth this idea?
- Has anyone in the actual vicinity of Collinson St and Vancouver St been informed of this idea and been given an opportunity to put forward their own idea?
- How, out of the hundreds of corners in Fairfield, many with a commercial operation on one or more of their corners, did the corner of Collinson and Vancouver get singled out and mentioned 3 times in the draft Fairfield Neighbourhood Plan?

If there is someone I can speak to by telephone about this I would like to do that. If necessary I will come to one of the open houses if there will be someone there who can provide me with a good understanding of this situation, what it means and how it has come about.

Thank you for your further replies. **Personal info**

Personal info

From: **Personal info**
Sent: Thursday, November 09, 2017 10:02 PM
To: 'engage@victoria.ca' <engage@victoria.ca>
Subject: Draft Fairfield Neighborhood Plan

Hello There;

I've read the draft Fairfield Neighborhood Plan and I would appreciate a reply to my queries.

1. In table 5.1 there is a reference to;

"Commercial uses at grade encouraged at the corners of Vancouver Street and Collinson Street"

The reference is repeated;

6.1.16. Support the provision of ground floor commercial or retail within mixed-use buildings located at the intersection of Collinson Street and Vancouver Street.

The reference is again repeated;

8.1.4. New development at the corners of Vancouver Street and Collinson Street is encouraged to include commercial spaces at grade to serve the neighbourhood, particularly on the southeast corner where commercial development exists.

What size and type of commercial space is being encouraged at those corners? Is a multi-storey building with main floor commercial part of what is being encouraged? Who is encouraging this? Where did this idea originate from? The southeast corner houses a 1 storey automotive repair shop - the oldest in Victoria. I understand there has been very little commercial success at the corner of Fairfield and Vancouver so I'm not

sure who thought encouraging commercial development at a completely quiet and sleep corner like Vancouver and Collinson was a good idea.

2. Does these statements refer to Collinson St in its entirety, or if it pertains to just a portion, is it the portion noted in Figure 14?

6.2.2. Explore the potential to redesign and transform McClure Street and Collinson Street as people-priority 'Living Streets' that include green features.

11.2.1. Identify opportunities to incorporate green stormwater infrastructure or "green streets" as part of utility, active transportation and other street improvements. Potential locations include active transportation routes, potential "Living Streets" on McClure Street and Collinson Street, and visible locations such as around urban villages.

3. Can you tell me what force and effect these neighborhood plans have? Are they guidelines or cast in stone edicts? For example, I attended a presentation on the proposed development on Cook St at Pendergast Ave. The proposal outlined options for 4, 5 and 6 storey buildings. The message was that more property at street level could be devoted to community park and gathering space as well as outdoor cafés and other at grade retail if the building was allowed to build higher and thus narrower. In the draft Fairfield Neighborhood Plan the message however is a building height limitation of 4 storeys for Cook St frontage.

Just as I think it would be off-base to push for a multi-story commercial corner for no fathomable reason at Vancouver and Collinson St, I think it would be off-base to not consider other height options where the design does give more ground floor space to community use. Where is that in the plan??

4. Is taking the survey the most effective way to provide input into the draft plan and hopefully influence modifications? If there is a more effective way, what would that be?

Many thanks for your reply.

Personal info

Rob Gordon

Subject: FW: Draft Fairfield Neighbourhood Plan

From: Personal info

Sent: January 16, 2018 10:40 AM

To: Engagement <engage@victoria.ca>; mayorandcouncil@victoria.ca

Subject: Draft Fairfield Neighbourhood Plan

Dear Mayor and Council, Planners and other who are concerned,

I want to thank the Sustainable Planning Department for a comprehensive draft plan that is the framework of a workable roadmap for our local neighbourhood. For the most part, the plan has the components and vision that most in Fairfield can support. As in any draft plan, there are parts on which neighbourhood input should be heeded in order to harness the history, experience and observations of those who are closest to and most affected by the proposals.

I urge you to support and incorporate the exceptional and thoughtful recommendations of the Cook Street Village Residents Network concerning the proposals of 'No Density without Diversity' and 'Gentle Density'. While there hasn't been a formal poll in the community, I believe that the Cook Street Village Residents Network recommendations represent a broad-based view of how residents want their community to progress in the next future period.

There is one part of the plan on which, as a resident of sub-area 3, I would like to be heard to offer my particular experiences, concerns and potential solutions. Allowing townhouses in more than one row in sub-area 3, the area east of Cook Street Village, to replace the current housing is not consistent with objectives of having a livable, diverse community with open and environmentally-friendly spaces. Even allowing unlimited townhouses in a single row throughout this sub-area will be detrimental to the neighbourhood because of lack of adequate parking, increased rainwater runoff, decreased open spaces and diminished opportunities for diverse, affordable housing.

Although there seem to be lot size and laneway restrictions for development of townhouses in sub-area 3, this will not be at all effective to stop arbitrary and uncontrolled replacement of the existing varied housing with overly dense and expensive townhouses. The experience of Vancouver shows that developers simply buy up and hold single lots that do not meet the size requirements, waiting for the opportunity to combine them to build townhouses. This has a devastating effect on neighbourhoods, as seen from the Vancouver example. When traveling through the streets of Vancouver outside of the downtown core, one sees almost solid walls of expensive housing (together with advertising for them) where diverse and cohesive communities once flourished. The nature and feel of the different area communities is destroyed, as continuous rows of townhouses replace the single family and multi-family dwellings. The feel of open and green space has almost completely disappeared from those areas.

Experience also shows that townhouses replace affordable units with housing only accessible to higher income persons and don't provide the type of diversity Fairfield needs and struggles to retain. This is in stark contrast to diversity and different levels of affordability that arises from allowing suites and garden apartments within the current housing configuration.

I am not advocating that the plan should forbid townhouses altogether. However, more effective limitations need to be in place. At a minimum, sub-area 3 should be reduced in size. There should be a prohibition against combining lots to create dense townhouse areas. The number of lots on which townhouses can be constructed in any block should be very limited. Finally, there should be no double row townhouses permitted, especially since these will inevitably aggravate already unworkable on-street parking congestion and rainwater runoff issues.

The City's strategic objectives and outcomes for 2018 include rebuilding trust in terms of meaningful public engagement and City Hall's having meaningful two-way conversations with the public. In its "Engagement Framework", the City has promised to keep the community informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. The promises that the City will work with the community to ensure that its concerns and aspirations are directly reflected in the alternatives developed and that it will look to the community for direct advice and innovation in formulating solutions are ones that residents take seriously and want to see fulfilled.

I thank you for your commitment to incorporate the community's advice and recommendations into the decisions to the maximum extent possible. I look forward to being part of a two-way conversation on the matters in this message.

Personal info

Rob Gordon

Subject: FW: Draft Fairfield Neighbourhood Plan

From: Personal info

Sent: Saturday, December 16, 2017 9:10 PM

To: Engagement <engage@victoria.ca>

Cc: #0 Personal info

Subject: Draft Fairfield Neighbourhood Plan

Good day!

I have just reviewed the transportation and mobility chapter of the draft plan.

There is a significant practical error in the map. There is no city plan to develop a route between Vimy Place and Windermere, yet this is shown as an "Other designated pedestrian or cycling route *". The asterisk means "Previously approved greenways and cycling network."

In the previous greenways and cycling network the gazetted laneway that is the local subject of this designation was marked as "future..." You will know from imagery etc. that this laneway has never been developed, there is no route through, and there are no city plans to develop it.

Through recent interactions with the planning department a sign was added to the bottom of the next street (Franklin) in part to reduce confusion to walkers who frequently come up Vimy looking for this route. I appreciate this change.

I hope that the map can be adjusted to remove this confusion designation class and either add a "Future..." symbology or remove any "Future..." elements from the published maps.

Regards,

Personal info

Rob Gordon

Subject: FW: Engagement subject to Judicial Review! Time to rethink!

From: Personal info

Sent: Thursday, December 14, 2017 2:28 PM

To: Engagement <engage@victoria.ca>

Subject: Engagement subject to Judicial Review! Time to rethink!

Dear Planning Staff, Accelerated Planning without confirmation that the residents who are being impacted, ACTUALLY have their decisions incorporated into the Government's Decision, a decision you are seeking to change OCP Policy, is a Policy if passed is if anything else a policy that is subject to Judicial Review! Careful collection and confirmation is required! Dots from anywhere and from anyone is NOT accountable engagement! All the communities who have had Policies changed in their LAP not under the OCP guidelines and will impact the majority, by a minority who have answered plannings leading options plus are these options been based upon education of the OCP or have you allowed varrious planning options under the OCP.? Have their rights for upper levels IAP engagement been honored under OCP? The current lay used narrow leading planning options will be subject to Judicial Reviews. Planning's committed options under the dot engagement being passed will evoke wildfire. Impacted residents who are unaware of the sweeping changed in their OCP guidelines are currently being suddenly made aware of their rights under THE GOVERNMENT ACT that dissolved governments directed policies! Legal case in point Montreal! The question Planning needs to ask is how to avoid consequences of Rouge decisions which is the legal documentation missing to confirme that the dots are actually utility paying, property tax paying and contracted paying residents....who are actually the ONLY legal decisions to be incorporated in the decision making process. Kindest Regards, Personal info

Rob Gordon

Subject: FW: fairfield community plan

From: Personal info

Sent: Monday, November 27, 2017 6:51 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: fairfield community plan

Hello,

I have lived on Oliphant Street for 20 years. I do not want any special little enclave created to protect our street from development. The precedent has already been set by the recent approval of the 5 story building at Cook and Oliphant. How did this happen and who is driving this idea of a special zone for 10 houses? This goes against every principle of sound Urban Planning. I am very disappointed to see a yellow line around 10 houses, including mine, that separate us from the rest of the community. I believe that someone should talk to the residents of this street and not just a few people.

Thanks very much,

Personal info

Rob Gordon

Subject: FW: Fairfield Community Plan

From: Personal info

Sent: Sunday, December 03, 2017 12:00 PM

To: Engagement <engage@victoria.ca>

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

Subject: Fairfield Community Plan

To whom it may concern,

I attended the open house for the Fairfield Community Plan yesterday, and have a couple additional comments/concerns that I would like to express.

Firstly, in regards the proposed plan to beautify the Cook Street Village area there was talk that they would like to install cobblestone pavers in areas to denote the beginning/end of the village. While attractive looking, these pose an issue for accessibility; it is quite a bit more challenging to navigate uneven surfaces like pavers for people with mobility issues who require canes, walkers, etc. This becomes even more of a challenge over time as the pavers settle.

Secondly, I am greatly concerned over the idea to install a type AAA segregated bike lane (like that on Pandora and Fort) on Cook Street (especially going through the Cook Street Village area where it is already only one lane of traffic going in either direction). This area is already quite hectic between vehicle traffic, transit, parking, pedestrians and cyclists, and with further development/population density it will only become more so. I feel that adding this bike lane as well would crowd the space unnecessarily given that there are also plans to widen sidewalks, add more green space, and address parking needs (especially disability parking). The space isn't big enough to accommodate everything.

Cyclists do not choose their routes in the same way in which vehicle drivers do. And often prefer streets/intersections that have less vehicle traffic (the main reason the Goose & Lochside Trail are so popular). This seems counter to the areas in which the City has been developing bike infrastructure, and I am wondering if there has been much consultation with occasional and potential cyclists to see where changes would encourage them to cycle more.

I would like to propose Vancouver Street as a better option. It goes the full distance through town, has less and lighter traffic, would bring cyclists into the Fairfield/Cook Street area, and would nicely connect to the existing bike lane in Beacon Hill Park which would in turn connect them to Dallas Road or James Bay.

Lastly, I would like to request that the City stop narrowing the driving lanes on main roads. The lanes on Pandora are so narrow now that large pickup trucks, commercial vehicles, buses, etc. can barely fit in their lane, which makes the neighbouring lanes even narrower. Despite driving a small car and being a competent driver in my early thirties, I find the lane size very narrow, making driving down Pandora quite stressful for me. Because of this, I now do my best to avoid driving down Pandora.

Having lived in Fairfield for the past seven (7) years, I rely on Cook Street daily to get around town. I would really be displeased if Cook Street was narrowed as Pandora was to accommodate a AAA bike line. The narrow roadways may be acceptable for less trafficked side streets, but should not be used for main arteries.

Sincerely,
Personal info

Rob Gordon

Subject: FW: Fairfield Community Plan

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

From: **Personal info**

Sent: Tuesday, November 28, 2017 11:04 AM

To: Jesse Tarbotton <jtarbotton@victoria.ca>

Subject: Fairfield Community Plan

Jesse,

It was a pleasure meeting you last night at the Fairfield Planning meeting. Here are the questions that we mentioned:

Rose Manor - 857 Rupert Terrace. Rose Manor is a seniors residence owned by BCHousing and run by Kiwanis. What are the plans for this residence as it always appears as a potential redevelopment site in the Fairfield Plan?

Mount St. Angela - 923 Burdett Avenue. Heritage building. In January 2017, 132 units of housing was proposed for this location. The developer intended to blend the heritage building with a modern addition. What is the status of this proposal?

PARC seniors residences spanning 829-891 Fort Street. What is the status of this proposal? While I support this multi use building of seniors residences and commercial, the neighbours were concerned about the proposed 10-story height of the building, creating a high, unbroken wall along Fort. The opposite of Fort would be perpetually in shade.

Please add Affordable Rental Apartments designation between Burdett Avenue and Rupert Terrace. Apartments west of Quadra show as possible areas for redevelopment but not those that are East of Quadra. What is the criteria for designating these buildings for rental retention? There are many long-term renters in these buildings West of Quadra who would be renovicted if the building is replaced and these folks could not afford to return to the location. By example, the difference between the building on the west side of Quadra on Burdett is much the same as the building on the East side of Quadra on Burdett. They are only separated by Quadra. Yet one can be redeveloped and the other retained. Doesn't make much sense to me.

Thank you. I understand that there are many priorities in your department and I am not anticipating and immediate response. However, I am not the only area resident who would like to know the plans.

Personal info

Sent from my iPad

Rob Gordon

Subject: FW: Fairfield Community Plan: Input regarding Ross Bay Village

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

From: **Personal info**

Sent: December 15, 2017 5:25 PM

To: Engagement <engage@victoria.ca>

Cc: **Personal info**

Kimberley Stratford <kstratford@victoria.ca>;

Personal info

Chris Coleman (Councillor) <ccoleman@victoria.ca>; **Personal info**

Subject: Fairfield Community Plan: Input regarding Ross Bay Village

The Ross Bay Village is currently a vibrant shopping centre with an astounding diversity of small businesses.

The shopping centre is critical part of the community with a supermarket, pharmacy, hardware, bank, barber, pub, liquor store, dentist, optometrist, sushi restaurant, pizza restaurant, insurance services, dry cleaning, shoe repair, running/fitness supplies, pet supplies, consignment clothing, espresso bar and more. Few shopping centres of any size offer such diversity. Most of the businesses are locally owned and operated which is key to creating a friendly community atmosphere. Encouraging redevelopment risks losing the current diversity of small businesses due to the inevitable increase in leasing costs required to finance such an investment.

The low profile design of the buildings blends into the surrounding area that consists of single story homes of the same era. Redevelopment to 3-4 stories would not fit with the surrounding residences. Given that commercial/residential developments are not likely to be economically feasible under 4 stories, the proposed mixed commercial-residential development represents a massive change to the neighbourhood. The proposed plan envisions the demolition of a dozen or more homes to be replaced with town homes to step up to the higher commercial/residential buildings; this is a massive disruption to what is currently a great neighbourhood.

If a key objective of the Fairfield neighbourhood planning process is to encourage increased densification, the plan should offer options. The plan should also explain the basis for the portion of population growth that Fairfield is expected to accommodate in the context of surrounding neighbourhoods and greater Victoria as a whole.

One alternative to the proposed redevelopment approach would be to provide guidance to property owners, planners, architects and developers to create more housing that fits into the existing community. In the case of the Ross Bay Village and the rest of Fairfield for that matter, rather than encouraging redevelopment to create new dense centres of large buildings, the plan could propose an array of tools to encourage more secondary suites, garden suites and multi-plexing larger homes. Build on what is already attractive and functional about Fairfield rather than reconstruct it. This could achieve density targets similar to larger scale redevelopments.

The ongoing engagement process is not designed to distinguish the views of residents and businesses most affected by the Ross Bay Village portion of the plan versus the views of residents from elsewhere. The on-line survey does not identify the residency of participants so it is not possible to attribute input to any specific neighbourhood, city or even country. Similarly during the open house events people pasted dots anonymously on generic questions next to attractive drawings. The results from this type of consultation process cannot be interpreted with any confidence as the considered opinion of neighbourhood stakeholders. The recent meeting at the Ross Bay Pub was a good start at engaging neighbourhood stakeholders but by being scheduled 2 weeks before Christmas limited the benefit.

The Ross Bay Village portion of Fairfield has not seen significant development in 50 years, unlike other parts of Fairfield. Consequently most local residents have never had to contemplate the implications of changes to the neighbourhood. This is in stark contrast to the level of community engagement evident in the Cook Street Village area. The current engagement process is moving much too quickly for meaningful input from affected residents and businesses. We are being caught unprepared, particularly now during the holiday season, by what is the most significant potential change to the status quo in all of Fairfield.

Completion of the Ross Bay Village portion of the plan needs to be delayed so the affected residents have a chance to provide informed feedback. Further meetings of neighbourhood residents are planned for the new year.

Personal info

Rob Gordon

Subject: FW: Fairfield Neighborhood Plan

From: Personal info

Sent: January 17, 2018 10:44 AM

To: Engagement <engage@victoria.ca>

Subject: Fairfield Neighborhood Plan

Hello There;

I'd like to provide some feedback regarding the Fairfield Neighborhood Plan presentation to the Fairfield Gonzales Community Association and ask some questions.

Feedback

- I'm not sure how it happened that the space booked for the presentation was far too small to accommodate everyone who wanted to participate but it added more angst and unhappiness about the process.
- I really feel that the current charm and delight of Cook Street Village is greatly overstated. I feel that there is a small group that love to have coffee there and maybe the occasional dinner outing and they don't want their "private" village intruded upon at all. To my way of thinking, a truly vibrant and community building village would have a greater variety of shops, more entertainment, street vendors, and places for sitting and gathering. Cook Street Village is nowhere near that now.
- I think the comments in the meeting are a very clear indicator that more presentation, input and consultation time through a slowed down timeline would be helpful. It is the tradition in the Aboriginal community to set a timeline based on how long it takes for everyone to feel they have provided all of the voice and input they need and want to. Adopting that approach would be helpful.
- I really appreciated the information and explanations provided in the presentation. As I read and participate more, I grow in my understanding of the issues and the solutions proposed. This says to me that citizens need to invest time and effort to be able to come to an informed decision about what they want to see in the Fairfield Neighborhood Plan.
- Sadly, one person who had attended the renters meeting told me that only had a handful of people attended. This leaves it to the City of Victoria staff and decision-makers to step in and make decisions on behalf of this community. What I ask, since I live in the renters area (as a condo owner) is that you do not interpret the lack of engagement as a reason to load up solutions to housing shortfalls in our area. Because our area does not have a strong voice, please don't use us as a surrogate in the face of strong voices in more engaged areas telling you to stay out of their backyards. In this matter it is vital that the squeaky wheel does not get all of the grease.

Questions

- Can you tell me about the 6 storey height situation? Where in Fairfield are 6 storey buildings allowed currently? Where does the Fairfield Neighborhood plan propose that 6 storey buildings be allowed when it

is adopted? How can I find a map or list of buildings in Fairfield that show buildings that are 6 stories and higher?

- Is there still a reference to the property at Vancouver St and Collinson St in the draft Fairfield Neighborhood Plan. If yes, what does the plan say about this property now?
- How will the community review of the revised Fairfield Neighborhood Plan be conducted? If not yet finalized, when will information about this stage be available?
- When the Fairfield Neighborhood Plan gets to the public hearing stage, what kind of changes to the plans would normally be contemplated - are major changes likely at this stage, or is the plan pretty well set?

Many thanks for your reply, and all of your work.

Personal info

Rob Gordon

Subject: FW: Fairfield Neighbourhood Draft Plan

From: Personal info

Sent: Tuesday, January 09, 2018 9:37 AM

To: Community Planning email inquiries <CommunityPlanning@victoria.ca>

Cc: Jonathan Tinney <JTinney@victoria.ca>

Subject: Fairfield Neighbourhood Draft Plan

Dear Ms. Bouris and Mr. Tinney,

Please find attached my critique of the draft plan which to my mind requires substantive improvement in the policies in order to achieve the social license of Fairfield residents like myself, a resident for forty years. I would like you to seriously consider the idea of limiting the number of buildings taller than four storeys in the various areas by percentages:- 50% in the Northwest; 40% in the Quadra, Vancouver St. area; and 30% in the Cook St. village. The 'small urban villages' should only allow two storey buildings as at present. Developers seeking to exceed the height or footprint zoning regulations should have to pay additional fees that should go into setting aside land for affordable housing and for parks; for transportation and for infrastructure. To my mind, without these revision the policies fall short of their most important objectives.

Thanks for your consideration and a reply,

Personal info

Rob Gordon

Subject: FW: Fairfield Neighbourhood Plan

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

From: **Personal info**

Sent: Tuesday, January 16, 2018 5:44 PM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Re: Fairfield Neighbourhood Plan

Thanks Kristina, I generally support the direction the plan is taking and appreciate the engagement opportunities.

Personal info

Sent from my iPhone

> On Jan 16, 2018, at 5:10 PM, Kristina Bouris <KBouris@victoria.ca> wrote:

>

> Dear **Personal info**

>

> Thank you for your email and your feedback regarding the draft Fairfield neighbourhood plan. I sincerely appreciate you taking the time to share your comments and concerns for the proposed directions for Fairfield Plaza, and some of the potential impacts on neighbouring properties. I will include your email in the formal record of public feedback on the draft neighbourhood plan. This feedback will be presented to City Council and revisions will then be made to the draft plan. There will be another opportunity to comment on the next version of the plan later this spring.

>

> Thank you,

> Kristina Bouris

>

> -----Original Message-----

> From: Engagement [mailto:engage@victoria.ca]

> Sent: Tuesday, January 16, 2018 1:41 PM

> To: Kristina Bouris <KBouris@victoria.ca>

> Cc: Rebecca Penz <rpenz@victoria.ca>

> Subject: FW: Fairfield Neighbourhood Plan

>

>

>

> -----Original Message-----

> From: **Personal info**

> Sent: January 16, 2018 11:16 AM

> To: Engagement <engage@victoria.ca>

> Subject: Fairfield Neighbourhood Plan

>

> Good morning,

> As a resident of Fairfield, with my home on Earle Place (the cul-de-sac bordering the back side of the Ross Bay Plaza), I would like to provide some direct feedback to the Neighbourhood Plan that is underway.

>

> Overall, I am comfortable with the general direction of the plan, with densification being encouraged in a key areas. I believe that densification, if done appropriately, can actually bring vibrancy to a community. That said, as a resident that would be directly impacted by some of the proposed changes in Sub Area 4 (Ross Bay Plaza Urban Centre), I would like some of my concerns noted:

>

> 1. Development of the Ross Bay Plaza with overhead residences will directly affect my own home, which borders the parking lot on the east side of the lot. The plan identifies 3 stories maximum; however, I understand during consultation that developers may be allowed to bring plans forward that are higher in order to enable “affordable” developments. While we would be comfortable with residential on the lot, we do not wish to have sunlight from our home blocked or have new residents able to look into our back yard should development be any higher. Any new development needs to provide a well treed division between the homes on our street and the new plaza, and ensure that they do not “dwarf” our residences. We would be against any increased commercial activity on this side of the property that could increase noise, traffic, etc outside of normal business hours.

>

> 2. Conceptual design of the new Ross Bay Plaza does not appear to accommodate much parking - it is imperative that appropriate retail parking be made available on site to prevent on-street parking along St. Charles or Earle Place.

>

> 3. We believe that townhouse development and a revamp of the Plaza could be a nice addition; however, I am concerned that too much development in this area will increase traffic on St. Charles, which is residential. It is already becoming a busy road, and residents in homes on adjacent roads need to be able to exit their streets safely etc.

>

> We would appreciate if you could take the above comments into consideration prior to finalizing the plan. I also filled in the online survey.

>

> Thank you

>Personal info

>

> Sent from my iPad

>

Rob Gordon

Subject: FW: Fairfield Neighbourhood Plan

From: Personal info

Sent: January 16, 2018 2:32 PM

To: Engagement <engage@victoria.ca>

Subject: Fairfield Neighbourhood Plan

I own property in the 1500 block of Brooke Street, which I just recently became aware is located in “sub area 4” in the Fairfield Neighbourhood Plan.

Firstly I would comment on the clear lack of community consultation in a meaningful way, in particular with regard to major stakeholders in the plan, namely those of us who own property within Sub area 4 . I did attend the sessions where “dots” were placed on boards but quite frankly those sessions were a waste of time and by the time I was informed it was nearing the Christmas rush so finding time to participate was very difficult . Also, folks who were commenting on various parts of the proposal were from all over the City and included developers just waiting to “pounce” on redevelopment potential. Many of the “strongly in favour” dots for additional housing were put there by developers or by folks who live up island and want to move here NOT by those of us already living here and therefore the true “stakeholders” in all of this.

So I would question the legitimacy of the “place your dot” on the board strategy in terms of really hearing from those who live in the community or parts of the community being “planned”. One size does not fit all nor does one form of engagement process work for all.

Late fall, I did receive a brochure in the mail and yet there was no mention of nor designation of Sub area 4 on the map therein. In fact, I only by chance heard about Sub area 4 from a neighbour and then began looking through the Plan document to find out more information. It is well hidden, somewhere around page 75 or 76 in what is a huge document and even when you find it, there is not much information forthcoming.

So the community involvement process has been extremely POOR and more time is needed in order that those of us who live in the areas most affected can have an opportunity to truly understand what is being proposed and THEN provide meaningful feedback.

In a meeting last night, the City Planner indicated that the “plan will be revised based on feedback”. That is only helpful if folks are properly informed and then only if the forum for feedback is geared to those most impacted by the changes. WE IN SUB AREA 4 HAVE NOT BEEN PROPERLY INFORMED NOR HAVE WE HAD OPPORTUNITY FOR MEANINGFUL INPUT

Given the significance of the changes proposed in our area, I must strongly oppose any part of the PLAN at this point in time and ask that proper consultation take place before any further steps are taken.

The single family homes along Brooke Street are, like mine, primarily on 50 x 120 foot lots. It is a quiet low density single family area where there is a significant sense of community and neighbourliness.

Most properties , like mine, do not have lanes at the rear and instead abut the side property line of properties either addressed on Stannard , Earle place or St Charles

I strongly oppose the idea of a double row of townhouses in behind these properties, especially when there are no lanes to separate.

The rear yard open space and privacy would be significantly impacted on these properties . Our back yards are our outdoor living space; this is where we relax and enjoy the ambience of our neighbourhood, where large trees exist and attract birds and where a sense of privacy and quiet allow us to escape from the common City noises. This is why we choose to live in this quiet Fairfield neighbourhood and not in or near the downtown core, nor within multi family housing zoned areas. We want to RETAIN our single family ambience and if there is a need to add density then all single family areas should accept some so it is not concentrated in one area, thereby changing the character of that area forever.

Where once there was the potential for say 4 units on 2 sites, this plan envisions 10 units on those same 2 sites. Such a significant increase in density has a HUGE impact on pedestrian amenity, rear yard open space and privacy, tree retention(mature trees will be lost for optimum redevelopment potential and replacement trees do NOT replace), amount of hard surface on properties (hence additional pressure on storm water sewer and run off to adjacent properties)and changes the character of this single family area to an apartment type zone.

This without regard to infrastructure, traffic, policing , sewer, water, power grids, garbage, parks, schools etc. The properties on Brooke Street, would virtually be “locked in “ lots , single family designation without potential for anything else, yet surrounded by multi family housing. Property values would be negatively impacted if this should happen. We folks on Brooke Street take pride in our homes. Many of us have lived here for many years and would like to remain in what has become a very cohesive neighbourhood with a strong sense of community. We Do Not Want To Be Pushed Out of Our Homes by Developers !!!

The Planner indicated increased density was in response to folks wanting more “family housing” but I also heard a lot from Seniors who wish to “age in place” and want forms of housing that achieve that goal. 2 1/2 – 3 storey townhouses do NOT allow for Seniors to age in place at all and while they may provide some “family housing” how affordable will it be. All this at the expense of a well established, well cared for single family community.

The Planner also indicated that the PLAN initially allowed for more townhouse development throughout a greater area of what is now single family zoning BUT in response to concerns she indicated that they reduced the areas where townhouse development would be permitted. This is, I assume, how all the density got “shoved” over into Sub AREA 4.

What about the concerns of those of us in Sub Area 4 who knew nothing about it and did not have an opportunity to voice our comments/suggestions.. Mine , for one, would be to go back to the idea of spreading the density out over a larger area. If you want to allow some 4 –plex or townhouse development in some areas, then limit it so that the single family character is still intact and townhouse development, or row house development is allowed here and there as an “exception” and “blends in” with existing single family neighbourhoods instead of CHANGING the character entirely, which is what would happen if all the density is permitted in SUB AREA 4. Spread the density around over a larger area and allow for retention of single family neighbourhood character. SHARE THE LOAD !

We in Sub Area 4 need more information. We in Sub Area 4 need to have our concerns heard and addressed and We in Sub Area 4 want to preserve the overall character of our area.

We are not proposed to change but any such change must be done with respect and with regard to the interests and needs of those of us who LIVE HERE NOW !!

Respectfully Yours,
Personal info

Rob Gordon

Subject: FW: Fairfield Neighbourhood Plan comments

From: Personal info

Sent: Thursday, December 14, 2017 2:05 PM

To: Engagement <engage@victoria.ca>; Chris Coleman (Councillor) <ccoleman@victoria.ca>

Subject: Fairfield Neighbourhood Plan comments

Thank you for the opportunities to provide input on the draft Fairfield Neighbourhood plans. I have filled out the survey and also attended one of the outreach events.

I support many of the directions proposed in the draft plan.

I'd like to follow up with two specific points:

1) In the section on Active transportation I believe Moss Street is given short shrift. This is a key north south pedestrian and cycling route that happens to link up three neighbourhood schools - Sir James Douglas, Central and Vic High. Many children use this route to access their school and many already take active transportation. Unfortunately the design of the street with long sightlines encourages excessive speeds among some motorists and make the corridor less safe than it should be. Outside of school traffic there is a lot of cyclist and pedestrian use to access events such as the Moss Street market and also local parks (Clover Point). While Moss Street does not need or warrant a full on bicycle lane there should be consideration of some improvements to make this route safer for pedestrians and bicycles.

2) On a related note. Sir James Douglas School just completed an active travel plan. This plan was extensively consulted on with parents, teachers and students and contains many suggestions for infrastructure improvements to improve the active transport opportunities in the area. The findings of that plan have been made available to the city. I believe the changes recommended in the active travel plan should be incorporated into the Neighbourhood plan to the extent possible.

Best Regards

Personal info

Rob Gordon

Subject: FW: Fairfield Plan, January 2018

From: Personal info

Sent: January 17, 2018 4:34 PM

To: Engagement <engage@victoria.ca>

Subject: Fairfield Plan, January 2018

Hello engage@victoria.ca Please indicate receipt of this email and forward it on to appropriate parties re the Fairfield Plan.

Thank you,

Personal info

January 17, 2018

To whom it concerns,

I have just completed the survey for the Fairfield Plan. I am concerned that the length of the survey, the time it takes to complete it, and what appears to be a fairly broad lack of awareness about the Plan (at least in my immediate neighborhood of Moss St. and Faithful) may significantly restrict the amount of feedback you receive regarding it.

My sense is that many owners/renters/occupants throughout Fairfield are quite sensitive to what they like, and don't like, that is taking place in their own immediate neighborhood. For example, in my own several block radius I can identify both good and bad examples of development and I think such 'specific' examples of good and bad/desirable and undesirable could be as, or more, useful for planners than quite general statements.

Broadly, there are two main things that I value in Fairfield (in my own specific area and more broadly):

1. New housing should fit the 'scale' of surrounding housing:
 - Within five houses of me we have an example of an 'appropriately scaled' new, modern design house at 106 Moss—however, across the street from that new house are two new houses going up that violate 'scale', and come across as being 'monster houses' inappropriately large for their lot sizes.
 - There is another example of 'suitable scale' and 'unsuitable scale' near us on Dallas Rd—both box designs:
 - 1212 Dallas is a not-typical for the area design (a box), but its scale (particularly height) does not make it stand out from adjacent houses as you approach it from the east or west, however between 1224 and 1244 Dallas we have a 'monster box' going up (not yet completed) that is out of scale (as well as out of character) for Dallas Rd.
2. The greenery, both tall (trees) and low (shrubbery and grass), should be maintained and celebrated:
 - Monster houses like the two noted above on Moss (between 109 and 119) leave very little green or permeable space. The footprints of those two are very large and if they, like so many new, large homes, are single family occupied the sq. footage per occupant is often much larger than what was there before—defeating arguments in support of densification.
 - Greenery and permeable space is also threatened by the recently approved Garden Suites—a good example of this is at what was 136 Olive, with not only a much larger (too large) footprint for the main residence than was there before, but a garden suite that is far too close to adjacent properties (19' I believe is what is allowed!)—please come visit that construction currently underway to get a strong sense of what it feels like to 'pave (concrete over) paradise'!. The whole Garden Suite idea needs to be rethought—there are some sufficiently large lots where they can work, but many where they cannot. While in the neighborhood, take a look at the 'Suite' that was put in the backyard of an older House

at the corner of Moss and May. This is an excellent example of how to ruin the appeal of a neighborhood, creating cramped ghettos with too close housing, where once there were appealing homes with garden space.

Having been to a couple of recent community information meetings, I am also very sympathetic to concerns about moving too quickly to create dedicated bikeways. Pandora was an experiment that should have been given time to be evaluated before pushing forward with Fort Street---and Cook Street should definitely be put on hold for bikeways until evaluations have been conducted of other bikeways and before other options have been considered for that area of Fairfield. The amount of car traffic on Cook Street does not lend itself to being a bike corridor.

Thank you for your attention to the above.

Personal info

Fairfield home owner

Rob Gordon

Subject: FW: Fairfield Plan - Oliphant Avenue

From: **Personal info**

Sent: January 10, 2018 4:07 PM

To: Engagement; majorandcouncil@victoria.ca; Ben Isitt (Councillor)

Cc: **Personal info**

Subject: Fairfield Plan - Oliphant Avenue

Hello,

I understand that last night several City of Victoria staff met at my neighbour's house locate beside my house **Personal info** - who actively opposes development) to discuss the Fairfield plan and in particular....to influence less density west of cook street in the cook street village area ..including Oliphant Avenue..

I was unaware of this meeting and find it appalling that the City of Victoria would meet privately and be influenced this way...or is this common practice?

It appears to not democratic nor impartial..

As the owner of I've sent a number of emails over the past 8 months proposing higher density which represents the views of many nearby residents in Fairfield and have not received any relevant correspondence.

Shall I contact a planner and organize an event with home owners interested in higher density at my home?

How shall I proceed?

Please advise,

Thank you,

Sent by **Personal info**

Owner:

Rob Gordon

Subject: FW: Fairfield-Gonzales Neighbourhood Plan

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

From: **Personal info**

Sent: Friday, January 19, 2018 3:01 PM

To: Community Planning email inquiries <CommunityPlanning@victoria.ca>

Subject: Fairfield-Gonzales Neighbourhood Plan

I wish to express my concern that the Fairfield and Gonzales neighbourhood planning processes have not given sufficient time for residents to learn, absorb and understand the implications of the changes councillors and planners are proposing.

The City policy on public engagement states that the process for neighbourhood planning should be at the 'involve' level. Well, I certainly haven't felt involved when I saw the detailed plan at the end of November and given a short period over Christmas to offer feedback.

I would suggest that the 'public' with whom the planners have been engaging are not the residents of Fairfield and Gonzales. We are starting to talk to one another now and fully expect the public engagement process be given more time to allow us to complete our engagement process and to recognize this phase as a component of the overall process.

If the City's goal is to work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered, then I can assure you that I and my neighbours are getting ready to work with the City to ensure that our concerns and aspirations are directly reflected in our neighbourhood plan.

Sincerely,

Personal info

Rob Gordon

Subject: FW: Fairfiled Local Area Plan Feedback

From: Personal info

Sent: Wednesday, January 03, 2018 8:37 AM

To: Kristina Bouris <KBouris@victoria.ca>

Subject: Re: Fairfiled Local Area Plan Feedback

Happy New Year,

Kristina, just checking in to see if you have had a chance to talk to the team about removing section 10.2.3 and wording changing around the scope of the citizen led initiative on heritage?

thanks

Personal info

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

From: Kristina Bouris

To: P [Andrea Hudson](#)

Sent: Thursday, December 07, 2017 3:13 PM

Subject: RE: Fairfiled Local Area Plan Feedback

Dear Personal info

Thank you for your email and for your suggestions about HCAs and the wider heritage program. I had a chat with Wayne at Saturday's open house and we also talked about this issue. I can see how the current wording suggests that these areas are pre-selected or have community agreement. I'll ask our team to have a closer look at your suggestions as we begin revisions to the plan, after the results of this round of engagement are presented to Council in February. The next version can be expected about two months after that.

For now, I'll include your email and suggestions in the package of formal feedback on the draft plan for Council.

Thank you,
Kristina

From: Personal info

Sent: Wednesday, December 06, 2017 10:21 AM

To: Andrea Hudson <AHudson@victoria.ca>; Kristina Bouris <KBouris@victoria.ca>

Subject: Fairfiled Local Area Plan Feedback

Hello Andrea and Kristina,

I know you are very busy with consultations on the LAP at the moment and didn't get a chance to chat in person at one of the open houses so thought best to send an email. I have reviewed the draft LAP section 10 Heritage and have had discussion with neighbours and wanted to let you know our thoughts and give feedback on some changes.

First of all thank you for understanding the approach to Heritage Conservation Areas need to be community initiated.

Our suggestion is to have section 10.2.3 removed where the four areas are still mentioned. our reason for this suggestion is:

- the idea of a community/citizen process is for the areas to be determined from that process
- Leaving the four areas in the plan gives the appearance the city has already selected them. we think more people will engage if they view their voice will be heard
- the process of how the four areas were selected was not considered fair by the people living in this area.

Other thoughts on some wording changes would be to broaden the citizen-initiated efforts to cover more than Heritage Conservations Areas. The view is the community group would be more succesfull if areas of education and awareness and other methods of conserving heritage were explored and added to the purpose of this group.

Can you please confirm these changes can be made? and when we can expect to see the next draft?

thanks very much for your consideration and all your hard work and efforts on the LAP.

Personal info

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

From: Jackie Hache

To: Undisclosed recipients

Sent: Friday, September 29, 2017 10:13 AM

Subject: Fairfield HCA Homeowner Update



Dear Homeowners in proposed Fairfield Heritage Conservation Areas,

At the September 21 Committee of the Whole meeting, Victoria City Council discussed early plan directions and the proposed heritage conservation areas for Fairfield. Based on concerns that were expressed by many homeowners, Council decided that the proposed heritage conservation areas in Fairfield will not be explored through the neighbourhood plan process. They will be explored in the future through community-based process that has yet to be determined.

Council approved the early plan directions for Fairfield. These directions will be used to draft the plan, which will be brought out to the community in November for feedback.

If you wish to receive updates on the Fairfield Neighbourhood Plan and are not on the mailing list, please reply to this email with "subscribe".

Thank you!

January 15, 2018

MAYOR'S OFFICE
JAN 16 2018
VICTORIA, B.C.

Dear Mayor Helps,

This petition was begun because the majority of the people in "sub-area 4" of the Fairfield Development Plan had no idea of the rezoning changes and development plans being proposed for the region in which they live.

Communication between the city and its Fairfield residents has not been effective, and certain information (i.e. the "Fairfield Neighbourhood Plan" pamphlet) has been vague and somewhat deceptive. Even as of January 10th and 11th, some of the sub-area 4 residents had no idea that any changes were being proposed for the Fairfield Plaza and for their neighbourhood. I can tell you that the large majority of the sub-area 4 homeowners are upset and opposed to the **type** of development being considered in this part of Fairfield.

We feel proper consultation is needed, and timelines for making decisions with respect to Fairfield rezoning and development changes should be extended until proper consultation has been carried out.

Respectfully,

Rita Isaac
348 Stannard Avenue
Personal info

Susan Kainer
Personal info

Lynne Rippon
Personal info

Michael Sharpe
Personal info

We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan".

We have not been adequately consulted during this process.

January
10/11 2018

Given the potential for significant changes within our community, we strongly believe that it is mandatory for us to be properly informed. To this end, we respectfully request that an information meeting with a senior city planner or planners be set up as soon as possible in the new year.

Signature & Print Name	Address	Email
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Jared Boudreau

420 STANNARD AVE

Lois Tibbitt

422 Stannard Ave

Elaine Richter

424 Stannard Ave.

C. H. H.

CH215 436 Stannard

Koksun Looi

440 Stannard Ave

A. Horak

459 Stannard Ave

Stephen Horak

427 Stannard Ave.

Amy Foster

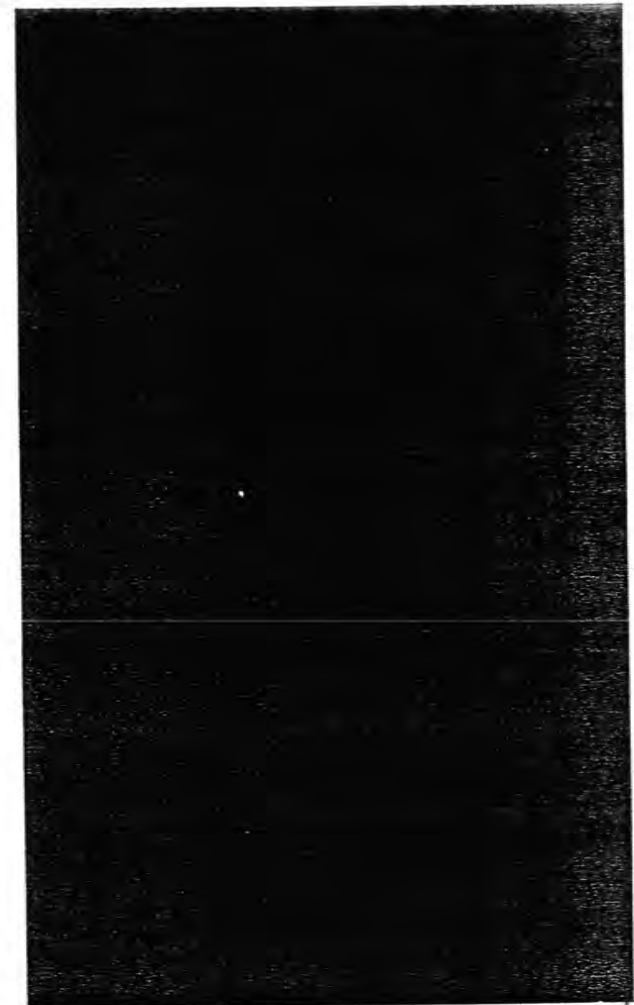
1530 Brooke St.

Daniel & Clark

444 STANNARD AVE.

Marsh

410 Stannard Ave.



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Name	Address	Email
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Jim Fuller	320 STANNARD AVE	
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Jim Fuller	1512/1514 FAIRFIELD RD	
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Chris Aybs	332 Stannard Ave	
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Sara Ritchie	339 Stannard Ave	
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Lisa Buchan	319 Stannard Ave	
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Brett Treacy	314 STANNARD AVE	
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Patricia Williams	344 STANNARD AVE	
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Diane Pinch	380 Stannard Ave	
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Rob Stucker	359 Stannard Ave	
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Glenn GLEADIN	370 STANNARD AVE	
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Name

Address





A Isaac	Rita Isaac	348 Stannard Avenue
W. Regan	DARA FREERE	351 Stannard Ave
	WAYNE REGAN	360 STANNARD AVE
St. Kangasniemi	SUSAN KANGASNIEMI	324 STANNARD AVE
Carliea Creek	Carliea Creek	328 Stannard Ave
Twila Lavender	TWILA LAVENDER	367 STANNARD WE
FL RIPPIN	FL RIPPIN	1538 Bridge St.
Carla Cole	CARLA COLE	354 Stannard Ave
Todd Polvi	Todd Polvi	343 Stannard Ave
CRIS HOPE	CRIS HOPE	340 STANNARD AVE



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Name	Address	Email
 Bruce Heagle	1510 Fairfield Rd.	
 Emma Jimenez	336 Standard Ave.	
 Bruce Felt	333 Standard Ave	

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Name	Address
Ivan Miller	1568 Brooke St V8S 1M7
Heather Dickinson	1579 Brooke St V8S 1M8
John Luton	22 Philippa Pl. V8S 1S6
Suzan Doriciz	" " "
Tom Gregory	24 Philippa Pl V8S 1S6
Jessica Knowles	24 Philippa Pl V8S 1S6
Barbara MacCormack	1559 Brooke St. V8S 1M8

DAVE BEULAH 1558 BROOKE ST.

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Name

Address

Email

Paula Parkinson

PAULA PARKINSON

1565 BROOKE ST.



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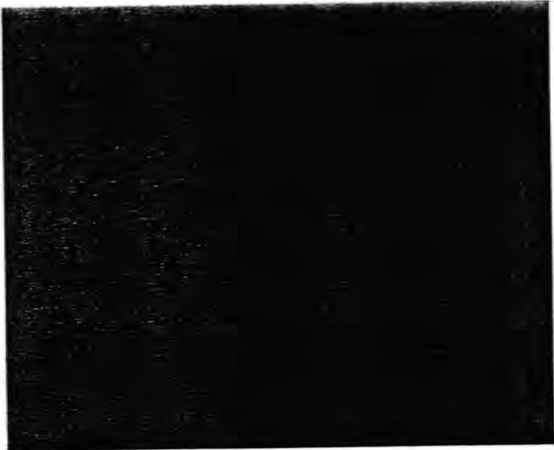
Name	Address	Email
MICHAEL SHARPE	1592 EARLE PLACE	
BARBARA POWER	1592 EARLE PLACE	

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Name	Address	Email
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Adrianna Thompson	1550 Brooke St.	
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Maureen Thompson	1550 Brooke St
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Mike Thompson	1550 Brooke St
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Mary F. Smith	1545 Brooke St.
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Susan Keener	1565 Brooke St
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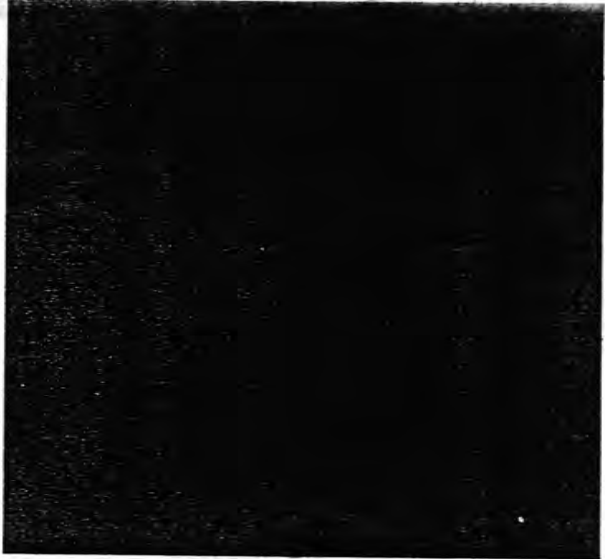
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Name	Address	Email
HELEN FLETCHER	1551 BROOKE ST.	

We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan".

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Name	Address	Email
JAN ID KNEE	1570 EARLE PLACE	
RON WILLSON	1564 EARLE PLACE	
NANCY GILL	1558 EARLE PLACE	
Jim Johnson	1535 EARLE PLACE	
Jessica McDiarmid	1587 Earle Place	
Patricia Barlow	1544 Brooke Street	

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Name

Address

CALVIN JONES

1573 EARLE PLACE

Louise Joly

1561 Earle Place





FAIRFIELD GONZALES
COMMUNITY ASSOCIATION
the place to connect

To: City of Victoria Mayor and Council
Cc: Jonathan Tinney, and Jocelyn Jenkins
From: FGCA Board
Date: January 12, 2018
RE: Local Area Plan: Fairfield

At the Fairfield Gonzales Community Association (FGCA) Board meeting on Monday January 8th, 2017 a motion was passed. This motion recommends strongly that the deadline for the Draft Local Area Plan (LAP): Fairfield be extended by three months to allow for meaningful community input.

Factors that led to the acceptance of the motion are:

- The short time span between the first Draft Plan open house in September, 2017 and the last one in late November which solicited input prior to the January 15th, 2018 meeting at the FGCA centre.
- a) The holiday season between late November and early in the New Year did not allow full consideration of the Draft plan by the widest community; b) the holiday closure of the FGCA centre for approximately two weeks meant no community access and limited business by the Board and its Committees.
- Personnel changes in the City Planning Department resulted in a time lag for presentation and consultation during the LAP planning process.
- Working groups may have been hampered by lengthy absences of members.
- Low numbers of Survey results seem to demonstrate a poor understanding of the engagement process and a lack of the full extent of proposed significant changes to the Local Area(s) within the community.
- Neighbourhood groups have questioned the lack of clarity and transparency of intended impacts of suggested changes—which were not apparent until the late November open house. This is particularly the case to sub areas 2, 3 and 4.

The extension would allow the City Planning Department to engage fully with the Fairfield communities and provide clarity and a greater understanding of the proposed changes to the LAP and any and all benefits that would accrue as a result of the changes proposed. This could be accomplished through working with the Board and its Committees to hold more and smaller meetings in areas specific to sub areas 2, 3 and 4. This would be beneficial.

Sincerely,

Don Monsour, President


1330 FAIRFIELD RD. VICTORIA, BC V8S 5J1
Tel. 250.382.4604 Fax 250.382.4613
www.fairfieldcommunity.ca
place@fairfieldcommunity.ca

LAND USE DESIGNATION ISSUE: 1029 Oliphant & others

Hello Christina et al.,

My home is located at **Personal info** Avenue in Cook Street Village and a few others nearby are designated in the latest draft Fairfield/Cook Street Plan as "Traditional Residential" ... as shown on the map below in light yellow color.

"Urban Residential" would be the appropriate designation consistent with all properties West of Cook Street/East of Vancouver Street and between Fort Street and Park Boulevard...as shown on the map below in gold color.

As the plan will be a guide for the next 25 years, I am compelled to advocate for a more consistent application and request that my home and others in the immediate area be designated "Urban Residential".

I have expressed my concern to City of Victoria staff members at several Open House events this year. Following the first open house, I also sent an email expressing my concern to Catherine Bouris who passed it on to Councillor Ben Issit.

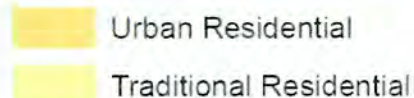
At the Open houses, staff members agreed that:

- they did not have a good explanation as to why my home and the others were "traditional residential"
- there is inconsistency within the plan and suggested that I forward my concerns to the Planning Department.

I surmise that some homeowners on Oliphant Avenue have advocated for lessor density that may explain the different designation. These owners can retain their homes but there desire to preclude others from higher density is wrong because the entire surrounding area is higher density.

There are many sound reasons to revise the designation to "Urban Residential" of my home at **Personal info** and those nearby, such as:

- Over the next 25 years, my homes and similarly designated ones will look out of place surrounded by 3 – 5 storey buildings rental and strata apartment buildings.
- My homes and those along south side of Oliphant have unique lane access that makes development more attractive... such as off street parking to dove tail with the current 55 unit project now under construction at Cook and Oliphant whose underground parking is accessed from the lane.



- Several home owners on Oliphant have wanted to develop to greater density in recent years, but were not able to because of existing zoning and land use. These owners have since sold and the new owners have varying views on development.....such properties include 1001, 1005 and 1035 Oliphant.
- Preventing greater density leads to urban sprawl, greater pollution, less amenities and less affordability. The future for the inner are condos...

Please let me know what more I can do to advocate my position for the greater good.

I look forward to updates.

Personal info

Attn: City of Victoria
Major and Council

Hello,

I understand that last night several City of Victoria staff met at my neighbour's house located beside my house at **Personal info** (who actively opposes development) to discuss the Fairfield plan and in particular....to influence less density west of Cook Street in the Cook Street Village area ..including Oliphant Avenue..

I was unaware of this meeting and find it appalling that the City of Victoria would meet privately and be influenced this way...or is this common practice?

It appears to ^{be} not democratic nor impartial.

As the owner of **Personal info** I've sent a number of emails over the past 8 months proposing higher density which represents the views of many nearby residents in Fairfield and have not received any relevant correspondence.

Shall I contact a planner and organize an event with home owners interested in higher density at my home?

How shall I proceed?

Please advise,

Thank you,

Personal info

RECEIVED
2011-12-09
VICTORIA, B.C.

Lacey Maxwell

From: Personal info
Sent: January 13, 2018 4:31 PM
To: Victoria Mayor and Council
Cc: Stewart Ron
Subject: Fairfield Gonzolez draft plan

Absolutely wrong way to go. Council! Are you listening? You are pandering to the wealthy and ignoring your residents and voters. Remember that we do not want huge increase in density! No bike lanes on the center of Cook St. How can emergency vehicles, police, ambulance, etc get through the street? Where are your heads??

Get rid of your "pie-in-the-sky" planners and use a little common sense. All you are doing is creating a mess. Bike lanes must be on Vancouver St.... at least until the Park.. Believe me, we will not vote for the existing council at election time. Many of you have to go. We need fresh thinking..and practical actions. Taxpayers of today will not subscribe to futuristic plans for tomorrow. We are not Amsterdam!! Or Denmark!!. Blessings, Personal info

Lacey Maxwell

From: Personal info
Sent: January 14, 2018 2:35 PM
To: Victoria Mayor and Council
Subject: Fairfield Gonzolez Draft Plan

Mayor and Council are you listening to the residents? Or are you pandering to the wealthy and the developers and ignoring us residents and voters. We do not want huge increases in density!

Please take a lesson from Vancouver whose old-stock "character neighbourhoods" have been DESTROYED by allowing greater density and lax building requirements. Their results being over-built (mostly three story, flat-roofed) cold and sterile buildings and significantly reduced green-space. Do not destroy Victoria's treasure - the Fairfield Gonzalez neighbourhood.

Yes, we need more housing. Victoria has other areas badly needing revitalization and very suitable for densification of housing.

As to "make it easier and leave the car behind", note that we do not want bike lanes along Cook Street Village. Emergency vehicles, police, ambulance, trucks, etc. would not be able to safely access the area. Current parking and accessibility for shopping and visiting the Cook Street Activity Centre is essential. Surely you are aware of the large and growing community of seniors in the area. Few can bike and many use walking aids for even short distances. Cars are a necessity for a large number with mobility issues. They also need safe exit from the driver and passenger sides of the vehicle. This is now impossible from parking spots along Fort Street due to the bike lanes. (Build more bike lanes on Vancouver Street.) And, note that we are not Amsterdam.

Get rid of your "pie-in-the sky" planners and use a little common sense. We need fresh thinking and practical actions. Taxpayers of today will not subscribe to futuristic plans for tomorrow.

We will be voting in October and many of you may have to go.

Sincerely,
Personal info

Lacey Maxwell

From: Personal info
Sent: January 14, 2018 4:53 PM
To: Victoria Mayor and Council
Subject: City says: You don't care

This was the heading on a flyer than come through my mail slot today. It was in regards to the poor attendance at one of the recent "engagement" meetings to gather resident's feelings about a wide ranging plan for Fairfield. It had poor attendance because people who live here and elsewhere in Victoria are really fed up with our mayor and much of council for not paying any attention to what we want or do not want. You blindly forge ahead with your own agenda (or Lisa Help's one anyway). Why bother going to something that won't make any difference.

If the city's methods of getting input are so deplorable, maybe they should stop what they are doing, including forging ahead, and come up with some other method.

My friends and neighbours are really unhappy with what is going on with this city and its leadership and I am so frustrated that I am seriously contemplating moving. I pay ridiculous taxes for things I definitely do not want and I hate seeing our funds spent to frivolously. Life in Victoria was really good before Lisa Helps and I wish she would just go away. I am also so disappointed in the councilors that I have repeatedly voted in for years. You are ignoring a huge percentage of the population who do not want what this current mayor wants. Read the paper, talk to the people in Fairfield and stop listerning to that vocal cycling coalition.

Victoria is still a wonderful city, despite all the scars Lisa's caused, so leave it alone and don't fix something that isn't broke.

Personal info

P.S. This was really hard to type as I had a Personal info discomfort to send this.

but it was important enough that I endured some extra

Lacey Maxwell

From: Personal info
Sent: January 16, 2018 7:38 AM
To: Victoria Mayor and Council
Cc: Engagement
Subject: Fairfield Neighbourhood Plan

Please slow down this process!!

No! You didn't get it right.

I live on St. Charles St. in Fairfield and we need more time for input and consultation from local residents.

Many concerns about the increase in density, can the current infrastructure handle this density? Who pays for upgrades?

What about seismic testing? Fairfield Plaza is built on a slough and any shaking would produce liquefaction.

Why are you suggesting more affordable housing? It's not affordable now and you cannot build all things for all people. Sorry.

What about transportation upgrades for the increase in density?

We are aging seniors, don't make it easier to leave the car behind. We want to age in place, in this place.

Thank-you,

Personal info

Lacey Maxwell

From: Personal info
Sent: January 16, 2018 2:40 PM
To: Victoria Mayor and Council
Subject: Fairfield Neighbourhood Plan

To: Mayor Helps and Members of Council

Subject: Fairfield Neighbourhood Plan

I own property in the 1500 block of Brooke Street, which I just recently became aware is located in “sub area 4” in the Draft Fairfield Neighbourhood Plan.

Firstly I would comment on the clear lack of community consultation in a meaningful way, in particular with regard to major stakeholders in the plan, namely those of us who own property within Sub area 4 . I did attend the sessions where “dots” were placed on boards but quite frankly those sessions were a waste of time and by the time I was informed it was nearing the Christmas rush so finding time to participate was very difficult . Also, folks who were commenting on various parts of the proposal were from all over the City and included developers just waiting to “pounce” on redevelopment potential. Many of the “strongly in favour” dots for additional housing were put there by developers or by folks who live up island and want to move here NOT by those of us already living here and therefore the true “stakeholders” in all of this. So I would question the legitimacy of the “place your dot” on the board strategy in terms of really hearing from those who live in the community or parts of the community being “planned” . One size does not fit all nor does one form of engagement process work for all.

Late fall, I did receive a brochure in the mail and yet there was no mention of nor designation of Sub area 4 on the map therein. In fact, I only by chance heard about Sub area 4 from a neighbour and then began looking through the Plan document to find out more information. It is well hidden, somewhere around page 75 or 76 in what is a huge document and even when you find it, there is not much information forthcoming.

So the community involvement process has been extremely POOR and more time is needed in order that those of us who live in the areas most affected can have an opportunity to truly understand what is being proposed and THEN provide meaningful feedback.

In a meeting last night, the City Planner indicated that the “plan will be revised based on feedback” . That is only helpful if folks are properly informed and then only if the forum for feedback is geared to those most impacted by the changes. WE IN SUB AREA 4 HAVE NOT BEEN PROPERLY INFORMED NOR HAVE WE HAD OPPORTUNITY FOR MEANINGFUL INPUT

Given the significance of the changes proposed in our area, I must strongly oppose any part of the PLAN at this point in time and ask that proper consultation take place before any further steps are taken.

The single family homes along Brooke Street are, like mine, primarily on 50 x 120 foot lots. It is a quiet low density single family area where there is a significant sense of community and neighbourliness.

Most properties , like mine, do not have lanes at the rear and instead abut the side property line of properties either addressed on Stannard , Earle place or St Charles

I strongly oppose the idea of a double row of townhouses in behind these properties, especially when there are no lanes to separate.

The rear yard open space and privacy would be significantly impacted on these properties . Our back yards are our outdoor living space; this is where we relax and enjoy the ambience of our neighbourhood, where large trees exist and attract birds and where a sense of privacy and quiet allow us to escape from the common City noises. This is why we choose to live in this quiet Fairfield neighbourhood and not in or near the downtown core, nor within multi family housing zoned areas. We want to RETAIN our single family ambience and if there is a need to add density then all single family areas should accept some so it is not concentrated in one area, thereby changing the character of that area forever.

Where once there was the potential for say 4 units on 2 sites, this plan envisions 10 units on those same 2 sites. Such a significant increase in density has a HUGE impact on pedestrian amenity, rear yard open space and privacy, tree retention(mature trees will be lost for optimum redevelopment potential and replacement trees do NOT replace), amount of hard surface on properties (hence additional pressure on storm water sewer and run off to adjacent properties)and changes the character of this single family area to an apartment type zone.

This without regard to infrastructure, traffic, policing , sewer, water, power grids, garbage, parks, schools etc. The properties on Brooke Street, would virtually be “locked in “ lots , single family designation without potential for anything else, yet surrounded by multi family housing. Property values would be negatively impacted if this should happen. We folks on Brooke Street take pride in our homes. Many of us have lived here for many years and would like to remain in what has become a very cohesive neighbourhood with a strong sense of community. We Do Not Want To Be Pushed Out of Our Homes by Developers !!!

The Planner indicated increased density was in response to folks wanting more “family housing” but I also heard a lot from Seniors who wish to “age in place” and want forms of housing that achieve that goal. 2 1/2 – 3 storey townhouses do NOT allow for Seniors to age in place at all and while they may provide some “family housing” how affordable will it be. All this at the expense of a well established, well cared for single family community.

The Planner also indicated that the PLAN initially allowed for more townhouse development throughout a greater area of what is now single family zoning BUT in response to concerns she indicated that they reduced the areas where townhouse development would be permitted. This is, I assume, how all the density got “shoved” over into Sub AREA 4.

What about the concerns of those of us in Sub Area 4 who knew nothing about it and did not have an opportunity to voice our comments/suggestions.. Mine , for one, would be to go back to the idea of spreading the density out over a larger area. If you want to allow some 4 –plex or townhouse development in some areas, then limit it so that the single family character is still intact and townhouse development, or row house development is allowed here and there as an “exception” and “blends in” with existing single family neighbourhoods instead of CHANGING the character entirely, which is what would happen if all the density is permitted in SUB AREA 4. Spread the density around over a larger area and allow for retention of single family neighbourhood character. SHARE THE LOAD !

We in Sub Area 4 need more information. We in Sub Area 4 need to have our concerns heard and addressed and We in Sub Area 4 want to preserve the overall character of our area.

We are not proposed to change but any such change must be done with respect and with regard to the interests and needs of those of us who LIVE HERE NOW !!

We urgently need your help in this regard.

Respectfully Yours,
Personal info

Lacey Maxwell

From: Personal info
Sent: January 16, 2018 10:40 AM
To: Engagement; Victoria Mayor and Council
Subject: Draft Fairfield Neighbourhood Plan

Dear Mayor and Council, Planners and other who are concerned,

I want to thank the Sustainable Planning Department for a comprehensive draft plan that is the framework of a workable roadmap for our local neighbourhood. For the most part, the plan has the components and vision that most in Fairfield can support. As in any draft plan, there are parts on which neighbourhood input should be heeded in order to harness the history, experience and observations of those who are closest to and most affected by the proposals.

I urge you to support and incorporate the exceptional and thoughtful recommendations of the Cook Street Village Residents Network concerning the proposals of 'No Density without Diversity' and 'Gentle Density'. While there hasn't been a formal poll in the community, I believe that the Cook Street Village Residents Network recommendations represent a broad-based view of how residents want their community to progress in the next future period.

There is one part of the plan on which, as a resident of sub-area 3, I would like to be heard to offer my particular experiences, concerns and potential solutions. Allowing townhouses in more than one row in sub-area 3, the area east of Cook Street Village, to replace the current housing is not consistent with objectives of having a livable, diverse community with open and environmentally-friendly spaces. Even allowing unlimited townhouses in a single row throughout this sub-area will be detrimental to the neighbourhood because of lack of adequate parking, increased rainwater runoff, decreased open spaces and diminished opportunities for diverse, affordable housing.

Although there seem to be lot size and laneway restrictions for development of townhouses in sub-area 3, this will not be at all effective to stop arbitrary and uncontrolled replacement of the existing varied housing with overly dense and expensive townhouses. The experience of Vancouver shows that developers simply buy up and hold single lots that do not meet the size requirements, waiting for the opportunity to combine them to build townhouses. This has a devastating effect on neighbourhoods, as seen from the Vancouver example. When traveling through the streets of Vancouver outside of the downtown core, one sees almost solid walls of expensive housing (together with advertising for them) where diverse and cohesive communities once flourished. The nature and feel of the different area communities is destroyed, as continuous rows of townhouses replace the single family and multi-family dwellings. The feel of open and green space has almost completely disappeared from those areas.

Experience also shows that townhouses replace affordable units with housing only accessible to higher income persons and don't provide the type of diversity Fairfield needs and struggles to retain. This is in stark contrast to diversity and different levels of affordability that arises from allowing suites and garden apartments within the current housing configuration.

I am not advocating that the plan should forbid townhouses altogether. However, more effective limitations need to be in place. At a minimum, sub-area 3 should be reduced in size. There should be a prohibition against combining lots to create dense townhouse areas. The number of lots on which townhouses can be constructed in any block should be very limited. Finally, there should be no double row townhouses permitted, especially

since these will inevitably aggravate already unworkable on-street parking congestion and rainwater runoff issues.

The City's strategic objectives and outcomes for 2018 include rebuilding trust in terms of meaningful public engagement and City Hall's having meaningful two-way conversations with the public. In its "Engagement Framework", the City has promised to keep the community informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. The promises that the City will work with the community to ensure that its concerns and aspirations are directly reflected in the alternatives developed and that it will look to the community for direct advice and innovation in formulating solutions are ones that residents take seriously and want to see fulfilled.

I thank you for your commitment to incorporate the community's advice and recommendations into the decisions to the maximum extent possible. I look forward to being part of a two-way conversation on the matters in this message.

Personal info

Lacey Maxwell

From: Personal info
Sent: January 16, 2018 9:18 PM
To: Kristina Bouris; ktinney@victoria.ca
Cc: Victoria Mayor and Council
Subject: Fairfield Draft Plan Presentation

January 16, 2018

To: Mayor Helps, Victoria City Councillors, Victoria City Planners

Yesterday evening I attended the Fairfield Draft Plan presentation held in the Fairfield Community Centre. I came away from this important meeting with two impressions.

1. It was evident that all those involved with the communication, consultation and engagement process for rezoning and redeveloping areas of Fairfield and the Fairfield Plaza have failed egregiously. I give only two examples.

- I personally know that more than half of the people living in or adjacent to Sub-area 4 had no notion of what was being proposed for the neighbourhood in which they live. I talked to them. They should have been informed, and not by me!
- ANYONE, including developers and people outside of Fairfield, could have put dots and post-it notes wherever they wanted and thus dramatically impact the neighbourhoods of the residents who actually live in Fairfield.

2. There is a massive disconnect between what the city planners have envisioned and proposed in their documents and what the residents who live in the areas being affected could tolerate or accept.

I finish with two last items. It was shameful that no one from city council attended this meeting. Also, after this meeting, I met with a woman who had an earlier conversation with a city councillor who will go unnamed. The city councillor stated that once the Neighbourhood Fairfield Plan is rubber-stamped by council, the development would not take place over 15 to 25 years - it would be done in 5 to 7 years. Is this true? If so, this is absolutely shocking!

Sincerely,

Personal info

Lacey Maxwell

From: Personal info
Sent: January 17, 2018 9:51 AM
To: Victoria Mayor and Council
Subject: Fairfield neighbourhood plan

Dear Mayor Helps and Council,

I am writing to express my opposition to the proposed Fairfield neighborhood plan which is for decision next month.

I am a resident of Fairfield, and while I do not oppose a limited and well planned densification of the area, I do disagree with the rampant and out of control development your plan would allow in my neighborhood. Especially, the densification supported by the plan is not paralleled with an increase of community services in the area, such as a new school to accommodate an increase of students demand, an enlargement of the street to overcome increased traffic, parking areas for new comers and a bigger community center that supports more pre/after school care and family events. There is also no planning for more playgrounds and facilities for the children, as this is a family oriented community. Many more comunity services should be considered and planned for enhancement with a proposed increase in population.

My suggestion is to revisit the plan proposed and reduce the intensity of the densification of the area and provide a parallel plan on how you will enhance community services accordingly to an increase in population.

Regards

Personal info

Lacey Maxwell

From: Personal info
Sent: January 17, 2018 4:59 PM
To: Victoria Mayor and Council
Subject: Fwd: Fairfield Neighbourhood Plan - draft changes

Mayor and Council,
City of Victoria

Re: Fairfield Neighbourhood Plan Draft November 2017.

Our address is Personal info Fairfield Road and we are writing about the proposed changes to permitted density in our residential block.

Our block is bordered between Fairfield Rd. to the south and Collinson Rd. to the north, and, between Vancouver St. to the east and Quadra St. to the west.

We note the proposed changes include a proposed increase to a maximum 6 storeys from the current 4 storeys.

We vigorously oppose these proposed changes for this block for the following reasons.

- The block narrows considerably as it continues west and does not lend itself to larger buildings at the west end.
- There is an attractive section of single family homes at the west end of the block. Some of these are heritage designated, and some are of heritage interest.
- Fairfield Road is a pleasant, attractive, pedestrian-friendly connector between Cook St. Village, our residential neighbourhood, and the inner harbour, used by locals and tourists.
- Access and egress to parking is already a challenge in our block. Greater density would exponentially add to this problem.

We feel the line would be more appropriate along Collinson Rd. encompassing buildings on the north side of that road as there is already a six story building on the north side of this block.

Thank you for your consideration,

Personal info

Lacey Maxwell

From: Personal info
Sent: January 17, 2018 2:29 PM
To: Victoria Mayor and Council
Subject: Fairfield neighbourhood plan

I am a resident of Fairfield in close proximity to Fairfield Village. I became aware of the proposed neighbourhood plan for our area a few days before the deadline. Someone dropped a handout about the plan with the deadline for comments and a quote from a city official saying we don't care about it. I attended the meeting with a representative of the planning committee on Monday, January 15 who spoke to a packed room, standing room only and overflowing into an adjacent room.

Here are my comments:

- people were angry at the lack of information, I included. Why was the proposed plan, even though it was only the first draft, not put on billboards across the area for everyone to see? It would be very easy to add a website address to consult.

- There is very little time for people to process the information and have a dialogue among themselves before responding to the plan. True the plan was presented in mid-December, very poor planning during the busiest holiday season that last until January when people are away or receiving family over the holidays.

- the plan has many unanswered questions to very pertinent issues, such as the marshy soil, the anticipated populations growth, the infrastructure, to name a few.

- parking was also not addressed. Underground parking is not a feasible solution to a very popular grocery store where many seniors shop. It is also close to the ocean? Did the planning committee think of earthquakes and changes to ocean water levels, the marshy soil etc.

- how will decisions be made about the types of housing allowed? What is the process?

- whatever about the quality of life for the residents in a high density area?

I would ask council to extend the deadline of the survey to allow people to gather and discuss the plan.

Thank you for your attention.

Personal info

Sent from my iPad

Lacey Maxwell

From: Personal info
Sent: January 17, 2018 6:51 PM
To: Victoria Mayor and Council
Subject: Fairfield and Gonzales neighbourhood plan

Victoria Council

As a resident and taxpayer of Gonzales for over forty years I would like to tell you that I am very displeased with the changes in the plans for Fairfield and Gonzales neighbourhoods. The densification that will result from the changes will totally change the ambiance and lead to complete bedlam as far as parking and driving are concerned. Please stop the changes to neighbourhood plans!

Personal info

Lacey Maxwell

From: Personal info
Sent: January 18, 2018 11:54 AM
To: Victoria Mayor and Council
Subject: Concerns re. Draft Fairfield Community Plan

To Mayor Helps and Members of Council.

I wish to convey my intense disapproval of the draft Fairfield Community Plan, in particular, the proposals for Sub-Area 4 regarding:

- Increased height limits for Fairfield Plaza (changing from 1 story to 3-4 stories), with additional of residential space and reductions to commercial space and parking.
- Rezoning of adjacent streets to encourage "densification" through construction of townhouses.

We have lived on Stannard Avenue for nearly 30 years, and have invested hundreds of thousands of dollars in our home, in the hope of living here for several more decades. We have stayed largely within the footprint of the original small 1950s house and, like our neighbours in their construction and landscaping endeavours, have stayed within existing zoning requirements.

I do not believe that the proposed densification of streets that have been almost entirely single residence since at least the 1950s will result in any significance expansion of affordable housing. Given the demand-end problem, what it will mean is a proliferation of more densely packed, taller, high-priced residences, with increased congestion, and reduced green space and sight-lines.

I also see no benefit to local residents from the plans for Fairfield Plaza. The existing commercial buildings, with their low profile, do not impinge upon sight-lines - you do not even know there is a shopping centre there until you are right in front of it. With its comprehensive suite of services (groceries, hardware, drugstore, bank, liquor store, insurance, pub, etc.) the Plaza enables local residents to have most of their needs to be met within walking distance. It is a true community centre. With the proposed changes to the Plaza's commercial and parking spaces, I doubt the existing range of services would be commercially viable. Local residents will have to drive to more remote centres instead.

From the feedback received during the survey just undertaken by my wife and two neighbours of residents of the streets adjacent/near to the Plaza, I can say that my concerns are broadly shared. I would not agree that these concerns should just be dismissed as arising from a "NIMBY" mindset. Darn right, these are concerns regarding the threat posed by the plan to the quality of life of my family and my neighbours. It was by expressing similar concerns that Vancouver residents prevented their downtown from being bisected by a freeway, and James Bay residents protected their neighbourhood from a proliferation of high-rises. I would also say that it would not be hard to imagine a degree of self-interest on the part of city planners and council regarding the proposed Fairfield Community Plan, given the increased revenues that would accrue to the municipal budget.

For myself, this is the first time that I have ever felt the need to voice criticisms of municipal services or plans. On this issue though, I feel strongly enough that in the next municipal election I will not vote for any incumbent who has endorsed a plan with the above-noted elements.

Sincerely,

Personal info

Rob Gordon

Subject: FW: Fairfield Neighbourhood plan feedback

From: Personal info

Sent: January 22, 2018 10:15 AM

To: mayorandcouncil@victoria.ca

Cc: Engagement <engage@victoria.ca>

Subject: Fairfield Neighbourhood plan feedback

Dear Mayor Help and Councillors,

As a resident of the Fairfield area for 10 years I've been following the development of the Fairfield Neighbourhood Plan with interest. I've now attended a Public Open House and a presentation at the Fairfield Community Centre, as well as reading the material posted on the City website.

I have some serious concerns with Fairfiled Neighbourhood Plan. According to the documentation online and discussions with the planners, the plan has been developed by engaging with the community, but it's not clear that you are specifically engaging with the residents or businesses of Fairfield. Participants in in the discussions were not asked to provide evidence that they were resident or in business in Fairfield. Similarly, anyone could access the online survey by searching for the City of Victoria website and the URL. In theory, someone from Russia with no connection to Fairfield could provided feedback and you wouldn't know.

Leaving aside about how the plan is being developed. It is not clear why the plan is being developed nor what the objective of the plans is. On the City of Victoria website, I did find a link to the "Fairfield Visions & Goals" and "Emerging Plan Direction" but these are not included in the main Fairfield Neighbourhood plan. Even then, some of them appear to be contradictory. How can there be more open spaces if the plan also allows for greater population density?

The plan is particularly focused on housing, especially "affordable housing". There is no explanation what this means. To me, this means the cost of housing relative to income but there is no justification provided with the plan as to why this is an issue in Fairfield or why it should be addressed in Fairfield, as opposed to other areas in the region. Also, there is no indication in the planning documentation that any detailed analysis has been done or is planned to assess the impact of the plan on infrastructure, for example impact of changes of population density on sewage, public transit, traffic management, parking, schools, medical services etc. Nor is it clear how the Fairfield plan relates to other regional development plans.

In my opinion, the Fairfield Neighbourhood plan and the associated engagement is seriously flawed. It has been poorly conceived and executed. Given that there are municipal election this year, the council and the Mayor have not given me confidence that they deserve my vote to be re-elected.

Regards,

Personal info

Lacey Maxwell

From: Personal info
Sent: January 22, 2018 10:15 AM
To: Victoria Mayor and Council
Cc: Engagement
Subject: Fairfield Neighbourhood plan feedback

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Regards,

Personal info

Lacey Maxwell

From: webforms@victoria.ca
Sent: January 22, 2018 4:32 PM
To: Victoria Mayor and Council
Subject: Mayor and Council email

Personal info

From:

Email

Reference : <http://www.victoria.ca/EN/main/city/mayor-council-committees/contact-mayor-council.html>

Daytime Phone : Personal

Dear Mayor and Counsel:

I live at Personal info . in sub area 4 where you plan on increasing the density of my neighborhood from .25 to .85 . I moved here to Fairfield 5 yrs ago into a new house that I had built because the neighborhood was quiet, low density, traffic volume low and the plaza had everything that I need as I get older. Now you and your counsel want to destroy all that by increasing the density by 3 times. You want townhouses along one side of my street likely adding another 150 people on my street alone not to mention the cars that come with that increase in density. Then the number of people living in the condos that you propose in and around the plaza. Why would you want to destroy a neighborhood like this? There is already a problem with cars trying to enter Fairfield road from Stannard Ave. I'm absolutely opposed to any increase in density here on Stannard Ave.

and around the Fairfield Plaza. You really need to listen to the residence and re think your community plan.

Thank You

Mr. Personal info

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 publicservice@victoria.ca. Thank you.

IP Address: Personal info

Lacey Maxwell

From: Personal info
Sent: January 23, 2018 12:05 PM
To: Victoria Mayor and Council
Subject: Feedback on draft Fairfield Gonzalez Plan

Dear Mayor and Council:

I have reviewed the latest draft of the Fairfield and Gonzales Neighbourhood Plans and would like to register my feedback:

- These plans do not represent my vision for Victoria. I disagree with the level of proposed densification, which unnecessarily alters the character of each neighbourhood. I support sensitive development that increases the sustainability and livability of our communities and benefits residents.
- I believe these plans are predicated on incorrect assumptions about projected growth figures for Victoria and a misconception that simply building units will solve perceived issues with housing. The issue is not solely with the number of housing units but with the lack of understanding by staff of how to address all the complexities of housing, including variation in housing stock and diversity in housing forms and the lack of an adequate Community Amenity Contributions to sustain any level of increased development. Victoria planning appears to have missed out on the key learnings from other municipalities' housing experiments. There is almost a willful rejection, ignorance or disinterest in what has worked and what hasn't in other cities.

Victoria needs true vision in these plans. In their current state these plans perpetuate Victoria's reputation as an economic backwater. We have a unique opportunity at this inflection point to build a strategic, viable plan that will enhance our city and put an end to the unsustainable cycle of tactical thinking, which has led to an intolerable level of variance and rezoning requests. Judging by the beating the relatively new OCP is taking lately, it is obvious we need more measured and more informed planning. Let's not take the easy way out by using legacy thinking. Let's take this bull by the horns and meet the challenge.

Thank you for your attention,

Personal info

Lacey Maxwell

From: Personal info
Sent: January 24, 2018 4:55 PM
To: Victoria Mayor and Council
Subject: Gonzales neighbourhood plan

Hi there

I live in the Gonzales neighbourhood and I am not liking what I see and hear about plans for densification. I love my neighbourhood. I am not opposed to change or moderate development but the rate and pace of development proposed in this plan is unreasonable.

Habitability of Fairfield will be diminished. We do not want to see the rampant and out of control development which has happened in Vancouver.

I just went up to Gonzales Hill and was alarmed to see flagging tape and development plans being put in place for a chunk of property which juts into the park. We live in a sweet neighbourhood because people care about the level of development and care about the foot print of housing on the green space.

Listen to the people who live here, and care about the green space around them

Personal info

From: Personal info
To: City of Victoria
Mayor and Council

Personal info

January 17th, 2018

RE: Proposed Fairfield Local Area Plan for Ross Bay Village


Dear Mayor and Council,

Further to my letter of January 14, 2018, on Monday evening I attended a meeting regarding a draft Fairfield Local Area neighborhood plan. The audience was greatly dismayed at what has been proposed in that draft plan.

The word "bafflegab" comes to mind in reading the draft plan. There's no clarity on what exactly certain words are intended to mean, such as make the community "strong". Fairfield, as a community, is already that so what does that word actually mean? It is important to keep in mind that there are residents living in existing homes. The plan is cavalier in how they are to be treated.

There isn't any part of the Fairfield area that is not going to be seriously impacted with proposals intended to dramatically increase the intensity of development in the area. At this rate, like in Vancouver, with the proposed "up-zoning" in certain areas of Fairfield developers will start the land assembly process virtually dispossessing existing residents of their neighborhoods.

Just a few additional points, in part based on input at the meeting:



- How is this consistent with the Official Community Plan (OCP) which states that Fairfield should be preserved in its current state?
- The loss of two lanes on lower Cook Street for bike lanes will only add to traffic congestion and create further gridlock as well as discouraging visits from other parts of Fairfield or the City. For example, why would anyone go to those shops if moving around the area is a challenge and there is no place to park?
- Apparently, there has been no proper analysis of demography, rate of increase of population, and where in the City development should best occur (apparently downtown according to the OCP). Who on Council is driving the outcomes in the draft plan? Certainly not the residents of Fairfield!

As previously noted, we object to the dramatic increase in density proposed for all Fairfield areas...the so called "up-zoning" which will have a "knock down effect" of driving people out of those areas, into smaller and smaller spaces, at higher and higher prices. The creep into the Fairfield neighborhood needs to stop, otherwise there's won't be any neighborhood left!

If this plan is for the next 25 years, why is there such a tight timeline for completing it and what is the rush to develop it in the first place? Should not the existing OCP guide land use changes, and not the other way around? The 2016 census showed there were 3500 purchased but unoccupied condominiums in Greater Victoria. Are the developers expecting Council to "strengthen" communities so they can make even more profit at the expense of the existing neighborhoods and their residents? Is that what is driving this? It would be most unfortunate for the existing residents if that were true.

And finally, my husband and I frequently walk along Dallas Road by Ogden Point, along with hundreds of other people. We drive there and park first and it appears most other people do too. We are amazed that you and your staff apparently think that the loss of any existing parking along Dallas Road would be acceptable.

Sincerely,
Personal info

From: **Personal info**
To: City of Victoria
Mayor and Council

Personal info

January 14th, 2018

RECEIVED
JAN 18 2018

RE: Proposed Fairfield Local Area Plan for Ross Bay Village

Dear Mayor and Council,

I write on behalf of my husband and myself in objection to what is proposed for the Ross Bay Village area in the context of the Fairfield Local Area planning process, which proposes to dramatically increase the intensity of development in that area of Fairfield.

As long standing citizens of the City of Victoria, we have been greatly dismayed and discouraged by the City's actions in re-developing areas of the City in a manner that is wholly insensitive to the characteristics of those areas. Overall, we are concerned with the rather piece-meal approach in which yet another streetscape in any part of the City is under siege by yet another development proposal and in which only lip service is paid to existing zoning, land use and planning requirements resulting in relaxations of setbacks, height restrictions, increased density, etc. At some point, fatigue and cynicism sets in. And, we don't want a repeat performance for the Ross Bay Village area or for any area of the City for that matter.

When first arriving to Victoria (several decades ago), and unlike what was then happening in Vancouver (and continues to happen there), Victoria had managed to maintain a low profile with open vistas and attractive neighborhood areas. This due to the actions of then Mayor Pollen. As a result those areas remained, at least until recently, comfortable,



approachable and convenient, including James Bay, Fairfield, Fernwood, Downtown, etc. However, under current City administration and especially in the last few years, the City has been re-developing at such a pace that it is scarcely recognizable and frankly what is being put in place has, is and will greatly depreciate the City's architectural and physical landscape. Views are lost, sunlight is lost, green space is lost, sense of openness is lost and the overall sense of the City's historical past is overshadowed by rather "architecturally challenged" building. While there may have been some increase in population, not to warrant that scale of development; many of the new spaces are empty, held as investments and remain unaffordable to most.

Also, more and more intensive development along with the City's various traffic related initiatives (e.g. two way bike paths on one way streets being particularly illogical) have snarled up traffic patterns, created wind tunnels, caused streets to be cast in shadow, greatly constricted accessibility for buses, made areas inaccessible for movement of goods into shops or for discharging persons from taxis, buses etc., all of which are making downtown very unattractive and particularly inaccessible in many ways. As a place of work and business, downtown must be accessible to commuters, by all manner of traffic. Many come in by car because that is the only effective and efficient way to come into town. And, parking is required for them. Access by cars and buses must be maintained because that is how the great majority commute. Relatively speaking, very few are able to come in to town by other modes. While we may now walk into work, this hasn't always been the case. We are concerned that what we are seeing demonstrated throughout the City is the tyranny of the few over the many.

A key example for us was when emergency vehicles were obliged to park on the sidewalk at the Mondrian (Johnson at Cook) because there's no parking for them or for anyone dropping someone off at that corner. Ditto for the development at the Juliet or the development in the 600 block of Broughton Street. This lack of parking and its effects on accessibility are being repeated throughout the City. How someone with mobility challenges negotiates access to certain of these buildings is beyond us as there is literally no place to discharge them safely at those locations. Yates Street is developing into an urban jungle of high-rises.

This phenomenon is only being made worse on many of the downtown streets (and creeping into other neighborhoods) as more and more high-rise buildings go up often with little requirement for parking or for preservation of green space. Let's stop pretending that people don't drive

cars. At a certain age and stage in life most citizens will drive a car and need to park it. Families require cars for day to day activities, such as shopping, taking children to activities, picking people up from medical or other business appointments, etc.

While walking into work every day, that walk has only been made worse by now having to also cross bike lanes. No one ever discusses the risks that cyclists (who often don't follow the rules of the road) pose to pedestrians. When traveling in Scandinavia, this point was brought home when a pedestrian was hit by a cyclist in front of us.

Bottom line: We don't want to see this repeated throughout the City to the ruin of existing historical neighborhoods that are low scale, accessible by car, walkable and family friendly. What is proposed for the Ross Bay Village area will kill what that area currently offers in the way of low scale, accessible, amenities for the neighborhood. The City does not need a repeat of Shelbourne Street's series of never-ending townhouse complexes with very little parking, no easy access to services, and a recipe for future "grid-lock".

What do we object to? We object to the dramatic increase in density proposed for that area, so called "up-zoning", which will have a "knock down effect" of driving people out of those areas, into smaller and smaller spaces, at higher and higher prices. We don't want a repeat of the apartment building complex recently built across from Ross Bay cemetery which at 4 stories is totally at odds with its context. Similar comments might be made for the corner of Fairfield Road / Moss Street re-development. The creep into the Fairfield neighborhood needs to stop, otherwise there's won't be any neighborhood left!

Sincerely,

Personal info



From the desk of:

Personal info

Nov. 21/17

Dear President of the Planning Committee

I am pleased with the
Neighborhood Plan being
proposed and heartened by
the opportunity for input.

The missing part is lack
of emergency shelter in
extreme weather and housing
for homeless people who are
not even eligible for
affordable housing. You can't
look for a job or be mentally
well, if you have nowhere
decent to stay. Yours truly,



Personal info

Personal info

NATURE
CONSERVANCY

January 30, 2018

Dear Mayor and Council,

Re: Gentle Density with Diversity: CSVN Response to the Draft Local Area Plan

This letter is to introduce you to the work of the Cook Street Village Residents Network (CSVN). Many of you have met with CSVN members and have read the papers posted on our website (www.CSVN.com) – we thank you for taking the time.

The CSVN was created because of serious shortcomings in the process that created the draft land use plan for Fairfield that will come before Council next month. We have no complaint about the diligent City staff who have been working on the plan; our concern is with a flawed planning process, which provided very few opportunities for the community dialogue necessary to build consensus around the plan.

CSVN is not a NIMBY organization: we support growth that enhances the community and pays special attention to the needs of modest income individuals and families. Our concern is not to oppose the draft plan, but to stimulate community dialogue around the plan and to collaborate with the City to improve the plan. To that end, we have recruited over 150 members, hosted two public forums with over 60 attendees at each, held four kitchen table discussions with 20 participants at each, created a website with four detailed papers on the draft plan and invited online feedback from the neighbourhood resulting in 74 comments.

We have summarized the results of our engagement, in the enclosed report “Gentle Density with Diversity: CSVN response to the Draft Plan.”

The concerns we have heard from residents which have not been addressed in this draft of the plan include lack of community amenities planned, loss of the urban forest and associated benefits, lack of planning for transit, social instability due to pace of change, unnecessary loss of character due to unimaginative approach to density and no real commitment to protecting neighbourhood diversity to name a few.

The planning process to date has consisted primarily of unilateral decision-making and consultation, not the collaborative process promised at the outset of the project¹. To build neighbourhood support for the plan, we want to work collaboratively with the City in four areas:

¹ Project Plan for the Fairfield Gonzales Neighbourhood Plans specifies a co-planning model in which community members or groups have the option of delivering parts of the plan themselves. It also specifies that the level of public engagement will be ‘collaborate’ in the first 4 stages of plan development - all stages before the public hearing.

- Identify housing growth targets covering current to 2041 (corresponding to the OCP) so we can work constructively on figuring out where to plan growth, as to both location and form. If we don't know what the housing growth target is, then no planning, zoning or other land use policies make any sense, because they are not grounded in real numerical projections. Further, the first objective of the project plan governing this process (which was approved by council in June 2016) is to "Involve and engage citizens in determining the best way to achieve established citywide housing growth targets and other objectives." If we don't know how much housing we're planning for, we cannot help determine where it should go and what form it should take.
- Use Gentle Density to meet our growth needs. We have widely circulated a document describing and detailing the Gentle Density concept (a number of you on council have also seen it), and it has met with broad-based support as a growth strategy appropriate to the entire Fairfield area.
- In collaboration with Cook Street Village Residents Network & the Merchants Association, produce an integrated Cook Street Village Design that uses whole-systems thinking and clarifies design of the street, the boulevard, the sidewalks and setbacks, lighting, etc. We do not support the proposed silo'd approach with the parks department improving boulevards, engineering department designing bike lanes and developers improving (or not) the public realm in bits and pieces. This piecemeal approach will fail to resolve the conflicts over land use, and will fail to deliver the appealing, highly functional village we all desire. We need to look at the village as a system, and how it is experienced by residents, visitors, business owners and employees recognizing that all elements impact each other. We request that this integrated design be prioritized before finalizing any work on parking, guidelines for buildings, bike lanes, etc. We are fully engaged in facilitating broad-based neighbourhood consensus on important design elements via our two papers 'Built Form for Cook Street Village' & "Safe and Slow Cook Street Village."
- We want housing that is affordable to the range and the diversity of local incomes, and that protections be made to renters who will be displaced by developments stimulated by this plan. The neighbourhood plan should include an objective 'no net loss of rental housing' to ensure continued diversity of people can live in Fairfield. We believe that the Gentle Density approach is more likely to produce housing for a range of incomes, given ultra-high land and new-construction costs as well as the attractiveness of condominiums to speculators. We have identified several policy levers and actions within the powers of municipalities that the city could readily implement and have included it in our paper 'No Density without Diversity' which several of you have already read.
- In order to address the issues noted above, we request an extension to the current timeline for completing the plan. We believe the best and strongest Neighbourhood Plan will emerge from a real collaboration between the city and neighbourhood leadership. We are willing and able to

partner with you to ensure that the process is successful for all interests, and results in a Fairfield as livable in the coming years and decades as it is now.

We recognize that the additional effort and time required to produce a better plan for Fairfield will delay the completion of plans for other neighbourhoods that are eager to have their own local plans. But we believe that completing the Fairfield Plan along the lines suggested above will enable the City to learn important lessons that will allow planning for other neighbourhoods to proceed more quickly, more efficiently and with less controversy.

We would be happy to provide any more information about the CSVN that you may require.

We look forward to working collaboratively with the city of Victoria on the next iteration of the Neighbourhood Plan.

Sincerely,

Maureen Applewhaite, Shirley Barry, Samantha Beare, Nicole Chaland, Leo Chaland, Marne St Claire, Lorne Daniel, Karen Dellert, Carrie Fuzi, Susan Feilders, Cory Greenlees, Joan Hester, Lawrence Horwitz, Christi Howes, Sherry Kirkvold, Freda Knott, Mandy Leith, David Lennam, Linda MacNayr, Richard McGuigan, Sylvia McMechan, Jane Mertz, Gene Miller, Caroline Mitchell, Ted Relph, Jane Reside, Ken Roueche, Siobhan Robinsong, Karen Rowantree, Diana Smith, R Forrest Smith, Alexandra Stewart, Ron Stewart, John Tylee, Bill Weaver, Libby Weiser

On behalf of the members of the Cook Street Village Residents Network

Enclosed: Gentle Density with Diversity: CSVN response to the Draft Plan
CC: Jocelyn Jenkins, Jonathan Tinney, Andrea Hudson, Kristina Bouris

Gentle Density with Diversity: CSVN Response to the Draft Local Area Plan

Summary

This report:

- 1: Identifies the evidence from the 2016 census that development since 2011 in Victoria outside the downtown core is happening much faster than the OCP anticipated, and involved gentle density increases in residential areas rather than developments in urban villages as the OCP proposed.
- 2: Recommends deferring the report to Council about the draft Fairfield Neighbourhood Plan until the 2016 census and related data can be carefully analysed.
- 3: Recommends gentle density as the preferred form of densification for Fairfield.
- 4: Recommends for Cook Street Village: a) modification to the proposals for the urban form of Cook Street Village that will help to strengthen the objective in the draft plan to “Keep the eclectic, unique feel of the Village;” b) modifications to transportation on Cook Street through the village to make it a complete, safer, slower street, that meets the needs of pedestrians, businesses, parking, and cyclists; c) modifications to ensure the best possible uses of the boulevard and sidewalks through the village.
- 5: Encourages and recommends ways of making Fairfield more affordable and diverse, with particular attention to the use of community amenity contributions and to the recommendations of the federal National Housing Strategy.
- 6: Recommends more engagement with the community concerning environmental and climate change issues.

1. Where we are now

The planning process has been going on for almost two years and the distance between the City’s proposals and the community’s desires seems to be growing. Or at least, growing clearer.

This is not a reflection on the work of the diligent planners assigned to the Plan, but the result of a poorly conceived, or perhaps rushed planning process. Among many concerns about the planning process, two in particular stand out:

- Lack of relevant data from the City. We need evidence based and data driven policies
- Lack of opportunities for meaningful engagement. Especially dialogue, constructive approaches to conflict, and collaboration between all stakeholders

Fairfield is a proud community that likes the way it is now, but also supports appropriate growth. Growth is important for, among other considerations, the continuing business success of Cook Street Village, the heart of the neighbourhood. The community supports growth that:

- Safeguards the community from becoming primarily an enclave for well-off retirees: we need affordable housing, especially for young families
- Safeguards the physical beauty of the neighbourhood and the eclectic charm of Cook Street Village, and emphasizes the physical differences between this quiet residential community and the bustle of an ever-expanding downtown

But how can a dialogue and collaboration take place between the City and residents, and among residents, if they have no idea about how many new residents in a neighbourhood are anticipated or residences required to meet City projections? Individual residents and the Fairfield Local Area Plan Working Group have repeatedly asked for that information and have been told it doesn't exist. This not only strangles dialogue, but also breeds distrust.

Understanding the City's data projections is particularly important because the recently available 2016 census results suggest growth patterns are different from those anticipated when the OCP was crafted. For example, over 35% of the OCP projected 30-year growth for neighbourhoods outside the Downtown Core was achieved between 2011 and 2016. At this rate, the 2012 - 2041 OCP target for these neighbourhoods will be achieved by 2026. There were relatively few major projects in those neighbourhoods during the 2011-16 period, which suggests that most of the growth came from small projects (often referred to as "gentle density").

This data raises two key questions that go to the heart of residents' concerns about the planning process:

- Why do we need significant up-zoning in Fairfield if the areas outside the Downtown Core are already well ahead of OCP projections of growth?
- Why is there so much emphasis in the Draft Plan on higher density projects, when it appears that gentle density can accommodate much, if not all, of the population growth required to achieve OCP goals without disrupting the look and the feel of the neighbourhood?

2. How we can move forward

Recommendation 1: Defer reporting to Council on the Draft Plan until:

- There has been a thorough analysis of the 2016 census results and other relevant data, by neighbourhood, showing growth rates by type of development
- Based on that analysis, a credible estimate has been made of the number of new residences needed in Fairfield (and each of the other neighbourhoods) to meet the OCP targets
- An estimate has been made of the number and type of new residences likely to be built in Fairfield by 2041, area by area, if the proposals in the Draft Plan are enacted

Once this necessary information is available, there can be collaboration among residents and between the City and residents, to see how the City's targets can be achieved in a way that:

- Leads to a more balanced and resilient community, with more young people and more moderate-income families
- Encourages new housing that impinges as little as possible on the look and feel of the neighbourhood
- Displaces the least number of modest income residents in the community

The Cook Street Village Residents Network (CSVN) would welcome the opportunity to work with the City to stimulate this necessary dialogue.

Recommendation 2: The City, in collaboration with post-secondary institutions and other partners, monitor and analyse the local housing market at the neighbourhood level, and report annually to each neighbourhood on progress toward creating more affordable housing and reaching OCP 2041 goals.

A collaborative approach would put necessary resources behind the Development Monitoring Initiative promised in the City's Victoria Housing Strategy. The new federal National Housing Strategy allocates funding for research, which could provide further resources.

The CSVN would welcome an opportunity to work with the City on developing better data series to help Fairfield residents and businesses better understand the changes going on in Fairfield and other neighbourhoods.

3. Gentle density – the best density

“Gentle density” is a term for density that is created by sub-dividing existing houses or lots, adding laneway houses and separate suites, and building (single row, not stacked) townhouses and house-plexes that maximise the use of existing single family house lots, of which there are numerous examples in Fairfield. From a community perspective, this is an ideal form of densification, because it:

- Minimizes destruction of existing buildings and displacement of tenants and therefore protects existing affordable housing
- Maintains the look and feel of the neighbourhood
- Can provide affordable rental accommodation
- Opens up home-ownership to families that otherwise would be excluded from home-ownership without a mortgage helper
- Supports aging-in-place and multiple generations living together
- Can be less costly to develop rental housing, and therefore more affordable, because it does not necessarily require new land purchases

There are already many examples of successful gentle densification in the neighbourhood. (See images below.) At CSVN meetings, there has been consistent support for the idea that gentle

density is overwhelmingly preferred to other sources of growth, and the Draft Plan is applauded for the steps it proposes to encourage more gentle density.



We believe there is potential for far more gentle density, in part because owners of traditional houses face major challenges in developing their properties. Unlike developers, they lack the ability to readily navigate City approval and other complicated processes, including those mandated by the Province.

The stock of traditional housing in the city is a major asset, not just for owners and their neighbours, but also for the city as a whole. It therefore justifies support from the City. Community discussions, including input from City Councillors, have identified three possible ways of supporting the owners of traditional houses who wish to add to the stock of affordable housing through applying gentle density techniques:

- Establish an expert, full-time gentle density “concierge” position at City Hall to help traditional homeowners interested in gentle density with information and navigation through City processes
- Give priority to gentle density projects in development approval processes
- Provide financial support to traditional homeowners interested in gentle density who make specific commitments (e.g. to keep rents below a certain level, to limit rentals to persons who do not own a car)

The community recognizes that work is required to ensure that gentle density policies mesh with other City policies, including parking and urban forest policies, but believes these issues can be resolved.

Recommendation 3: The City work with community experts to quantify the potential for meeting City housing targets through encouraging gentle density. Ensure that all parts of Fairfield that have significant gentle density potential are zoned to allow it.

Recommendation 4: The City work with owners of traditional houses to develop and implement effective policies to incentivize increases in gentle density.

Recommendation 5: The City establish and fund the position of “Gentle Density Concierge” (or a more appropriate name), give development approval priority to gentle density projects, and create a fund to provide assistance to gentle projects that meet affordable rent targets.

The Draft Plan proposes that the area west of Cook Street Village all be zoned for four-storey apartments. The CSVN strongly opposes this rezoning – the traditional houses and diversity of housing types in this area are an important part of the attractiveness and success of Cook Street Village, in part because they provide an inviting, short connection between the Village and Beacon Hill Park. A well-attended “pizza with a planner” event focused on this area was unanimous in opposing this proposal.

Recommendation 6: Delete the section of the Draft Plan entitled “West of Cook Street Village Sub-Area” on p.59, including paragraphs 7.1.8 to 7.1.11. Amend paragraphs 7.1.12 and 7.1.13 to make them applicable to all of the West of Village Sub-Area. In addition, in these paragraphs, replace the word “Encourage” with “Incentivize” and reference the possibility of a gentle density concierge and financial support for providing additional units of affordable housing.

The Draft Plan proposes that the area East of Cook Street Village be zoned to allow townhouses and in the large area known as sub-area 3 (which has deep lots and lane-ways in some cases), double-row townhouses. This has been met with sharp resistance from the neighbourhood.

For any townhouses to be acceptable here, more effective limitations need to be in place. Assembly of lots should not be allowed. The number of lots on which townhouses can be constructed in any block should be very limited. Finally, there should be no double row townhouses permitted. Instead of townhouses facing the laneways, the city should develop specific guidelines to allow 2 or perhaps even 3 storey lane-way homes.

Townhouses have been suggested as an welcome form of gentle density in the correct location. For example, residents recommended ground oriented townhouses to the developer of Aragon (on Pendergast Street) and the developer of Empressa (on Burdett Street).

5. Making Fairfield more affordable and more diverse

The community that the CSVN represents seeks to be diverse, balanced and welcoming to people of all income groups. From an income perspective, the community is quite balanced. Average incomes are close to the city average, with incomes in the north of the neighbourhood about 10% lower, incomes in the south around Cook Street Village about 10% higher, and incomes in the lower density east significantly higher.

From a demographic perspective, the community is not so balanced: it has significantly fewer residents under 25 years than the rest of the city and more residents 60 years and over. It needs to attract and retain more young families.

From the perspective of affordability, the neighbourhood faces a major challenge – it is mainly unaffordable and getting more so at an alarming rate. For rentals in the Cook Street Area, CMHC reports:

- 2789 private apartments for rent in 2017 (excluding rentals in strata buildings), a drop of 31 from the previous year. Only 615 (22%) had two bedrooms and only 29 (1%) had more than two bedrooms.
- The vacancy rate was 0.0% for 3+ bedroom apartments; 0.4% for two bedroom apartments (compared to a city average of 1.6%)
- Average rents were \$1264 for two bedrooms (city \$1321), \$1735 for 3+ bedrooms (city \$1715)
- Rents increased 4.0% in 2016, a further 7.0% in 2017

For house sales in all of the city of Victoria, VREB reports for December 2017:

- The benchmark single family residence value was \$790,000, up 7% from a year ago, and 49% from five years ago
- The benchmark condo apartment value was \$429,000, up 21% from a year ago and 64% from five years ago

The highest rates of household formation are in the 65-74 years age group. Developers often focus on this demographic, which strongly prefers ownership to renting. It includes both local residents who are downsizing from single family dwellings and retiring baby-boomers from parts of Canada with harsher climates. Both these groups have above average incomes, which allows developers to sell them more luxurious condos with higher margins. The most recent developments in and around Cook Street Village fall into this pattern, and residents are concerned that the Draft Plan, unless modified, will alter the income balance in the community, and worsen the demographic imbalance, without providing more housing for younger, average income local families.

Developers often argue that the types of development they prefer are needed to meet local demand, but the data suggest otherwise. The 2016 census reports that nearly 3500 houses in the city, 7% of the total, were not occupied when the census was taken (perhaps in use as vacation rentals, secondary residences or investment products). A recent study by Dr. John Rose estimated that for every 100 new households created in the city between 2001 and 2016, 113 new housing units were created.

Fairfield, and the city as a whole, does not have a shortage of housing: it has a mismatch between the types of modest family residences that residents desperately need and the upscale residences or small apartments that developers prefer to build.

The City's June 2016 Housing Strategy is targeted at family (i.e with kids at home) households with annual incomes between \$20,000 and \$60,000. This is exactly the group that CSVN would like to have the Draft Plan target, together with policies for implementation. An important

element of the Strategy is to “Establish clear targets for affordable housing types, tenures and incomes,” but this work, initially scheduled for Q4 2016, has not yet been done.

A staff report to City Council in November 2017 outlined the direction City staff would like to take with regard to inclusionary housing, which encompasses policies for both community amenity contributions (CACs) made by developers to the City, and the number of non-market (i.e. subsidized) units developers are required to include in their projects. The report was not detailed, but it has some promising possibilities, as well as some major problems.

A major concern in the community has been the level of CACs paid for development projects; many were upset that the 55-unit development at Cook and Oliphant paid no CACs. It is understood that the approach to CACs proposed in the November 2017 report to Council would have them calculated according to the zoned density of a property, not according to the OCP-implied density, and that this would significantly increase payments. Also welcome is the proposal’s emphasis on increased transparency.

But the proposed approach to designated non-market units seems unduly favourable to developers. First, it would only operate when the rental housing vacancy rate falls below 3%. The critical shortage of housing for young families is not cyclical; it has existed without pause for a decade or more, and will continue to exist for at least another decade. Second, the proposed policy is “to encourage applicants...”, not to require them, to provide between 10 and 20 % of new units to be non-market. Third, a “simplified fixed-rate base fee” is proposed as an option “where integration of non-market units....is not possible.” Leaving aside the subjective issue of whether integration is possible or not, and recognizing that every project is unique, a better approach would be to value the benefit of not providing non-market units to the developer and to charge the full amount of the benefit. Or even 110% of the benefit, as a way of encouraging provision of non-market units.

Another concern not addressed in the staff report to Council is the size of non-market units. With only 22% of all market rentals in Fairfield having two bedrooms, and only 1% having three bedrooms, it seems essential that at least 50% of all non-market units provided should have at least two bedrooms. The Draft Plan proposes that developer contributions be focused on affordable housing (9.1.2), but to attract families it may be necessary for some funds to be directed to child care facilities.

Comparing the staff proposal to the affordability requirements for financial support under the federal National Housing Strategy (placetocallhome.ca, p.12), announced the same month as the staff report came to Council, the Victoria proposal seems threadbare:

	<i>City staff proposal</i>	<i>National Housing Strategy</i>
Time coverage when vacancy rate below 3% all the time		
Requirement	Encourage	Mandatory

Projects covered	new projects	new and renewal/repair
% units required	10-20%	30%
Rent reduction	unknown, typically 10%	at least 20%
Length of time	unknown, typically 10 years	minimum of 20 years

The federal document also sets a 25% energy reduction requirement (while Victoria currently has no climate change-related requirements) and notes that it “will prioritize projects that exceed mandatory requirements.”

The City is currently studying ways to maintain the city’s existing stock of affordable housing. The study will produce an inventory of the existing stock and recommendations on regulations, policies and incentives to protect the stock. Also underway are studies to investigate sustainability and seismic upgrades to the affordable rental stock, and to improve tenant housing quality through setting standards of maintenance for all residential properties in the city.

The City is also considering a city-wide tenant relocation policy to address the impact on tenants when they are displaced by renovations or redevelopment. Basic protection for tenants is provided by Provincial legislation, but many municipalities supplement this through specific bylaws. These bylaws can only be mandated in the case of redevelopment of a property, as opposed to demolition or renovation, but they also serve as a guide to owners and developers who wish to provide protection on a voluntary basis. The Draft Plan references a tenant transition strategy where rezoning is proposed (9.1.6).

Better tenant protection was a theme that came up repeatedly in CSVN meetings. Residents would prefer tenants to be well protected regardless of the cause of their eviction; if current legislation does not allow this, the City could, in conjunction with other sympathetic municipalities, seek to have the Provincial legislation changed. The current City proposal is for evicted tenants to receive two months rent in compensation, one month more than the Provincial legislation requires. This may be reasonable for short-term tenants, but seems less than generous for tenants of 10 or 20 years, or more.

The large number of four storey, 40+ year old, apartment blocks in the northern part of Fairfield is an important part of Fairfield and a crucial component of the city’s affordable housing stock. The CSVN applauds the Draft Plan’s proposed designation of a special Rental Retention Sub-Area that encompasses these buildings and provides special provisions for their protection, which include:

- replacement of existing rental units on sites of four or more rental units, with increased density, will only be permitted if the number of units and bedrooms is maintained and secured with a housing agreement
- up to 6 storeys and a floor space ratio will be allowed with additional affordable housing being provided over the life of the building

The Draft Plan notes that additional policies may be considered for the Rental Retention Sub-Area and the CSVN proposes:

- requiring housing agreements that limit rent levels for all redevelopments
- extending the “no net loss of rental units” provisions of 8.1.2 (p.74) to sites with two or three existing rental units
- making the Sub-Area a demonstration area for introducing and evaluating new and innovative approaches to rental retention

The CSVN favours experimentation with other approaches to affordability. Many municipalities are experimenting with different forms of lower cost housing, such as Yobi Microhousing in Seattle. Housing with no parking could be a possibility along major transit routes. If the “no net loss of rental units” provisions of 8.1.2 prove effective in the Rental Retention Sub-Area, they could be applied in other areas with significant numbers of aging rental units.

Recommendation 7: The City focus its affordable housing efforts in Fairfield primarily on young families with incomes between \$20,000 and \$60,000

Recommendation 8: As the City finalizes its inclusive housing strategy, it take a more aggressive approach than that outlined in the staff report of November 2017, in order to create more affordable housing. In particular, the City should seek higher CACs and the provision of more non-market rental units for longer periods of time.

Recommendation 9: The City should seek ways to provide mandatory support to all evicted tenants, not just those displaced by redevelopment. Compensation should be graduated according to length of tenancy and significantly higher than two months rent for long term tenants.

Recommendation 10: The City consider using the Rental Retention Sub-Area as a demonstration project area and work with the community to develop more measures to retain/renovate the affordable housing there, including a “no loss of rental units” approach. If the “no loss of rental units” approach is effective, consider extending it to other parts of Fairfield with significant clusters of aging rental properties.

4. Strengthening Cook Street Village

Cook Street Village is not just the heart of Fairfield, but also a regional and tourist attraction, and a place of calm respite for denizens of downtown. The Village’s unique attractiveness stems from the balance achieved among three elements: the built form, the transportation system and the boulevard.

4.1. The Built Form (on private property)

The Draft Plan recognizes the importance of the Village in its ninth Community Design Principle (p.57) “Keep the eclectic, unique feel of the Village.” This principle is expanded in both the Draft Plan and the Draft Cook Street Village Design Guidelines. In general, the community has responded positively to the Plan, but rejects the core tenets of the Guidelines.

The Guidelines call for a “sense of enclosure” along Cook Street (1.a), a “street wall” of up to 10 metres, and new buildings to be “generally aligned with adjacent building.” (1.d) This is the exact opposite of what exists in the Village and gives it its charm. It completely disregards the Draft Plan’s Goal 3 (“Encourage design that fits in with the neighbourhood”) and the Community Design Principle quoted above. And most important, it is the complete opposite of what the community wants: a Village that emphasizes – not diminishes - its difference from downtown.

As expressed in CSVN meetings, the community would like to see more specificity in the Guidelines (while retaining some flexibility), and also the incorporation of key design elements into the Draft Plan itself, where it anticipates they will be less likely to be disregarded.

Recommendation 11: With regard to elements of the built form on private property, the CSVN recommends:

- Height. The height limit of four storeys/13.5 metres/44 feet in the Draft Plan is strongly endorsed. Specificity regarding the structures that are permissible above this limit would help avoid confusion among residents
- Frontages. Lengthy frontages are inconsistent with the existing pattern in the Village, and were a major source of concern with a recent development application, but have not been addressed in the Plan or the Guidelines. A requirement that frontages over 20 metres must be broken up by significant changes in setbacks, pedestrian walkways, public mews or other design features, should be added to the Guidelines
- Underground Setbacks. These were strongly endorsed at a CSVN meeting, because of their impact on tree health and on reducing flooding, but are not addressed in the Guidelines. An addition to the Guidelines is required, but setbacks need not be linear – they could be tailored around the locations of existing/planned trees.
- Street level setbacks. The essence of the Village’s attractiveness is its walkability, which requires generous sidewalks. The need for broad sidewalks will only increase as different forms of electronically driven devices proliferate and as housing units continue to shrink in size. The Draft Plan supports generous sidewalks (Goal 2 “improve walkability..... and the public realm”; Goal 4 “Establish high-quality, vibrant public spaces; second community design principle on p.57 “Widen sidewalks and create better spaces for pedestrians”). The Guidelines reference setbacks of 1 to 3 metres (“...portions of the front façade should be setback 1 to 3 m” – 1.e; “encourage buildings to be setback a minimum of 1 to 3 metres” – 2.g). Some types of businesses favour small setbacks, to be closer to their customers, while others favour larger setbacks that allow them space to display their products. Street furniture positioning could be used to bend sidewalks towards businesses that want their customers closer to their storefronts. CSVN members favour a mandatory 2

to 3 metre setback, with a proviso that setbacks on new developments be different from those on adjacent buildings to maintain a diverse streetscape.

- **Street Wall Setbacks.** Residents strongly prefer openness to the proposed “sense of enclosure.” They seek major differences between adjacent buildings, and therefore propose street walls should differ in both height and setback from adjacent buildings, subject to a maximum height of 10 metres.
- **Upper Storey Setbacks.** The Guidelines propose a 2 metre minimum setback, but residents are concerned that this could reduce sunlight on the sidewalks and make upper storeys more visible. An increase in the minimum to 3 metres, and encouragement of diversity in setbacks is preferred.
- **Business size.** Residents favour small, local businesses, which typically require smaller footprints than larger companies. They endorse the footprint limitations in the Draft Plan and Guidelines (Plan policies 7.1.6 and 7.1.7, p.59; Guidelines 2.i and 2.j) but seek minor rewording (Exemption only for grocery stores, not for “businesses associated with a grocery store”.) They also suggest an addition to encourage creation of spaces for very small stores and movable sales carts.
- All development proposals include 3-D images and comprehensive shadow analysis.

4.2.The Transportation System

The success of the Village depends on the success of its merchants, which in turn depends on the ease with which customers can get to the Village. The transportation system is particularly important because so many of the people who frequent the Village come a significant distance to do so.

While local residents usually walk or bike to the Village, some of the Village’s business owners report that most of their customers arrive by car. Improvements in transit and bike lanes will improve their mode shares, but the car will remain the dominant form of transportation to the Village for at least a decade. Cars give rise to four issues: lack of safety due to unsafe speeds, undermining of the quiet ambience of the Village, land-use conflicts over parking on both public and private land, and carbon emissions.

One of the most frequently heard complaints at CSVN meetings was about traffic speeding through the Village, despite the posted speed limits. Residents want a street design that is “sticky”, where cars move slowly and pedestrians linger. They endorse the concept of a “complete street” (7.2.13).

Some residents have suggested more signs (“Cook Street Village – slow down”) but these are unlikely to help much and are opposed by others. More helpful could be more crosswalks, and corner bulb-outs, narrower lane widths and removing the centre turning lane. (7.2.9). The Draft Plan calls for “Gateways” at the northern and southern ends of the Village, which could potentially slow traffic with speed bumps and textured coloured paving surfaces. Powerful over-engi-

neered flashing signs at crosswalks are not welcome because they would disrupt the ambience of the Village.

None of the issues surrounding safety are discussed in the Draft Plan.

Businesses in the Village believe their success depends in part on more businesses being accommodated in the Village, in order to have a broader offering for shoppers. This would mean a greater demand for parking spaces. Lack of parking is already a major concern for merchants, who have been seeking some relaxation of the “residential parking only” designations on the streets that lead into the Village. Parking demand peaks on weekends, especially on Sundays. There are some private parking spaces in the Village that could be accessed if arrangements can be made with their owners.

Meanwhile, the Draft Plan calls for “no net loss of off-street parking” (7.2.14, p. 62) while residents support a different policy of “no net increase in parking.” This impasse can only be resolved through development of a comprehensive parking strategy which is supported by data; the Draft Plan envisages such a strategy being developed in 2018 or 2019.

Closely related to the issue of parking is the City’s policy on bike lanes, because the construction of bike lanes through the Village could result in loss of the parking spaces of most value to merchants: those directly in front of their businesses. Some businesses are believed to be already planning to leave the Village because they fear the impact of loss of parking to accommodate the bike lanes. The Action Plan in the Draft Plan notes that bike lanes through the Village will be completed in 2020-2027, but many residents believe this locational decision may not be final. The impact on parking of bike lanes through the Village will depend on their width. No timing has been set for finalization of the bike plan for the Village.

It is imperative that parking issues be resolved as soon as possible, since they impact both existing businesses in the Village and the parking requirements of new developments. There has been no substantive discussion of the issue in the community and there is little guidance in the Draft Plan.

There is one bus route through the Village, but buses run infrequently and have limited impact on visitation to the Village. There is excellent bus service from downtown to the Cook Street/Fairfield Road intersection, about a block north of the Village. As transit ridership grows, it will be important to find ways to increase visits to the Village by bus, including the possibility of extending the Village north to Fairfield, as was recommended in the Fairfield Community Plan that predates the current OCP.

One intriguing possibility raised in the Draft Plan is the longer-term possibility of an active transportation link west from the Village to link up with trails through Beacon Hill Park (3.3.1., p.26-7) Such a link would be an important economic benefit to the Village and will hopefully be

considered as part of the long-term plan for Beacon Hill Park referenced in the Draft Plan at 4.4.1 (p.36).

Traditional street design uses hard curbs and other solid barriers to separate pedestrians, bikes and cars. But jurisdictions are increasingly experimenting with removing hard barriers and allowing different forms of transportation to share the right of way, often using retractable bollards for use when necessary. The City has incorporated elements of this approach on Government Street and Broad Street. There is strong support in the community for this more flexible approach to achieving safety and slowness. It is typically less expensive than the traditional approach and provides more useable space for street fairs, civic celebrations and the like.

The CSVN has requested guidance from City transportation planners to better understand these issues and their interrelationships, but has been told the transportation planners do not have the resources to do so.

4.3 The Boulevard

Residents support the Draft Plan's call for sidewalks with a minimum width of 3 metres and 5 metres where possible. (7.2.19) They have strong, and sometimes contradictory, views on priorities for the boulevard through the Village. The most often heard requests are for:

- Care and maintenance of the tree canopy, seen by many as the Village's most important distinguishing feature (4.13.1, 4.13.3, 7.2.4, 7.2.5)
- More permeable all-weather surfaces to reduce mud in winter and dry dirt in summer
- Recognition of the Lekwungen people, in consultation with them. Possibilities include art installations, interpretive signage and signage linking the Village to important Lekwungen sites in Beacon Hill Park and along Dallas Road.(12.1.1)
- A diverse variety of enhancements (benches, table surfaces, bike racks, raised planters) designed for beauty and whimsy, with artistic rather than utilitarian signage
- Patio and display space for merchants and the possibility of space for business carts.
- New, innovative, pedestrian-friendly lighting to make the Village more attractive and safer feeling at night and to encourage longer business hours

Many residents would like a gathering space in the Village (7.2.8, 7.2.10). But financing such a place would require a long wait and a very substantial increase in the community amenity contributions (CACs) imposed on developers – the development underway at Cook and Oliphant is paying no contributions at all. With this in mind, residents are increasingly attracted to the minimal cost alternative of a street design without curbs where the entire street, from building to building could be closed on occasion for festivals and other civic events.

There has been, to date, very little public discussion of the many inter-related issues regarding the boulevard and transportation in and out of the Village. Residents were initially promised a design charrette for Cook Street Village, but all that transpired was a two-day design workshop

spanning several areas of Fairfield in which participation of members of the Fairfield Neighbourhood Working Group was limited to 3.5 hours over 2 days. This was followed up by a public pin-up session.

What is required as soon as possible is collaboration and substantial process such as an integrated design process or a charrette to discuss all the above issues, between the City and the community, and among community residents and businesses. Under the silo'd approach outlined in the Draft Plan's Action Plan, different inter-related elements of the public realm along Cook Street will be addressed at different times, with different processes. Divisive issues like parking could be thrashed out repeatedly – as part of this Plan, then again in the bike path planning process and again in the parking management study. This makes no sense.

Recommendation 12: Before approving the Draft Plan, the City:

- Collaborate with the Cook Street Village Residents Network & the Merchants Association, to produce an integrated Cook Street Village Design that uses whole-systems thinking and clarifies design of the street, the boulevard, the sidewalks and setbacks, lighting, etc.
- Establish a program, with timelines, than shows how the various issues will be addressed in a systemic, efficient way.
- Identify and implement immediate actions to address the most pressing problems (safety, parking strategy, engagement of the Lekwungen people)
- And, make appropriate adjustments to the Draft Plan

6. Climate Change, Municipal Natural Assets, Urban Ecology

Issues relating to natural assets in the neighbourhood – climate change, parks and the urban ecology – were topics of vigorous discussion at each of the CSV meetings. There has been considerable disappointment that these issues were not given more consideration in the Draft Plan.

It is a particular disappointment that Victoria does not require all multi-unit residential and commercial developments to meet a LEED silver standard, the standard that the city now requires for its own civic buildings, and the standard used by other cities such as Seattle and Vancouver for all large developments that require rezoning. This would be consistent with Goal 2 in Chapter 11 of the Draft Plan to: “Promote and encourage sustainable building design and green infrastructure.”

Recommendation 13: After the completion of the Fairfield local area plan, or earlier if at all the possible, the City undertake some community engagement process to hear the concerns of Fairfield community members about environmental and related issues that they had hoped would be addressed in the Draft Plan, but which now will have to be addressed by other City initiatives.

7. Urban Forest

In February 2013, Council approved the Urban Forest Master Plan which has a goal to protect, enhance and expand the urban forest.

The urban forest is beloved by Fairfield and is a significant part of the heritage, culture and natural ecology. Residents have noticed that large trees are regularly removed for new developments. Approximately half of the urban forest is on private property.

An urban forest walk on March 25th 2017 was organized by a member of the Fairfield Neighbourhood Working Group, Nicole Chaland, with parks staff, Rob Hughes and Greg Staniforth. Attendees learned from the parks department that if a private property owner would like to remove a "protected" tree on his or her property to build a new house or apartment building, they have a right to do so. To remove a protected tree, they are required to give the City a \$700 deposit which can be refunded if they plant 2 trees. The intent is to have two trees planted for every protected tree that is cut down, but in practice, many developers simply forfeit the deposit.

Parks staff also explained that when you remove a large tree for a building, you not only lose a large tree, you lose a place where a large tree can grow.

The urban forest is a natural asset that provides municipal services such as rainwater treatment, carbon sequestration, air purification and biodiversity. The forest also provides shading in the summer and extends the life of asphalt. Large trees provide more value than small or medium trees. Evergreens provide the same benefits as other large trees but on a year round basis. Conifers need to be properly positioned for sight-lines. The parks department communicate that conifers are a hard sell on boulevards which makes the preservation of conifers on private land even more important. Parks staff communicated that "it matters" that we don't have a plan to maintain conifers.

The parks department plants and removes about 250 trees per year, about 20 are lost to storm damage and the rest are lost to decline, death and decay. With a reported loss of trees on private property due to developers forfeiting their deposit, instead of expanding the urban forest, we are at risk of shrinking the urban forest.

The tree protection bylaw needs to be updated to better protect trees. The planning department communicated to the neighbourhood working group that the tree protection bylaw would be updated soon.

Recommendation 14: Update the tree protection bylaw in 2018.

Recommendation 15: Implement the recommendations of the urban forest master plan in 2018.

COOK STREET VILLAGE RESIDENTS NETWORK

Help shape our neighbourhood's future

STEWARDING THE PUBLIC REALM FOR A SAFER, SLOWER VILLAGE

Cook Street Village: Stewarding the public realm for a safer, slower heart of our neighbourhood *by Lorne Daniel, Nicole Chaland and Emmy Marshall-Hill*

Summary

A Cook St Village residents' working group came together on November 5th to discuss "public realm" improvements in the village. This paper captures and expands upon that discussion. The comments apply to the draft Fairfield Neighbourhood Plan (November 2017) with a focus on section 3 Transportation and Mobility, and section 7 Urban Villages (especially pages 57-63 on Cook St. Village).

Public realm is essentially everything between the private property lines: the street, curbs, boulevard, sidewalks, seating or other amenities. The group discussed the look and feel of the public spaces, desired amenities, and the

physical design of Cook St (and relevant intersections). The "Community Design Principles" on p. 57 reflect, for the most part, residents' perspectives.

This paper introduces details and specifics for achieving the community design principles.

The most significant proposals in this paper is for the Neighbourhood Plan to include concrete objectives to reduce vehicle traffic over the 25 year period of the plan and to make design improvements to Cook Street that would slow traffic. Vehicle traffic reduces safety and quality of life, and makes places less welcoming to children and the elderly.

Many residents who live in and around Cook Street Village walk to the Village on a daily basis and weekly. Residents would like Cook Street in the Village to be much safer for pedestrians. It is widely observed that traffic moves much faster than posted speed limits. Residents prefer the city take a design approach to reducing vehicle speeds. It is especially important to plan and design for fewer vehicles as the plan calls for more residents. We envision a future with fewer vehicles on the road, not more.

Residents want to "Design for Slow"

The Neighbourhood Plan calls for Gateways to the Village (page 58, 61). We see this as an opportunity to slow and calm traffic. Residents have indicated a preference for a "Slow, Safe, Inviting Environment" in Cook St. Village. This should be prominently and explicitly promoted to visitors with gateway signage at Southgate and at May Street that says (for example) "Welcome to Cook St Village – a Slow Zone."

This is not a matter of posted speed limits as much as it is about the physical design of the street space.

The intent is for the village be a “sticky street” – a place where people want to linger, to shop, to eat, to visit with neighbours, to meet new friends. This happens best when everyone is moving more slowly; a certain amount of ‘congestion’ (of traffic and people) is a good thing for villages like Cook St. Village.

- Plan reference: 7.2.7 and 7.2.8

Vehicle Parking & Private Vehicle Use

The Village requires reasonable access to vehicle parking for people who need to drive to businesses and services. However, as a future-looking plan, the new Fairfield LAP needs to note that moving people on foot, on bikes, on mobility devices and on transit is a higher priority. These forms of transportation are more environmentally sustainable and their use eases vehicle congestion and parking demand.

Car share, bike share, and autonomous vehicles will further reduce the need for private vehicles. Furthermore, residents envision a future which there are fewer vehicles making the Village quieter (imagine listening to the birds walking down the street), safer (imagine children playing on the boulevards), with less pollution (imagine a deep inhale of ocean air in the Village). Already a very high proportion of people who live in the Village and surrounding area use a vehicle – for the most part – to get out of town while choosing to walk or cycle within the area. Residents therefore request that the Neighbourhood plan set clear targets for reducing the proportion of trips made by private vehicles and that they be built into 5, 10 and 20 year horizons. For example, vehicle use might be reduced by 5% in the first 5 years, 10% in 10 years, and 20% in 20 years.

The city has prioritized a parking management strategy for Cook Street Village in 2018-2019 (page 104) and we urge the city to include a clear policy for no net increase in parking, and to connect this policy to design guidelines for multiresidential buildings.

Parking in the village can be more efficiently used and managed. At any given time, there is ample available parking – in pay lots (behind Rexall), in private lots behind businesses (especially Oxford Foods & the Pub at different times of day and night), as well as underground commercial parking in the building at Suttlej and Cook.

The parking strategy should negotiate shared use of private lots during business hours.

With an increase in ride-sharing and autonomous vehicles, we can anticipate a near future where parking on side streets could be managed to allow short term (perhaps 1 hour) parking during the day and Resident Only in the evenings.

- Plan reference: section 3.7 and 7.3
- opposed to item 7.2.14 (a) "achieve no net loss of on-street parking for business or customer use" – we believe that this is inconsistent with giving higher priority to active transportation modes and will unduly compromise non-vehicle modes now and in the future.

Street Design

We strongly support plan direction to design Cook Street Village 'as a complete street that safely accommodates all modes' (page 62) and would like to see this in list of short-term actions. The redesign of Cook Street to slow vehicle traffic is a high priority for residents. The street design impacts the design of new developments and should be prioritized over a parking management strategy.

Residents suggest that policy 7.2.9 be updated to include exploration of narrower vehicle travel lanes, with textured paving surfaces to encourage slow travel. Additionally, the plan should evaluate the centre turn lanes: some are now used regularly for commercial vehicle unloading, which could possibly be better served by improved loading zones – perhaps on private property.

Consideration should be given to using a paving stone or stamped asphalt and no traditional concrete curbing, to create a relatively flat 'people space' on the street. Steel bollards could be used to delineate pedestrian crossings, parking areas, and to separate bike lanes from vehicles. With a permeable surface treatment, this street treatment could run slightly closer to the existing boulevard trees.

A recommended design for AAA bike lanes through the Village is to have them at the same height as the boulevards, with attractive vertical steel bollards protecting them from vehicle parking or driving lanes.

- Plan reference: 7.2.9 and 7.2.13

Recognizing Lekwungen in Fairfield

Many places in Fairfield were used regularly by the Lekwungen people, also referred to as Songhees and Esquimalt. The Lekwungen name for roughly the same area as Fairfield is Chlicowitch.

We support the plan's proposal to engage the Songhees and Esquimalt First Nations should be invited to determine the method of their engagement and share their thoughts and ideas on how the traditional Lekwungen lands and uses of this area would best be acknowledged and honoured. (page 98) We request that this show up in the action plan in the next one to two years.

Street murals, carvings, art installations and interpretive signage could be added to public spaces in the village to make visible Indigenous places in Fairfield. We also urge the city to consider how land-use planning practices can be modified to become a meaningful act of reconciliation. Easy walking access to both Beacon Hill and Dallas Road Bluffs (which is actually park of Beacon Hill Park) is an integral part of the Cook Street Village experience. Clover Point and Beacon Hill are both important sites to Lekwungen and we see a possibility in the future for co-management of these parks with access to the land providing opportunities for cultural renewal.

- Plan reference: 12.1.1

Boulevards

While it is important to maintain the health of the boulevard trees, the 'grass' areas of boulevards are often mud in winter and dry dirt in summer. Residents support the plan direction for boulevard improvements which is to vary treatment with some boulevards planted with rain gardens (page 62) and other boulevards employing rain permeable all-weather surfaces to allow mini-plazas such as in front of Big Wheel.

However, residents note that mini-plazas need signs such as 'All are welcome to sit here' to help communicate that the boulevards are part of the commons (public space) and there is no need to purchase anything for the right to sit and enjoy. Signs should be artistic and poetic as opposed to utilitarian and authoritarian.

There should be variety in the boulevard enhancements (benches, table surfaces, bike racks, raised planters) so that the effect remains eclectic and interesting. Residents do not support a uniform design treatment for each section of boulevard or uniform furnishings – rather, they want spaces that are individually inviting.

- Plan reference: 7.2.16 and 7.2.17

Sidewalks

The plan calls for a minimum sidewalk width of 3 metre (almost 10 feet) and residents support this. (page 62) Wide sidewalks like those at the corner of Suttlej and Cook (screenshot below) are preferred. Buildings should be set back enough to allow businesses some display or patio space without encroachment onto the sidewalk proper.

- Plan reference: 7.2.19

Benches

More sitting and informal gathering areas in the village would support its role as a social space. Benches on boulevards are good but residents would like a variety of spaces of different designs – for example, the new sitting space at Cook and Mackenzie (adjacent to Big Wheel Burger) has seating and 'table' space for food and drinks.

Gathering Place(s) and Plaza(s)

The Neighbourhood Plan calls for a public plaza to be negotiated in exchange for allowing additional density. The city should clarify that the plaza will become the property of the City of Victoria and not be a quasi-private space such as the gathering places in the Atrium on Yates Street. (page 62)

The village needs one or more public plazas, and a variety of temporary gathering / festive spaces. The City should identify a space that can be converted into a permanent public plaza.

In addition, Cook Street itself should be designed with temporary car-free closures in mind (walkable surfaces from property line to property line, without formal curbs, encourages this). Residents would also like the side streets from Oscar to Chapman to be considered for temporary or regular car-free public use. The idea is not to close the entire side streets, but a short section where the side street intersects with Cook. This could be used for festival style booths, kiosks, activity centres and such during special events.

- Plan reference: 7.2.10

Trees in the public realm

The plan calls for the continued protection, replacement and maintenance of the canopy of horse chestnut trees on Cook Street and this is supported by residents. (page 39)

The plan could be strengthened by ensuring the policy for stepped back upper floors (above the 2nd and 3rd floor) of buildings on Cook Street is sufficient to allow light into the sidewalk and boulevards during all seasons.

- Plan reference: 4.13.1 and 4.13.3
- Plan reference: 5.1 Future Land Use Summary Table

Lighting Design in Cook Street Village

We would like the city to plan for new lighting in Cook Street Village that would result in the Village being an inviting place to visit at night, more human-scale than utilitarian, and reduces light pollution and electrical pollution.

Illustrative Photos

Example of existing sidewalk design at Suttlej and Cook that provides wide space allowing for multiple uses (business, bike parking, walking, mobility scooters).

Illustration of bikeway at sidewalk height, adjacent to a treed boulevard.

Illustration of removable steel bollards that can be used to temporarily or on a regular schedule close off vehicle traffic to create people space.

15 Replies to “Stewarding the public realm for a safer, slower village”



John Vanden Heuvel

DECEMBER 4, 2017 AT 4:29 PM

Certainly and whole heartedly support the idea of a 'slower' Cook Street Village. I live on Heywood, with a 30km speed limit, yet it seems Heywood is used as 'short cut' from Southgate to Park Blvd, to by pass the Village. Most vehicles definitely go much faster than 30km ! 30km is nice and slow ! Might even ask the city to make Heywood a one way street.
(One way – Park Blvd > Southgate)
Keep up the good work !



Kim Hardy

DECEMBER 4, 2017 AT 11:03 PM

This is a wonderful summary of how, as a Cook Street Village resident, we would like to see the Village improve. It is already a wonderful hub of activity with many assets and this can be built upon with the summarized recommendations above. By calming traffic and encouraging slow methods of transportation while cultivating public resting and community building space, Cook Street Village will be a destination not only for residents, but for the entire city. Thank you to the CSVN for making our vision known!



Jane Ramin

DECEMBER 8, 2017 AT 11:40 AM

As a destination for the entire city, people will still want to drive to the village (and park). And as the density in increased in the village itself increases there will be more vehicles in the village even with biking and walking, etc. Only with more frequent transit into the village will vehicle traffic be reduced from what it might be otherwise.

The proposed sharing of parking on side streets (1 hr during the day, and residential parking in the evenings) should not restrict residents from parking during the day, as many people work are home and /or use other forms of transport during the day. And where else are they to park during business hours if limited to 1 hour. Maybe special resident permits could be provided, or continue with the current system of licence plate registration. This may be intended, but it is not stated. Parking signs along one side of Vancouver (north of southgate) restrict parking during daytime hours and allow parking only in the evening. The need to move a vehicle every morning (and to where?) is unacceptable to make spaces available to near by commercial uses. Also if traffic is slowed / diverted from Cook St. its impact on sidestreet must be considered. A proper parking study (especially of the area between Cook Sy. And downtown)should be done by the city rather the piecemeal assessment currently proposed in the LAP. Since addressing a problem on one street will only move the problem to another street.

I look forward to what the CSVN will propose for the area west of the village (particularly south of Southgate as well as in any other areas where there are currently single family homes. The current LAP proposal to allow multi unit buildings (of 4-10 storeys) across large areas is unacceptable. Current zoning should remain, with any redevelopment proposals requiring rezoning being considered on a case by case basis.

Thanks for your hard work towards making Fairfield and the village a great place to be, going forward. (I am currently out of towns, so can't attend the next scheduled meeting). Jane



Ted Relph

DECEMBER 9, 2017 AT 10:19 PM

These are great suggestions for making Cook Street a complete street through the village, one that is slower and safer. They reinforce and give substance to what is proposed in the neighbourhood plan. I particularly like the ideas of textured, permeable paving, and finding designs that will allow both Cook and the side streets to be closed for special occasions. It would be helpful if the City could negotiate the use of private parking lots for general village use (and remove the charge on the Oliphant lot behind the post office).

I think more pedestrian crosswalks are required (especially one between Oxford

and McKenzie, and another at the southern gateway). These will help to slow traffic. But I am not convinced that it will be necessary to reduce on street parking. In addition to the proposals for making Cook Street Village slower and safer. However, it will be necessary to consider the effects of slower traffic on side street that will probably be used to by-pass the village. I would like the neighbourhood plan to make it a green urban village, where all new developments for multi-unit residential and commercial buildings have to meet the same LEED Silver standard that the City of Victoria requires for civic buildings. This would reinforce the suggestions here for permeable surfaces, car sharing, and active transportation, as well a policy recommendations in the draft plan about protecting the tree canopy, and the role of the village as a gateway both for Beacon Hill Park and the waterfront.



Nicole Chaland

DECEMBER 10, 2017 AT 6:23 PM

On December 3rd, we invited the community to discuss this proposal and many other ideas at the Cook Street Activity Centre which almost 60 people attended. The notes are organized under the headings convergence and divergence.

CONVERGENCE

Full support at the table of slowing down traffic.

Use of elevated crosswalks agreed by everyone.

Also, each crosswalk should have pedestrian control (flashing lights and audio for sight impaired?) and proper lighting. All agreed.

Signage (Welcome to Cook Street Village) should be lighthearted, have personality and remind people to slow down.

Better lighting in the Village and on the side streets. Downlighting, to create ambiance and reduce light pollution. And not lighting that shines into second storey (apartment) windows. Create ambiance and keep the area alive at night.

Keeping the tree canopy should be a priority along Cook Street.

Public spaces, like the benches in front of Big Wheel are excellent.

"Spilling" the Village commercial (specifically outdoor seating for restaurants) around the corners from Cook onto side streets (like the pub has) as a transition from residential to commercial.

Getting rid of the Robbins pay parking lot behind the drugstore should be a priority.

Changes to resident parking on side-streets needs to happen in lock step with changes to driveway guidelines on private properties. Driveway building is difficult within city guidelines. One resident on Oliphant said he wanted to build a driveway, but was told he could only build it beside his house, not in front and he didn't have the setback room for approval. This meant he had to park on the street.

DIVERGENCE

Some people believe the patio seating has encroached on public land. The pub and Starbucks and other places have seating outdoors along the street that is intrusive and invades public space.

One fellow advocated for Oliphant to be dead-ended at Cook Street. There was not agreement.

Parking! One person at the table didn't want any changes to resident-only parking on side streets. Others didn't agree.



ron and alex stewart

DECEMBER 11, 2017 AT 9:43 AM

Please consider the disabled, who need parking in order to unload a walker or wheelchair in order to shop.

Also believe that centre lane as exists works quite well for both turning and for commercial vehicles loading/unloading. lets keep it.





Sid Tafler

DECEMBER 21, 2017 AT 10:57 AM

The city is contributing to the problem by approving development with inadequate parking that is difficult to access, such as the new development at Cook and Oliphant. Many visitors to the CSV who don't live in the area will still want to access the Village by vehicle.



Crin Roth

DECEMBER 21, 2017 AT 12:58 PM

I love the vision of a safe, slow, relaxed Cook Street Village going into the future. It is a Village of families with children, retirees and others choosing the gentle lifestyle and elderly people who have lived here many years. The working group has come up with many good suggestions for this to happen.



Jamie Kyles

DECEMBER 21, 2017 AT 5:18 PM

Forecasts of the demise of privately owned vehicle use are, in my opinion, wildly exaggerated. Folks will drive their electric vehicles and then privately-owned self driving vehicles because they value convenience. I do NOT agree with trading parking spaces for for low income housing in new developments.

'Density with diversity' sounds great but seems a questionable objective on some of the most expensive real estate in the city.

Better crosswalk lights (as on Cook N of Pandora) and enforcement of the 30 km speed are good ideas ... BUT ... if we continue putting vehicles on a 'road diet' with wide bike lanes through the village etc etc, motorists will simply bypass on residential streets (which already happens to some extent).

Forecasts of the demise of privately owned vehicle use are, in my opinion, wildly exaggerated. Folks will drive their electric vehicles and then privately-owned self driving vehicles because they value convenience. I do NOT agree with trading parking spaces for for low income housing in new developments.

'Density with diversity' sounds great but seems a questionable objective on some of

the most expensive real estate in the city.

Better crosswalk lights (as on Cook N of Pandora) and enforcement of the 30 km speed are good ideas ... BUT ... if we continue putting vehicles on a 'road diet' with wide bike lanes through the village etc etc, motorists will simply bypass on residential streets (which already happens to some extent).

" The suggestion to make Heywood a 1 way street is unwise. This is a street like any other, despite running along the edge of Beacon Hill Park. It provides a legitimate egress from the Cook St Village area towards downtown. As such, and particularly in view of plans to constrain vehicular travel on Cook St via dedicated bike lanes etc, Heywood should be treated no differently from other north/south routes in Fairfield."



Jamie Kyles

JANUARY 10, 2018 AT 3:38 AM

With a speed limit already set at 30 kph, there is no need for complex proposals to further 'slow things down' through the village. The issue is simply one of enforcement. If one implements all the suggested proposals to impede vehicle traffic, the result will simply be to squeeze traffic to parallel residential streets. People will continue to value the convenience of personal vehicles, be they electric or self driving and we should not be planning around the Mayor's silly dreams that 40% of city trips will be by bicycle within a couple of decades.



Sherry Kirkvold

JANUARY 15, 2018 AT 4:57 PM

Thank you for what are many great ideas. I support many of them. A few that I am not keen on are the gateway signs – this is not the Cook Street Shopping Centre, it is a community village that also draws people in from the wider community. I am also hesitant about the proposed lighting, though happy to see that reduction of light pollution is being considered. I am especially concerned that since the commercial area has been extended by the Cook/Oliphant development that more lighting will be occurring in that area. Life has gotten so much better since we got residential parking on my street. As I am in one of the first places that people will

park after turning off Cook St., giving any of that up even for limited time periods will go back to being unable to park near my house, sometimes not even on my street.

And it has been mentioned that people will be more and more travelling in electrical vehicles (I do) it would be nice to see a charging station(s) in the village with perhaps a 2-hour parking limit. This can be a pay or free station depending on its installation. Maybe where the Robbins lot is now. I also support the comment above to make this a "green" village with environmental standards for buildings and facilities. Sorry I can't attend the meeting tonight.



Anita Colman

JANUARY 15, 2018 AT 8:04 PM

I appreciate the time and effort put in by the planning committee. However, I don't see the need to slow down traffic on Cook Street. The many traffic lights and pedestrian crosswalks already achieve this. I ride my bike and walk but also use a car. There is a scarcity of parking spaces. New development should include parking behind or below the building or residents will need to take up street parking spaces.

The majority of residents in Cook Street Village are renters without a yard. Is there space in the village for a community garden? It would also be a natural place for neighbours to meet.



Sara Chu

JANUARY 26, 2018 AT 12:10 PM

Again, public transit is mentioned but not really discussed. Right now the service to Fairfield as a whole is poor. The # 3 runs every half hour at most times and stops in the evening. The #7 is the only other bus through the area. James Bay gets a lot more service. Cook St in the Village may become too crowded for buses so we need some creative rerouting. But we need more bus service over all. Many seniors cannot walk or ride bikes to town and back so we need to talk about transit not just bikes and walking. Would small community buses help to link us to the main bus lines downtown? They use them in Langford.



Cindy Swoveland

JANUARY 26, 2018 AT 4:52 PM

As one who lives a short walk from the Cook St Village, I am not in favour of further decreasing parking in the village! Our little street has residents only parking in the daytime but parking on the street is hard to come by. One of the apartments on our mixed housing block has started charging for parking spots, so those people (residents) are on the free street. On the weekends and evenings, we get people going to the village. Parking is a necessity for the great majority of people and will continue to be for some time to come. As for the idea that some street congestion is necessary for a great street atmosphere? Really? The village now is very nice to walk about in. Crossing the street at one of the several crosswalks is a piece of cake! Create a traffic jam in the village and it will not be nice at all. As for gathering space, why can't we just do what Oak Bay does...close the street off to through traffic for a once or twice a year public gathering? No ripping out curbs necessary. If you narrow the lanes and do all the traffic calming measures you are suggesting, you will ruin the neighbourhood businesses who rely on more than just local foot traffic for their livelihoods. Most of your other papers showcase really good ideas. This one doesn't.



Doug Curran

JANUARY 26, 2018 AT 4:57 PM

All of the goals for an improved public realm within the Cook Street Village are important and laudable. What is missing is the economic muscle and vision to make it a reality. For almost any urban redevelopment plan such as this, lacking a sudden windfall of public money, the mechanism to achieve the traffic calming aims and design devices required to make a "total street" is likely only going to arrive through a compromise driven with a developer, coupled with a hard-nosed municipal staff that fearlessly engages with vision and a perspective of residents as the client – not the developer- and drives a workable bargain that creates social and real value for all concerned.

In Victoria we don't have those compnents. We have an ideologically driven Council with little understanding of development economics, a local development

community that has held sway over a poorly informed Council and planning staff led by a man who sees developers as the client and the public as merely a noisy hindrance to be deflected and disparaged. I recognize this because I've experienced the opposite and seen results that produced an integrated and resident-driven plan that provided safer calmed streets alongside connected green spaces. For all of its pretensions of being a progressive, mid-sized city, Victoria is hide bound and poorly led. Apparently there is little to no appetite to actually look abroad or widely and select from the best. Somehow it is viewed as necessary to timidly attempt to reinvent the wheel.

COOK STREET VILLAGE RESIDENTS NETWORK

Help shape our neighbourhood's future

NO DENSITY WITHOUT DIVERSITY: HOUSING AFFORDABILITY

By Nicole Chaland and Sonia Theroux

The authors put forward the following ideas for the members of the Cook Street Village Residents Network to consider and discuss. Please post comments below. Ultimately, our goal is to identify areas of interest which the members will support. This doesn't mean we need to agree on everything, just that we have found a certain number of items we all support. These areas of interest will then be presented to the city as widely supported by the residents. We encourage readers to acquire their own copy of the draft local area plan to familiarize themselves with the issues.

INTRODUCTION

The protection and development of housing that is affordable for local residents is a high priority for residents of Cook Street Village. Residents have expressed a concern about Cook Street Village becoming 'an enclave for the rich' and are looking for leadership from the city in two essential areas: ensuring Cook Street continues to accommodate mixed income levels, and that action be taken to ensure an increase in demographic diversity in our neighbourhood.

55% of people who live in Fairfield rent their home. 19% of households live on low income. 15% of households have children (compared to 19% of households city-wide). *(source: page 18 & 20 of the Fairfield Profile)*

The Neighbourhood Plan sets the table for new construction and potentially intensive redevelopment of the 14 blocks that make up and surround Cook Street Village while making no requirements for affordable housing, and providing no protection to renters in this area.

A large portion of older rental housing in and around Cook Street Village is found in secondary suites, carriage houses and converted character homes. Older rental housing is less costly than newer rental housing.

Newer apartments – those built after 2005 – rent on average for \$252 more than apartments built before 2005. *(source: Rental Market Report 2017)*

From October 2016 – October 2017 the number of rental units in the Cook Street Area decreased by 31.

There is a popular belief that adding density leads to lower housing costs, and new evidence shows that this belief needs rigorous examination. Recent studies show that there is a surplus of housing in Victoria. Over the past 15 years, for every 100 new residents, we have added 113 units of housing.

(source: The Housing Supply Myth)

Density can provide benefits to cities and neighbourhoods for business and transit customers, for example. But density needs to be thoughtfully managed to deliver significant benefits to neighbourhoods. It is the Neighbourhood Plan that needs to lead the way, despite this being a time of rapid real estate development. Developers do very well (research the top donors in the last provincial election for a hint at how well). Now is the time to ramp up requirements for this development, whether it be for green buildings or affordable housing.

Our response to the draft Neighbourhood Plan is below.

A good rallying cry for this neighbourhood may well be 'no density without diversity.'

WHAT IS IN THE DRAFT NEIGHBOURHOOD PLAN?

The draft plan has some modestly encouraging language around rental and affordable housing such as:

1. Rental Retention Area

- The rental retention area is approximately from Southgate to Rockland, along Fairfield Road and Cook Street. Please refer to the map on page 73 of the Neighbourhood Plan.
- The rental retention area currently has a large portion of rental housing for the City of Victoria and many 4-storey purpose built apartment buildings.
- The rental retention area allows redevelopments up to four stories. It is unclear if 4-storey redevelopments are required to be rentals.
- Residential buildings up to 6 stories will be considered where rental replacement or rental retention is secured.
- Tenant transition strategy applies to rezoning only and only within the rental retention area.

2. **Density bonus** contributions directed towards on-site rental units and/or affordable housing.

3. **Inclusionary zoning** will be studied in 2018.

4. **Rental retention study** will be completed in 2017.

5. **Gentle Density** (i.e. secondary suites in more houses including duplexes and more house-plexes) in traditional residential areas, which may become rental housing, or enable aging-in-place.

6. Affordable Housing Definition

On page 87, the plan says: "Affordable housing is defined as housing that falls within the financial means of a household, and where total costs do not exceed 30% of a households annual income."

WHAT IS OUR RESPONSE TO THE DRAFT NEIGHBOURHOOD PLAN?

Rental Retention Area (page 73 & 74)

- Strengthen the rental retention area by requiring housing agreements for all rental redevelopments. Housing agreements will require replacement rentals to be rented at affordable housing levels.
- In addition to the rental retention area, we would like a policy of no net loss of rental housing for Cook Street Village. (plan reference 8.1.1)
- Support the retention of all rental units, not just units on sites of four or more rentals. (plan reference 8.1.2)
- Require a tenant transition strategy for all demolitions of rental housing. (plan reference 8.1.2.3 and 9.1.6)

Affordable Housing Definition

We would like the affordable housing policies to be directed to benefit lower income households, and to that end, propose the city demonstrate how lower income households will benefit from affordable housing policies.

Inclusionary Housing

Inclusionary housing is a term that refers to requirements that all multi residential buildings include a certain percentage (at least 10%) of units of housing which are affordable.

The Neighbourhood Plan states intent to study inclusionary housing in 2018. We would like to be a demonstration neighbourhood for inclusionary housing and feel it is an essential tool to ensure we remain a mixed income neighbourhood.

We would like the city to reference the Cowichan and Duncan Local Area Plan as a best practice.

The Cowichan/Duncan plan states that multi-residential buildings will be supported that "provides opportunities for strategic intensification that supports housing affordability and/ or affordable housing objectives. It defines affordable housing as mortgage/rent/housing costs being no more than 30% of income. (page 63, 64 and 82)

Read the North Cowichan plan here.

Childcare facilities in Cook Street Village

The Neighbourhood Plan articulates that density bonuses in Cook Street Village will be used to create a plaza. However, some residents feel that bonuses should be directed to childcare facilities in the Village. Land could be used more efficiently by allowing temporary road closures so that Cook Street itself becomes the plaza.

Cook Street Village: A model neighbourhood for affordable housing innovation

Fairfield would like to be a demonstration neighbourhood for inclusionary housing, and new built forms such as bed and breakfast style homes that allow seniors to age-in-place (i.e. large bedsits with common kitchens and living rooms).

Consider new types of less costly housing: smaller units, units like bed and breakfasts with shared or fewer facilities (eg ovens).

Please refer to Yobi Microhousing for potential ideas.

Significantly reduce parking requirements for new multi residential buildings along transit routes and in Cook Street Village

Underground parking is expensive; current estimates say that each parking stall costs about \$40,000 to build. In some 50 unit buildings in Cook Street Village

underground parking could cost \$2 million. Removing that cost makes the provision of affordable housing more viable.

Parking is incompatible with the neighbourhoods vision of the future: affordable, natural and walking oriented. Parking increases the amount of water going into storm drains, reduces the number of large trees and birds, and is simply unnecessary for the majority residents of Cook Street Village, given 55% of residents walk, cycle or take transit to work. This isn't to say that some people will continue to *need* to use a car, just that the majority don't.

See page 18 of the neighbourhood profile for commuting statistics:

24 Replies to “No Density without Diversity: Housing Affordability”



R Forrest Smith

DECEMBER 14, 2017 AT 3:50 PM

With respect to parking, there are three kinds of parking: commercial, residential and visitor parking. I think Visitor Parking requirements should not be reduced but perhaps increased to provide space for car share vehicle parking. Visitor parking provides spaces for health care providers, support service providers, and visits from aunt Mary from Calgary and these needs are not significantly influenced by the availability of alternative personal transportation modes. So my suggestion is when looking to reduce parking, attention should be on the Commercial and Residential parking provisions.

So suggest the text be adjusted to reflect the need to keep Visitor parking at the rate of at least one for every ten units as provided for in Article 252 of the BC Strata Act and that the resulting need be rounded up and never down as is proposed in the current Victoria by-law and most recent update.

Note on the CBC this morning they talked about cost of underground parking in Surrey at \$30-40,000 a spot and seven years ago when I was dealing with this issue cost was \$20-25,000—so suggest \$25-30,000 might be a safer estimate/guess, not over estimated and still significant.



Claire Jackson

DECEMBER 15, 2017 AT 8:51 AM

Some thoughts in no order:

Diversity should be in housing types, owning as well as renting and should include housing for families/children, otherwise this will become a community of older people with no diversity of ages.

School population will decline. Aging in place should not be a focus. There are a plethora of apartments being built downtown and in the immediate area already so it is not necessary to add more in Fairfield.

As pointed out, increase in density can occur which is more in keeping with the character of the area.

Upgrading and supporting conversions and maintenance of existing stock into multi unit where feasible should be supported and promoted.

-Related to the above, should we make some sort of statement re the use of existing secondary suites and entire houses for short term vacation rentals that were once used for long term rentals and have been removed from that pool. I know the city is working on this but there are a fair number of local examples of folks who have gone down this road. (on a personal note I think that the 30 day minimum is too low for these units now to be dealt with under the Residential Tenancy Act)

-Don't know about the affordability issue especially if the goal of 30% of income on housing is the definition My feeling is that Fairfield will not be affordable for lower income folks especially families with kids. How much focus should we put on this issue?

-I disagree with the concept that going to work is the main use for a car. I agree that the use of transit, bike and walking is ideal but many people do not work within the range where these options are possible. Work is not the only focus for a rounded existence and what about retirees? Practical, realistic parking has to be addressed. We are not a big enough city to live a complete and varied life within the city environs.

Thanks to the organizers of this group!



Anita Colman

DECEMBER 17, 2017 AT 8:58 PM

Parking is already becoming scarce in the village. I understand underground parking drives up the cost of units, but developers should provide parking lots around new buildings for tenants' vehicles.

I support a daycare center. Diversity means young families, as well as retirees.

I ride my bike and like to walk but I don't see the need for a plaza closed to traffic. Cook Street has wide sidewalks that accommodate pedestrians.

What about Victorian's first when it comes to renting or selling? Give priority to those who live in Victoria and are trying to stay here.

For me, bottom line is limit growth. Keep Cook Street Village a village.



Gwyn Thompson

JANUARY 11, 2018 AT 12:28 PM

I disagree with your assertion that the sidewalks in Cook Street Village are wide. They may have started out that way, but are now cluttered with coffee shop tables, sales racks, bus shelters, sandwich boards, and electrical posts. Persons with mobility issues may have difficulty negotiating these obstacles. And persons with mobility aids themselves take up more room than a single person. If we want to support pedestrians of all stripes, those sidewalks need to be wider.



Crin Roth

DECEMBER 21, 2017 AT 12:49 PM

My concern when new developments replace older very affordable buildings is that the rental tenants lose their home of sometimes 30 years or more. Somehow those older tenants whose home and way of life will be jeopardized need to be protected so that they can continue to afford to live in the Village, their home. We need to be their advocates.



Jamie Kyles

DECEMBER 21, 2017 AT 5:35 PM

I absolutely disagree with the stated objective of reducing parking and vehicle use (and I cycle every day).

- * Merchants in Cook St will not flourish if their only customers are 'walk-ins'.

- * Parking is already a great frustration in the area and allowing developments without attendant parking for each unit is simply begging for problems to worsen in the future.

- * Forecasts of dramatically reduced vehicle ownership are questionable at best. People will continue to value the convenience of owning their own vehicle – even self driving models.

- * It is silly to try and implement your definition of affordable housing in one of the most expensive communities in Victoria. Land values alone – which are quite a bit greater than value of homes built – should make this obvious.

- * Secondary suites should only be allowed if folks have parking spaces in front of (or behind) their houses. On streets such as Linden there is already a bit of a 'dogfight' for parking near one's home.



Bruce Elkin

DECEMBER 29, 2017 AT 11:11 AM

Excellent ideas. Much of our planning is based on myths, and you do a good job of demolishing some of them, important ones. I am all for "no density without diversity." And for more affordable housing. My rent takes nearly 50% of my monthly income. I'm pushing 75 years old. I live in a wood-frame, 60's apartment, in which, on rainy days like today, I hear the constant drip, drip, drip that the landlord has refused to fix over the last 3 or 4 years. Heat, which is included in rent, is iffy, so I have a small ceramic heater to keep the temp comfortable for my old bones. I'm afraid to push the landlord, for fear he'll figure a way to evict me. I sincerely hope that the Victoria's council and planners give much more than lip service to your excellent ideas. Thank you.



Janet Pelley

■ ■ JANUARY 3, 2018 AT 10:25 AM

I hope that Victoria's city council and planners adopt your proposals. I especially like the principle of "no density without diversity" and the proposal to adopt "gentle density."



Judy Lightwater

JANUARY 9, 2018 AT 7:27 PM

Affordable housing can be addressed in cook st. village and in every development that is allowed to be built in Victoria. We have to get over the notion that housing is a privilege. It's a right. the city can make sure every development does something to contribute to affordable housing or it simply won't be approved. and if it's not approved, it won't be built. and if it's not built then the existing use will continue. This is not a terrible or even undesirable outcome. it is not necessary for new development to take place.

It is a privilege that the city allows if its criteria are met. the problem is the city has almost no firm criteria except for single family residential changes, which they make much more difficult than multi-family new development.

The city can, as other cities have, do some of the following:

1. require solar ready construction on all new buildings
2. require LEED construction
3. allocate 5% of units to be purchased at cost by CRD/BC Housing and managed by Pacifica, CRD or another non-profit as non-market rental units in perpetuity
4. demand setbacks that are similar to those on Rockland and so many other multi-unit buildings in Fairfield
5. demand underground parking and height limits, as well as bicycle storage

The City can do whatever it wants. If developers don't like it, they can build somewhere else. Development is not inevitable.

Thanks for allowing me to throw in my two cents.



Nicole Chaland



JANUARY 9, 2018 AT 7:51 PM

On December 18, a dozen members of the Network, together with Councillors Pam Madoff, Jeremy Loveday and Ben Isitt, discussed this proposal and found agreement on the following points some of which are included in the proposal and some which will be added to the next revision:

- As an overarching principle, we want no net loss of rentals. Amend the current Official Community Plan (OCP) bylaw which protects rental buildings of 4 units or more to include all rentals.

- Include policy and programs to retain and protect existing rentals, including houses and secondary suites, especially in the area west of the village (Cook to Heywood) and north of the village along Vancouver, Burdett, McClure, etc. There is a lot of housing diversity here which is why we are a mixed income neighbourhood.

- The rental retention area is a good idea, but the policies need to be strengthened to protect rentals and ensure replacement rentals are affordable.

- We want the city to show up as a partner with us to help achieve our vision to continue to be a mixed income neighbourhood. We want assurance that we are working together towards this goal.

Include metrics on change in percent of renters, as well as changes to income groups, in the City's annual OCP reporting.

- Given the limited number of land-use tools available to cities and their limited impact on creating real affordable housing, we want to be designated a model neighbourhood for housing innovation and for the city to create programs to create tools such as social finance, social innovation, co-ops, co-housing, and land trusts.

- To the above point, add a 'housing innovation partnerships' position to staff.

- If we dramatically reduce parking for a new building, require affordable or rental housing in exchange.

- Absolute yes to gentle density. Read Gene Millers proposal (on this website under topic papers) for gentle density to learn more what this means. For many young families, buying a home with a secondary suite is the only way they will ever enter the real estate market. Gentle density can add more rental housing and more attainable home-ownership. (Gentle density requires a parking transition plan).

- No agreement on what to do about parking, but we want to explore the notion of a parking transition plan for the whole neighbourhood rather than a commercial parking strategy for the Village businesses.
- Affordable 2 – 3 bedroom units should be a part of any mix of developments to ensure families can move to Cook Street Village.
- Regulate and incentivize triple-bottom line developers.
- There are other areas members want us to continue to work on including:
 - Writing a bold aspirational statement in the local plan.
 - Getting more meaningful statistics and telling the story of those statistics better.
 - Sharing stories of people who have lost their homes to redevelopment or renovation to bring some humanity into this planning process.



Leo Chaland

JANUARY 9, 2018 AT 9:23 PM

I agree with the no density without diversity position. I believe that there needs to be affordable family housing in the Cook Street Village area.

Certain types of tax rebates, remission or outright forgiveness for a defined period of time could be made available to developers of affordable housing for low income families and for the building of affordable rental housing.. As an aside, pressure and gentle but unceasing reminders to the federal government that they once played a significant role in expanding and sustaining rental housing and need to do so again. Ditto re provincial government.



Jamie Kyles

JANUARY 10, 2018 AT 3:31 AM

I feel that 'no density without diversity', although a catchy title, has no place in developments on some of the most expensive real estate in Victoria.



Sandy Powlik

JANUARY 10, 2018 AT 9:39 AM

Thank you for debunking or at least bringing to one's attention some myths, especially about density and affordability. Cook St. Village is a beautiful and diverse community – let's build upon what's great about it with protection and innovation in mind.

–YES: rental retention WITH strengthened policies that “protect existing rentals and ensure replacement rentals are affordable.”

–I like this: “We want the city to show up as a partner with us to help achieve our vision to continue to be a mixed income neighbourhood... we are working together towards this goal.”

– YES: let's get INNOVATIVE and COLLABORATE with 'housing innovation partnerships'



Karin Knowlton

JANUARY 10, 2018 AT 11:19 AM

It's a scary time to be a renter. I rent an apartment in the Gonzales area and a small commercial space in Cook Street Village. I've never felt more vulnerable!! As a single person with a fluctuating income I fear the day my landlord decides to sell..and who could blame him! \$\$\$ And as I watch the Cook Street Village change ..and become even more unaffordable for small businesses..I know my time there is almost up. Heavy sigh. Here's hoping council with work with you on some of these issues.



Patrick Skillings

JANUARY 10, 2018 AT 12:16 PM

The difficulty of providing affordable housing has been a problem for many decades. The answer is not allowing other municipalities to provide that housing such as Langford and thereby exacerbating our existing transportation corridors. I think that people of vastly different financial where with all can and do live together

in harmony. However separate social housing enclaves and walled exclusive communities do not promote social cohesion. People usually get jobs from people they know hence folks living together with different levels of income can be very helpful for social mobility.

I think that the only realistic way to promote affordable housing is to pass municipal bylaws that provide for 10 % of new multi family units to be actually affordable. (not slightly less than market is good enough). People wishing to purchase or rent in these new buildings must have jobs and contribute to our city's productiveness. Absolutely no folks with drug problems would qualify.

A list would be maintained & names drawn from a lottery (bingo style so it can be recorded for fairness) to fill available new rentals. Those that qualify to purchase the ownership units cannot resell for a period of 10 years. They would be able to sell after that time and effect a large profit that would be promote the program. Hopefully lower income folks such as retail clerks, waitresses, and construction workers would benefit from this program.

Obviously a 10% drop in profitability will cause a drop in the value of developable land. That is a small cost to existing land owners who have benefitted in an existing enormous increase in value for their land. But it would provide a realistic possibility for people to gain some ground in our ever increasing real estate market. We are blessed with a wonderful city and we should try to increase everyone's chance to ensure a viable economic future

Patrick Skillings

That will mean that land sold



Judith Kelsey

JANUARY 10, 2018 AT 2:43 PM

I have read the comments above and found some people have said what I would say if I were as articulate. Thank you to Anita Colman, Crin Roth, Judy Lightwater , Sandy Powlik and Karin Knowlton. What would I add? Only what we all know. This "plan" is both too late and too early. "Too late" in that huge developments have begun that go against our community's wishes, and "too early" in that vital information, as indicated in the introductory comments, has yet to be gathered (e.g. demographics and income studies that determine the present and projected state of "affordability" especially for renters, traffic and parking studies that more

accurately reflect present and projected needs for residences and businesses). But "the plan" is out there. At least we are fortunate enough to have people like the CSVN doing their best on our behalf to align that plan with our nebulous "vision" for this precious place we call home.



Sara Chu

JANUARY 10, 2018 AT 6:14 PM

If City Council can't or won't control commercial rents then we are doomed to lose the "character " of Cook St. Only high end boutiques and coffee shops will be able to afford to be there. We'll be like Yorkville in Toronto. It's not a community at all. We will lose the grocery shops and things like Pic a Flic, which has been an icon in the area for decades.

As for parking, at the meeting i attended about the community plan I was told by one of the people attending, that we don't need to talk about buses since no one rides them. And the folks running the meeting seemed to accept that and we did not talk about transit. As far as I can tell, there are only 2 buses that come to the Cook St area. The # 3 stops after about 6:30 pm and nothing comes down Cook St until the # 7 changes to its night route at around 8:30 pm. Yet I read that James Bay has half a dozen buses that go into the area and there is a plan to upgrade their service even further to help students. Why is Fairfield so poorly served? If we had a decent bus service we wouldn't need so many cars, would we? Would it help to use smaller buses, like the "community buses" that operate for example in Langford, to link us more easily to major bus routes that leave from downtown?

But adding bus service to Cook St wouldn't help that much unless the rest of the transit system was overhauled. We need to improve the whole system if we want to get people out of cars.

Victoria in general needs new management of our transit system if we actually want to cut down on cars. The new management should be required to ride the bus system extensively for several months as a prerequisite. There used to be talk of rapid transit to Colwood/Langford but we don't hear about it any more. If it were to happen we would need to overhaul the present system and have a major transfer hub by Uptown where the rapid transit was supposed to start and end. Right now the major hub is low on Douglas St. There have to be good connections between

the bus system and any rapid transit system. If our entire system was improved, and if Cook St were better served, more people would not use cars. So traffic in Cook St is a problem related to the bigger picture of traffic in Victoria.



Paul Gilbert

JANUARY 11, 2018 AT 10:24 AM

When visitors descend on us, one of the most common positive comments is about the diversity of people in the Village. It is a matter of joy and pride that we share this place with friends at all ends of the economic and social spectrum. I think its what gives Cook Street Village its magic. Without a stable supply of affordable rentals, increasingly exclusive gentrification would make this a very boring community. Let's keep the magic.



Ken Roueche

JANUARY 11, 2018 AT 3:15 PM

Good Analysis.

I would note that page 23 of the draft Local Area Plan sets medium household income in Fairfield at about \$46,000/year. This means that the average family can afford to pay \$1150/month for rent or mortgage plus taxes and utilities. Nothing is currently being built, or proposed, in Fairfield that would suit the average Fairfield family. Who are we building for?



Suzanne Nievaart

JANUARY 12, 2018 AT 12:48 AM

There need to be affordable housing options for single parents and their kids. There aren't any considerations for this group on the current housing market. All housing is geared for either dual income households or single people without children.

Options can be co-housing, sharing, etc. Affordability in combination with sufficient bedrooms/space for little people to develop into fullsome members of society.



Freda Knott

JANUARY 12, 2018 AT 2:06 PM

On the whole, I agree with the report. It sums up well what is needed for the middle and low income earner.

I like the idea of the "bed and breakfast" style residences for seniors. This could also include students even though the area doesn't have a lot of students.

Public transportation improvement is essential if the amount of parking spaces is reduced.

New developments must have room for displaced renters at a comparable rent to what was paid before displacement.

These are just a few of my thoughts.



Jeff Smith

JANUARY 13, 2018 AT 8:42 AM

The concepts in your report and ongoing work are good. With the upcoming civic election next fall we have the hope of a new mayor and some new councillors and the barrier to retention of affordable rentals and gentle density could be removed. The current council and mayor have been hoodwinked by developers on a weekly basis and good affordable rental properties have been demolished to make way for high end condos. The mayor and council that vote for the rezoning applications that allow this to happen often do so because the developer promises to keep some units in the new building for rental purposes. Hoodwinked again! Mayor and Council also love to barter "amenities" that the developer will provide, such as a bike rack or a sculpture, in exchange for including less than one parking space per unit in the new development. Until we have a Mayor and Council that support the concepts of the residents, instead of the developers from out side the community, it will be difficult for local vision to guide how the community grows. I remain hopeful that next fall we may end up with a new Mayor and Council that are more astute, can see through the developers tricks and vote with local residents in mind.



Paul Schachter

JANUARY 16, 2018 AT 8:04 AM

Allowing townhouses in more than one row in sub-area 3, the area east of Cook Street Village, to replace the current housing is not consistent with objectives of having a livable, diverse community with open and environmentally-friendly spaces. Allowing townhouses in a single row throughout this sub-area will be detrimental to the neighbourhood because of lack of adequate parking, increased rainwater runoff, decreased open spaces and diminished opportunities for diverse, affordable housing.

Although there seem to be lot size and laneway restrictions for development of townhouses, this will not be at all effective to stop replacement of the existing varied housing with over-dense and expensive townhouses. The experience of Vancouver shows that developers simply buy up and hold single lots that do not meet the size requirements, waiting for the opportunity to combine them to build townhouses. This has a devastating effect on neighbourhoods, as seen from the Vancouver example. The nature and feel of the different area communities is destroyed, as solid rows of townhouses replace the single family and multi-family dwellings. Experience also shows that townhouses replace affordable units with housing only accessible to higher income persons and don't provide the type of diversity Fairfield needs and struggles to retain. This is in stark contrast to diversity and different levels of affordability that arises from allowing suites and garden apartments within the current configuration.

I don't advocate forbidding townhouses altogether. However, more effective limitations need to be in place. At a minimum, sub-area 3 should be reduced in size. There should be a prohibition against combining lots to create dense townhouse areas. The number of lots on which townhouses can be constructed in any block should be very limited. Finally, there should be no double row townhouses permitted.



Cindy Swoveland

JANUARY 27, 2018 AT 7:21 PM

It is really important that the area provide more rental housing that is affordable. Developers should be required to provide a percentage of their units as low rental... not rewarded for doing so with taller buildings (ie. the idea that developers can buy a 6 story building in the area for a few more low rent units). I think the concept of b&b style homes is a great one...not just elderly people but young single people could benefit from these. It is when we get to the issues of parking that I part ways with the authors. The Cook St Village is not just for us, the residents. We are not a walled enclave. We go out to other neighbourhoods for some of our activities (for which we often need cars). People from other neighbourhoods come to visit us; people come to our restaurants; people come to the wonderful children's playground in Beacon Hill Park; people come to walk along Dallas Rd and then up to Cook St for a coffee and treat; people come to some of our unique shops. These people mostly arrive in cars – cars which need to be parked. Please do not suggest that they use neighbourhood streets. It is true that some residents do not own cars and have no need for parking in their buildings. However, most people do own cars and need parking spaces. The current idea of having fewer parking spots in new buildings is problematic. Where do the people who can't get parking or don't want to pay extra for it actually park? On your street? On mine? Small streets like mine, only a couple of short blocks from the village are already packed with parked cars. Without a significant improvement in public transportation, people will still use cars and still need places to park them. To some, this is considered old thinking, but I believe it is realistic thinking.

COOK STREET VILLAGE RESIDENTS NETWORK

Help shape our neighbourhood's future

GENTLE DENSITY: A LAND USE PROPOSAL FOR FAIRFIELD

by Gene Miller

The author put forward the following ideas for the members of the Cook Street Village Residents Network to consider and discuss. Please post comments below. Ultimately, our goal is to identify areas of interest which the members will support. This doesn't mean we need to agree on everything, just that we have found a certain number of items we all support. These areas of interest will then be presented to the city as widely supported by the residents. We encourage readers to acquire their own copy of the draft local area plan to familiarize themselves with the issues.

"Gentle Density" is a proposal to facilitate all future residential density in Fairfield by capitalizing on and drawing inspiration from the existing features and strengths of Fairfield, which have clearly defined and sustained one of Victoria's outstanding communities.

It rejects the call for high densities as expressed by multi-storey and taller buildings, and favours scrapping the zones that permit these, even in the corner of Fairfield closest to downtown; observing that there has been, and continues to

be, a tremendous proliferation of multi-storey development (high-rise and mid-rise) in a significant portion of the downtown core, roughly View to Caledonia, Douglas to Cook, and cautioning that neither the city nor the public has had, or will for several years have, any opportunity to measure its physical or social impacts on the city.

It questions the fallacious planning argument, made explicitly and implicitly in the draft plan, that higher densities are either needed or advised to support various commercial nodes in Fairfield (Cook Street Village, Fairfield Plaza, etc.), noting that under current densities businesses in these nodes and elsewhere in Fairfield are well patronized and, presumably, viable right now and, contrarily, will not suddenly be made viable if ringed with some higher density developments.

It contends that existing three- and four-storey apartment buildings have done nothing to support or improve the character, appearance, street feel and sense of community in Fairfield, but quite the opposite; and that more would be worse, not better.

It challenges the fundamental assumption in the draft plan that more large and/or tall buildings represent either the only or best way to deliver density to Fairfield, or to achieve city long-term growth targets.

Instead, it proposes new land use guidance and blanket zoning for Fairfield under the rubric, gentle density—that is, increases brought about by the addition of one or more suites in existing houses; the conversion of entire existing houses to suites; and the creation of one-lot-scale new developments providing everything from a duplex to as many as 12 suites in one house-like structure consistent in architectural presentation and scale with residential Fairfield as it is now.

By our estimate, Fairfield consists of roughly 150 blocks, 100 of which are candidates for gentle density. The other 50 have parks, schools or businesses on them, or are already completely taken up by 3- or 4-storey multi-unit developments.

The remaining 100 or so candidate blocks each have four “faces” or street frontages, for a rough total of 400 (acknowledging that street frontages vary in length and number of lots). If each street-frontage was a receiving area for 10 new residential units either all in one building or distributed among several, this alone would allow Fairfield to grow by 4,000 dwellings (all sizes and types) over the next 25 years, with relatively little change to neighbourhood character and appearance. While 4,000 may not be an upper limit, it is itself four times the city's 25-year growth target for Fairfield, which is 1,000 units/2,000 people, or an average of 40 dwellings/yr.).

This proposal emphasizes that a surprising amount and variety of this so-called gentle density already exists on many of Fairfield's streets, proof that it is viable and successful; that it has sustained and energized, rather than harmed or torn, the physical and social fabric of Fairfield; that it stands as living proof of the workability of such an approach for further/future housing delivery; and that it should be encouraged by policy and flexibly managed with commonsense rules.

Does this gentle density proposal have every detail worked out, every ‘what-if’ and question answered? Of course not.

The matter of lot size and dimensions, especially for new, bare land development, needs study and consideration. Parking requirements, on-site and street-side, need study and a practical, flexible, realistic response. The application and approval process (as-of-right throughout Fairfield, perhaps, but subject to appropriate conditions and terms) needs study. And a carefully crafted city-monitored test case or two would be required to assess the implementation of the gentle density concept on a pilot basis, learn from experience, and make appropriate adjustments before wholesale policy adoption. And it is crucially important to engage the community and various stakeholders in a conversation about this gentle density approach to Fairfield land use. It seems, on the surface, as if it would have broad-based appeal, but that can't and shouldn't be taken for granted.

This note simply outlines an idea. Hopefully, it will have sufficient merit to justify more rigorous study and further elaboration. In particular, we encourage you to carefully and observantly walk the streets of Fairfield to study the wide range of gentle density examples already in place: a duplex here, a basement suite or two there, new four-, six- and eight-plexes on single lots, multi-suite conversions of older character homes. It's a good thing and, in our view, you can't have too much of it in Fairfield.

Please post comments below. You can email the author at gene@newlandmarks.com

The following photo gallery was compiled by Ken Rouche and shows the type of gentle density that already exists through the neighbourhood and the kind of that this proposal hopes to encourage.





14 Replies to “Gentle Density: A Land Use Proposal for Fairfield”



Tyler Ahlgren

DECEMBER 19, 2017 AT 7:55 PM

Can we explore the idea that finding ways to accommodate growth without considering the real life impacts might not be the best way to look to the future? CSVRN seeks to retain the character and qualities that make it a valued place by residents and visitors. The City seems to be promoting a plan which maximizes the growth and building of every corner and street for which a plausible rationale can be developed (Ross Bay Village, Moss and Fairfield, May and Moss, etc), which

residents are then required to comment on, or oppose. But is this really sane planning?

We all want "quality of life". Our homes are one of the only places in our lives where each of us can create that life experience. Where we invest most of our financial and emotional resources. Because "quality of life" means different things to different people, a city's neighbourhoods look and feel different. Some want the "condo life", with no obligations to a garden, and here in "The City of Gardens", many others love to create and tend beautiful gardens.

As an example, Cook Street Village possesses attributes obviously admired and valued by a great number of people. Changing it to fit some future possibility or aspiration obviously threatens what people have come to value. In the commercial world, there are many examples where companies tried changing successful products and designs, and found the public did not support the new designs, and products.

Conversely, the world is full of examples of areas, buildings, and settings the public understands should not be changed, no matter what. Do we really want to just "follow procedure", and end up building out once desirable areas into the now undesirable places we see in towns and cities everywhere?

Gentle Density is a FAR more appropriate approach to increasing housing opportunities, than the wholesale reconfiguration of an existing neighbourhood as envisioned for Fairfield Village/shopping plaza in the City's LAP. In this "plan", the entire area for blocks is to be completely changed into a multi-storied townhouse complex, completely changing the existing character of a significant area of Fairfield.

But, is the City (and others) interested in changing the process from "How many ways can we find to rationalize maximizing density in Fairfield (and other areas of Victoria)", to "What is the maximum number of people that can be accommodated by the assets and resources Fairfield has, and still retain the qualities everyone values about Fairfield (or any other area of wonderful Victoria!)."?

Isn't the goal of "planning" to look ahead, investigate, analyze, and anticipate potential undesirable outcomes, and develop plans to create the best outcomes possible?

Shouldn't we be working for what will retain what we like and want, instead of talking about what we will accept from a list of options we find undesirable?

Mayor Helps tells us this Local Area Plan is about what Fairfield residents want. Is that the same as "what residents will accept, as proposed by City Planning"?



Sid Tafler

DECEMBER 21, 2017 AT 10:40 AM

I agree with the basic principles and thank the author of the Gentle Density document. I do not see the perspectives of the many people I know in Fairfield in the city's LAP draft. The document should be co-written by city staff and community residents. Fairfield is a very successful community and the density expansion most people support is already being realized in all corners of the community. Gentle density yes, wholesale revisioning and disrupting the community no.



Crin Roth

DECEMBER 21, 2017 AT 12:40 PM

I wholeheartedly support the Gentle Density document adding quiet density without changing the character of the Village and surrounding area- thank you for this . The photos provided by Ken Rouche showing appropriate ways to add density are excellent and show how possible Gentle Density is.

I do not support new 4 storey developments in the West of Cook Street Village Sub-Area (west of Cook Street to Heywood, Park St. north to Southgate). I support the retention and re-use of existing traditional residential houses and character in this Sub-Area following the Gentle Density proposal.



Jamie Kyles

DECEMBER 21, 2017 AT 5:45 PM

I tend to agree with this 'gentle density' approach, subject to including rules about available parking spaces for each unit.

I agree with Sid Tafler's observation that, despite nice sounding words from our mayor, the density aspects of the community plan actually reflect her vision for the urban future. One sure way to screw up the current very pleasant ambiance of the village is to have 4 story (or higher) buildings crowding the street.



Shirley Avril

DECEMBER 23, 2017 AT 7:56 AM

Yes please!! City planners must work for and with us. Find developers who can live with a bottom line that aligns with gentle density. And please do not pretend that there will someday be a population that will not need parking. Reduction of on-site parking requirements and lack of monitoring of illegal (yellow line, drive way aprons, and non-residential parking) has made many intersections and driveways a genuine danger for pedestrians and bicyclists.



Janet Pelley

JANUARY 3, 2018 AT 10:27 AM

I endorse the proposal for gentle density and ask that city councillors and planners support it as well.



Carrie Fuzi

JANUARY 5, 2018 AT 12:43 PM

I support gentle density as well. Based on the numbers the city has projected for the amount of people who will move into Fairfield over the next 25 years gentle density will cover the amount of new housing needed. Gentle density will also help keep the character of the neighborhood. The residents of Fairfield want more public engagement in this plan.



Jamie Kyles

JANUARY 10, 2018 AT 3:33 AM

I agree 100% with gene Miller's suggestions. In fact, his perspective is largely a recognition that this is, to a large extent, happening anyway, right now.



M. Vonfintel

JANUARY 10, 2018 AT 9:34 AM

I think it's very important to preserve the character of the Fairfield area as this is what makes it a unique part of the city. We do not need a copy of downtown. Gentle density seems a good solution and one I prefer. Tall buildings do not add to the feeling of community in my opinion.

My other concern for this area is that the small businesses in the Village will not be able to survive if new buildings replace what is here (i.e. Pic-a-Flic.) We are in danger of losing amenities. An area with just residences and no commercial access would not be as vibrant or as safe. The more activity, esp. in the evenings, the safer and more interesting/appealing the neighborhood, I think.



Patrick Skillings

JANUARY 10, 2018 AT 11:41 AM

Victoria is a beautiful city. If you look around our community you will find neighbourhoods blighted by large rectangular boxes providing more rental & condo housing that do achieve higher density but at the expense of architectural beauty. Miller's gentler density clearly provides for smaller more livable living spaces that maintain neighbourhood character and often add to the existing beauty rather than subtracting from it. Our streetscapes are significantly damaged by large building blobs in single family neighbourhoods.

That is not to say that higher density through large multi storey buildings in existing high density areas such as Harris Green & Downtown (those industrial neighbourhoods north of Paul's on Douglas towards Hillside might be considered)

are inappropriate. Density is necessary for a city's economic viability.

(Miller once advocated higher downtown density in order to diminish panhandlers but that hasn't been born out). However architectural standards should promote beauty through diversity & uniqueness. Beauty adds to a community's spirit and creativeness and makes for a happier way of life for our citizens. I salute the Jawls for their efforts in creating buildings that are unique and beautiful that will leave our city more beautiful.

So existing functioning livable communities such as Fairfield, Fernwood, Vic West, Rockland, James Bay, & others must be maintained carefully with gentle density and 5 storey block zoning is not gentle.

Let's be creative and supportive of many smaller ideas melded into our existing landscapes rather than imposing large 1970 style apartment blocks that take away the beauty that we so much need in our daily lives.



Cindy Swoveland

JANUARY 10, 2018 AT 12:23 PM

I endorse the gentle density proposal as outlined in this document. I encourage the city council and planners to support it as well.



Lynn Taylor

JANUARY 10, 2018 AT 4:24 PM

If we envision a diverse, inclusive and socially sustainable future for our community, we must move forward with a gentle density model. The economic and social effects of gentrification on Cook St village are already upon us, and we must move quickly to ensure that we do not lose any more affordable residential and commercial space.

The scale, architectural presentation, and diversity that makes our community unique must be preserved in any plan for future development.



Nick Bantock



JANUARY 11, 2018 AT 10:59 AM

For me, not only do I wish to see our neighborhood maintain its sense of community by keeping development to a gentle minimum, but I also would like the city to become a lot more sensitive to maintaining the visual aesthetic that makes Fairfield special. If we are to avoid the destruction of historic skyline, I'd like to see a limit on the number of flat-top houses in any given street. Pitched roofs and period style are a big part of the areas character and charm whereas post-modern, re-constituted toasters stylistically neuter the beauty that has taken one hundred year to grow. Yes, lets give more people a chance to live in these lovely tree lined surroundings, but lets not fall prey to many developer's desire to build ugly boxes because they are cheaper. Nick Bantock

**THOMAS (TIM) DAVIS**

JANUARY 12, 2018 AT 3:39 PM

Almost none of these apartments are affordable under the rule that the cost of housing shouldn't be more than 30% (used to be 28%) of family income (used to be of the highest income family member's income). Canadians achieved this goal in the early 50s and selfish planners and developers have done it in. The apartments are designed and costed to be sold to outside speculators and "investors". They are destroying our city.

COOK STREET VILLAGE RESIDENTS NETWORK

Help shape our neighbourhood's future

BUILT FORM IN COOK STREET VILLAGE

By John Tylee

The form and size of buildings in Cook Street Village ("the Village") has been the contentious for years; village residents generally prefer smaller buildings, while developers and some Village businesses prefer larger ones.

The Fairfield planning process has produced some goals, principles and policies for Cook Street Village in the Fairfield Neighbourhood Plan, pages 57-59, ("the Plan"), and draft design guidelines for the Village ("the Guidelines").

The built form proposals in these documents have been discussed at three events organized by the Cook Street Village Residents Network (CSVN): two in-house events with about 20 people in attendance at each, and a public meeting attended by about 60 people. This paper outlines the responses to the City's proposals developed at these events.

The Village serves not just the local neighbourhood, but also residents from all over the city – and, indeed, the region – as well as tourists. Two particularly important groups from outside the neighbourhood are downtown residents and tourists. For tourists, as well as residents from outside Fairfield, the Village is an attractive venue for refreshments and shopping that is close to two highly

popular leisure destinations: Beacon Hill Park and Dallas Road. For the rapidly growing downtown population, the Village is a short, enjoyable walk away from the bustle and concrete of downtown to a more traditional, calmer, smaller scale retail experience. To continue to be attractive to these two groups in particular, it is critical that the ambiance of the Village, as articulated in both its built form and in its public realm, reflect a sharp contrast to downtown.

Part of the charm of the Village is its eclectic collection of buildings of very different sizes and styles. The Plan recognizes this in its ninth Community Design Principle (p.57 – “Keep the eclectic, unique feel of the Village”).

But it is almost impossible to create a set of design rules that fosters eclecticism and diversity. Most developers interpret design rules in the same way – the way that maximizes their useable space – and the result is often a boring collection of practically identical buildings. The challenge therefore is to build some flexibility into built form policies and guidelines, while encouraging developers to use this flexibility to create uniquely designed, sustainable buildings rather than focusing on the maximum useable space allowed.

The Cook Street Village Residents' response to the Plan has generally been one of support, but its response to the Guidelines has been less positive. In particular, residents endorse the following overall changes to the Guidelines:

- More specificity, while still allowing some flexibility to encourage a diversity of styles
- More emphasis on creating a physical environment that is the antithesis of downtown
- Upgrading the legal status of the guidance in the Guidelines, perhaps by incorporating key elements into the Plan, since some recent development proposals appear to ignore the Guidelines

In considering built form, there are a number of elements to consider:

- Height

- Frontage
- Setbacks from the Cook Street-facing lot line: underground, at street level, at storeys above street level (the “street wall”), and at the upper storeys
- Businesses

Building Height

The City's Official Community Plan (OCP) allows for up to four storeys in the Village, except in strategic locations, where six storeys are allowed. A letter signed by the Director of Planning has deemed all locations in the Village as strategic if they provide more housing.

Residents have argued consistently for years, including in meetings organized by the CSVRN, that the upper limit should be four storeys, which emphasizes the difference between the Village and downtown.

Some Village businesses seek more than four storeys, arguing that their customer base is declining. This seems at odds with available data. The Fairfield and Gonzales Retail Demand Analysis done for the City in 2017 notes “Cook Street Village is a vibrant retail village evidenced from its high lease rates and low vacancy.” (p.1) The Plan anticipates a significant increase in local residents, while growth in downtown residents and tourists remains strong.

The four-storey limit is endorsed in the Plan (p.59 – 7.1.1 and 7.1.2). There has been some concern that height should not be determined simply by number of storeys, because developers are tending to build increased height in each storey. A height limit of 13.5 meters or 44 feet is endorsed in the Plan.

There has also been discussion of what features might be allowed above the height limit. Small structures necessary to service elevators make sense, but a discussion among Cook Street Village Residents endorsed a ban on lattices and similar structures that to all intents and purposes look like walls from the street.

Frontages

This issue is not addressed in the Plan and only obliquely in the Guidelines, where it references two buildings on a single site (4a). But in a recent development application, an overlong frontage was a major concern of both residents and the City's Design Review Committee. Lengthy frontages are inconsistent with the pattern of the Village, which features mainly short frontages or, where longer frontages exist, separate buildings or strong design features to give the appearance of short frontages. The Plan's Goal 3 endorsed this direction: "Encourage design that fits in with the neighbourhood character."

The Plan's Goal 3 should be implemented by adding a short section to the Guidelines that provides specific guidance on the need for short frontages, if necessary by creating two linked buildings.

Setbacks – Underground

Underground setbacks are not mentioned in the Plan or the Guidelines and a number of recent developments appear to be built right up to the property lines, allowing almost no permeable space on the site. This is a major problem from the perspectives of flooding and ensuring sufficient space for trees to flourish. The Plan's fourth Community Design Principle (p.57) reads "Protect and renew the street tree canopy."

Discussion among Cook Street Village Residents resulted in a strong endorsement of adding a section on underground setbacks to the Guidelines. Setbacks to accommodate street trees need not be linear, but could be tailored to accommodate existing trees and spaces where additional tree plantings have been planned.

Setbacks – Street level

The essence of the Village's attractiveness is its walkability, and walkability requires generous sidewalks, to accommodate not just pedestrians, but also wheelchairs, prams and a variety of electrically driven devices that are beginning to proliferate on sidewalks. As more people live in multi-residential buildings, and

units within these buildings become smaller, the need for highly walkable streets is only going to become stronger. In addition, wider pedestrian spaces support sustainability by encouraging walking and, for those with mobility issues, travelling along sidewalks.

Parts of the Plan support generous sidewalks: Goal 2 ("Improve walkability... and public realm"), Goal 4 ("Establish high-quality, vibrant public spaces"), second community design principle (p.57 – "Widen sidewalks and create better spaces for pedestrians") and third business vitality principle (p.57 – "Encourage front patios, display areas, seating and other semi-private space in front of businesses").

The Guidelines appear ambiguous about street level setbacks. Guideline 1.e says "Buildings with commercial uses should generally be built up to the sidewalk. However portions of the front façade should setback 1m to 3m from the front property line...." Guideline 2.g says "Where ground floor commercial uses are proposed.....encourage buildings to be setback a minimum of 1m to 3m from the front property line."

In setting these requirements, the Guidelines reference the need to accommodate patios, courtyards, seating areas and outdoor display areas for commercial uses. CSVN discussions also mentioned the need to accommodate landscaping and street fairs, as well as utilities such as sandwich boards, waste bins, magazine racks, lighting and small carts selling goods. Also relevant is the Plan's sixth Community Design Principle (p.57 – "Improve village bike facilities and bike parking.")

Cook Street Village Residents strongly favour a mandatory 3m street level setback. This would preserve in perpetuity sufficient space to accommodate continuation of the Village's patio culture, an important element of its attractiveness, and the anticipated growth in pedestrians.

The size of setbacks is an important consideration for retailers. Those requiring patios or space to display their products on the street favour large setbacks, but

others favour smaller setbacks to reduce the space between sidewalks and their storefronts. This latter concern can be addressed by street furniture design that bends sidewalks toward storefronts where appropriate. Designing the public realm in this way provides diversity and another differentiator from downtown. In addition, as different types of business move into spaces along the street, the street furniture can be adjusted to better accommodate their sidewalk needs.

Many residents favour the creation of an outdoor gathering space in the Village for special events and activities, which is endorsed by the Plan's first Community Design Principle (p.57 – Create a new public gathering space in Cook Street Village) This would require significant expense, since the City would have to acquire the necessary land; it would therefore be a long-term project at best. Other residents have suggested that a more realistic option with potential for short-term implementation would be to remove raised sidewalks and accommodate special events and activities through short-term closures of Cook Street. If this latter approach is taken, 3m setbacks at street level would enhance the amount of space available for special events.

Setbacks and height of the Street Wall

The Guidelines call for buildings to provide a "sense of enclosure" along Cook Street (1.a) and for "the front façade of new buildings... be generally aligned with adjacent buildings (1.d). They also "recommend" a maximum height of 10m. for the street wall.

Providing a "sense of closure" with street walls aligned with neighbouring properties is the antithesis of what currently exists in the Village, and contrary to the Plan's Goal 3 ("Encourage design that fits in with the neighbourhood character"). It would also make the Village more like downtown, whereas many residents seek a built form that stresses the difference between a highly walkable residential area village and downtown with its high street walls. Cook Street Village Residents generally support diversity in setbacks for street walls.

The setbacks for street walls are to a significant degree determined by the setbacks for sidewalks, though some variation is provided by the amount, typically 1-2m, by which the street walls overhang the sidewalk. Larger recesses of the sidewalks provide better weather protection for pedestrians and business customers, a goal mentioned in the Guidelines (2.c)

Some residents have suggested that the maximum height of street walls should be less than 10m to allow more sunlight on the street, consistent with the third community design principle (p.57 – “Maintain the sunny and open feeling of the streets”). Cook Street Village Residents favour of a variety of heights in street walls, with a maximum height of 10m, and support a Guideline to this effect.

Setbacks – Upper storeys

The Guidelines (1.c) provide for 2.m minimum setbacks; others have called for much larger setbacks, to increase the sunlight on sidewalks and to hide the upper storeys from the sight of pedestrians on the street (another manifestation of residents’ aversion to having buildings that create “a sense of enclosure.”)

Cook Street Village Residents call for some diversity in upper storey setbacks, out of concern to ensure buildings along Cook Street look different from one another.

Business size

Residents are generally in favour of small locally owned businesses. The City has no power to regulate business ownership, but it can have a very significant impact on the types of businesses found in the Village through its regulation of the size of commercial spaces: larger companies and non-local companies typically require larger footprints than local companies. The Plan and the Guidelines endorse this direction (Plan p.59 – Land Use and Urban Design Policies 7.1.6 and 7.1.7; Guidelines 2.i and 2.j) though one of the other Guidelines (2.e) seems to work in the opposite direction by requiring a minimum depth of 10m.

Cook Street Village Residents strongly endorse the approach in the Plan and Guidelines, but also seeks more specificity. There is support not just for smaller

commercial footprints in general, but also for very small footprints that might be used, for example, by pop-up businesses. The exception for grocery stores makes sense, given the community's needs, but should be for grocery sales only, not businesses "in conjunction with a grocery store" (Plan p.59 – Land Use and Urban Design Policy 7.1.7 and Guideline 2.j).

Cook Street Village Residents have a strong interest in attracting more people who both live and work in the community. This in turn translates to an interest in encouraging development of different types of live-work spaces, as well as in making requirements of developers to include in their projects amenities such as high performance wi-fi that would be of value to those able to work from home.

Other issues

There are many other items relative to the built form of the Village that are outlined in the Plan and the Guidelines, but have not been addressed in this paper. These have the support of the community, and we thank the City planners for articulating them.

Summary

Cook Street Village Residents cherish the unique features of the Village, the things that distinguish it from downtown and from other parts of the city. They support densification and development in the Village, but insist that such development strengthen, not destroy, the attractiveness of the Village.

The proposals above are offered as a way to accommodate development without threatening the things that make Cook Street Village such a unique and wonderful place.

8 Replies to “Built Form in Cook Street Village”



Bill Weaver

■ ■ JANUARY 2, 2018 AT 10:04 AM

Excellent. Embraces all the points that make a city human.



Sarah Petrescu

JANUARY 3, 2018 AT 12:02 PM

From FB: I agree Dave. I'd like to see the fave local businesses survive and get dibs on revamped spots at comparable rents — like the liquor store seems to have done. I'm not opposed to density but affordable housing should be a priority. Why not have charity or community associations partner with developers to create buildings with a mix of social and market housing, like what the Greater Victoria Housing Society does.



David Lennam

JANUARY 3, 2018 AT 5:13 PM

One of my worries is that new buildings that are (because they all are) condo on top, business on the bottom, will lease their ground-floor commercial space at a rate much higher than current shop owners are paying for older and smaller buildings in Cook Street Village. That means those stores will be shuttered and chain stores that can afford the new rents and leases will move in. Goodbye Pick-A-Flick, Kay's Korner, John the green grocer, the hair salon and whoever else isn't operating a high-volume operation. The same principal applies to housing. If all the rental apartments are converted to expensive condos, where do 50 per cent of the people living in the Village live?



ron and alex stewart

JANUARY 10, 2018 AT 12:27 PM

Most of the recommendations are great. Setbacks are very important and should be varied to avoid a "wall" effect. Maximum height should be about 10 meters. Should

an applicant require a larger footprint than now allowed, let them go elsewhere. Also, do not run bike lanes thru Village. Divert to Vancouver St. The centre lane used for loading as well as turning works well. Leave it alone. Remember the disabled people who have to cross street and do not need to somehow jump a curb.



Crin Roth

JANUARY 12, 2018 AT 12:57 PM

Ron and Alex, I like and agree with what you have said.

And, John, you have said it all, my friend. I could just reiterate what you have said, but you have covered how we feel regarding Built-Form for the Village. Thanks for your efforts.



Cory Greenlees

JANUARY 22, 2018 AT 5:02 PM

I strongly agree with the priorities expressed in Built Form in Cook Street Village. Height, frontage, setbacks and size of businesses are crucial to maintaining the small village character of Cook Street Village. A four story maximum for new developments should be enshrined in the new Fairfield plan. Even better, other options for increased density should be explored.



R Forrest Smith

JANUARY 25, 2018 AT 2:28 PM

I agree we do NOT want a "sense of enclosure" on Cook Street. Part of the beauty now is the openness provided by low rise, mid-rise-old, new, middle age, residential repurposed structures etc. "It is the variety that provides the spice/life of Cook Street Village. This would be lost with a "walled in sense of enclosure" particularly with all walls 1/3 the width for the adjacent right away. Variable set

back would not mitigate this sense of enclosure. To me this is an issue of "Streetscape" and this is huge when it comes to the feel of my Cook Street Village. For some good ideas Google Design Guidelines Urban Villages and take a look at <https://web.toronto.ca/wp-content/uploads/2017/08/9775-Forest-Hill-Village-Urban-Design-Guidelines.pdf>



Cindy Swoveland

JANUARY 27, 2018 AT 6:53 PM

Very good points. Why in the world would someone want a "sense of enclosure" while walking down Cook St (or, for that matter, any street)? Cook St is so nice to walk along on a sunny day! The sun reaches down to you! A street of taller buildings would be like a tunnel...no sun, no fun. Outdoor tables and patios are what makes Cook St live, though I wish we could sit at more of them with our dog. We are not downtown, we are a neighbourhood. We do not wish to be part of downtown, we wish to remain a neighbourhood.

COOK STREET VILLAGE RESIDENTS NETWORK

Help shape our neighbourhood's future

JANUARY 24, 2018 BY NICOLE CHALAND

A Watershed Moment for the Fairfield Neighbourhood Plan

When I arrived at the FGCA on January 15th for the meeting about the local area plan, I was surprised to see 150 people. There were people standing outside the building peering in through the windows. I was asked by the meeting chair, David Biltek, to take notes. I noticed no City of Victoria Councillors were in the room and the city staff in attendance had pre-arranged commitments which required them to leave 90 minutes before the meeting finished. Out of respect for the people who attended, I am publishing their comments as a transcript of the event.

- The FGCA has asked for an extension.
- One person wants the city to slow down so people can read the local area plan, figure out what it says, meet & then talk with neighbours, and then figure out a response.
- One person says that there should be no rezoning if immediate neighbours oppose it.
- The majority of people who live on Standard Street were unaware of the local area plan, they are not well-informed.
- One audience member asked for a show of hands to see how many people want the process slowed down. The majority raised their hand.

- Is the OCP being followed as a guide for the LAP?

- How many new residents are you planning for?

Kristina answered from 45 – 50 per year, and also said we're decreasing the height in Cook Street Village. I don't have a number. We don't plan that way.

- One participant clarified that there is 10% growth planned for all the areas outside the downtown core including Fairfield.

- Why cram all the people into Fairfield?

- I'm shocked. I attended a planning session in the summer. This is a bait and switch. Everything is densified and there is no planning for traffic.

- One participant reflected back that half the people are talking about process. This is not a dialogue. This is old fashioned. It's a broke down process. [This comment was met with large applause.]

- Another person introduced himself as a retired planner. He said you're opening up Pandora's box. You will be able to build anything in traditional neighbourhoods.

- There is no density calculation, so what is the plan to deal with traffic?

- When you issue permits for townhouses you must plan for accessibility. There is a new 6-plex at the bottom of Humbolt and no-one with accessibility issues can get in. How did this happen? There are building codes and provincial regulations.

- What is the decision-making for this local area plan? I know you have a survey, but how do you know where that respondent lives? If you are planning on changing my street, why do you ask people who live in another part of town what they think? How do you factor in what the people who live here think?

– Regarding the OCP, it was only during the Cook and Oliphant experience that we learned 6 stories was allowed in Cook Street Village. We thought this process was going to rectify those problems.

– The open houses are propaganda.

– I live in Fairfield Plaza. Not Ross Bay Urban Village. [This comment was met with large applause.]

– How many character homes will be left?

– I added my name to the city's mailing list, but I've never received an email.

– Why didn't the city use the news media to inform people?

– All the trees on Pendergast will be lost with the new development. Why can't we figure out how to save some trees?

– I want to thank the community members who have been putting up notices, door-knocking and flyer-ing. Because if it wasn't for the flyer I received yesterday I would know nothing about this.

– This is the first time I've had to address the local area plan. No, it isn't lovely to find out.

– I don't like having this plan resting over my head. It is a massive change for my community. I don't know if I should leave or not.

– Will this seek amendments to the OCP?

A: Yes.

– What's stopping a developer asking for variances?

A: The board of variance approves variances, but the community does not need to be informed. The community is only informed during a rezoning. [this has been corrected.] See: <http://www.victoria.ca/EN/main/city/mayor-council-committees/other-boards-committees/victoria-board-of-variance.html>

- How many new homes? What's the projected population?
- What are the limits to growth? It seems the underlying assumption is that there are no limits to growth. What I haven't seen is seismic risk and climate change risk. Coastal cities worldwide are dealing with this head-on. What is the capacity of our infrastructure?
- How many more people will be using sewer, infrastructure, stormwater? Who pays for that?
- You can assemble two lots to build double-row townhouses on my street. When I went to an open house, the planners didn't even know the name of my street. They throw concepts out. And you have to do all the work to find out the impact on the community. This is the process.
- There is no talk about affordable housing. Who will live here?
- I live on St Charles and a developer wants to assemble 2 lots and build 3 houses with many variances. I believe the developer is motivated by the draft local area plan.
- The developers of the Pendergast project said that they are following the draft local area plan.
- All rezonings go to a Community Association Land Use committee.
- Why is this only a housing plan? What's the impact on transportation? Why is there a disconnect between housing and transportation?

- The transportation plan for Richardson is to narrow the street, install speed bumps and divert traffic to side-streets.
- Transportation is a major concern with a planning increase in population.
- I spent 5 days with this plan. On page 14 it says "The neighbourhood plan will largely be accomplished through private development."
- There are 7 pages on Cook Street Village and 2 pages on Fairfield Plaza
- Sub-area 4 is first mentioned on page 76. Page 76 is a huge issue for our street. The fact that you have to wade through 76 pages to find it is unacceptable. Sub area 4 is north of Fairfield Plaza up to Richardson St.
- There is no indication in the brochure about densification.
- What would make this better going forward?
- People are concerned about increasing costs. Increased density brings increased need for public amenities such as parks, social services, recreation centres. The community amenity contribution and density bonus policy are giving away density.

[I emailed the following speaker to clarify his comments at the meeting and this is what he provided.]

"As of September 30th, according to the industry analytics, the City of Victoria alone has 4,780 multi family units either in process or under construction. To help mitigate the added costs of public amenities (parks, recreation centres, social services/neighbourhood programming) that arise due to the added population density, many municipalities negotiate a Community Amenity Contribution (CAC) to help defray these increased public costs, on a flat rate formula for each square foot of new residential development.

This negotiated rate can vary, from \$6/sq. ft. in Port Moody, to an average of \$20/sq. ft. in the District of North Vancouver. Unfortunately, due to Victoria's earlier zoning practices, coupled with the poorly-designed and applied Community Amenity Contribution (CAC) Policy, this city will in most cases collect none, or very low CACs, despite its unprecedented push on new residential housing. Indications are for only a few hundred thousand dollars in total. City Hall has provided no projections for potential CAC returns.

If Victoria had in place the straight-forward, flat-rate policy of Port Moody, the CACs available could look like this; Average unit size 650 sq. ft. X \$6/sq.ft. X 4,780 = \$18,642,000. While Victoria's Development Services department can cite many causes for the abysmally low returns from their current CAC regimen (purportedly under review), it remains that political lethargy, coupled with a poorly-applied methodology, will leave Victoria taxpayers with increased costs moving forward and no policy plan able address the shortage of recreation facilities, parkspace, community programming, even schools required due to the increased population within a more dense city." Doug Curran

- Staff are at behest of the developers
- Council is not doing its fiduciary duty.
- There is no talk of the public realm in this plan.
- Developers build to the edges of the property line and the community gets nothing in return.
- I'm from the Northwest and the options in the survey were 1) cram it all into the north west 2) cram it all into the north west and 3) cram it all into the north west. You can build up to ten stories on one side of Quadra and up to 6 stories on the other side of Quadra. This will force renovations in the Northwest.
- What will happen to my property taxes when I have to pay for all the new infrastructure to accommodate this growth?

- As I listen to the comments from the planning department and the comments from the community it is like each are living on two different planets.
- Fairfield could be described as ingenious improvisation. You walk by houses that look like single family homes and they have 9 mailboxes. This should be the methodology for accommodation more growth.
- How can we partner with the city in suggesting HOW we will meet housing growth targets if the city will not state how much housing we are planning for?
- There are no affordable units in this plan. Who will live here in the future? Will I be able to live here in 25 years?
- I live on Burdett where a 44 unit apartment building is planned across the street from single family homes. We would happily welcome townhouses here.
- The OCP explicitly states 'maintain population of Fairfield' so which is it, are we following the OCP or are we changing the OCP? (page 143 of the OCP)
- Council has dictated that the majority of growth will go to Fairfield.
- We are from Sub area 4 and we want meetings about the plans for this area.
- The city has a housing growth target even if the target is 'as much growth as possible'. They need to put their cards on the table.

“Change is disturbing
when done to us,
exhilarating when done
by us.”

Rosabeth Moss Kanter

► BLOG

8 Replies to “A Watershed Moment for the Fairfield Neighbourhood Plan”



Kim Hardy

JANUARY 24, 2018 AT 1:46 PM

Wow. Thanks to everyone who came out to the meeting to represent our community! And thanks to Nicole for taking and share these important notes and comments. There are many of us who have been down with the flu this January and it's reassuring to know my thoughts were relayed at the meeting and there is a permanent record of what community residents think. I hope we are heard and our thoughts incorporated moving forward.





Bertram Cowan

JANUARY 24, 2018 AT 3:56 PM

Very well written and clear. Thank you to the note taker. I'm amazed that no one from Council was in attendance – who is our Councillor? We should ask the question why they were not at this community meeting.

We were unable to attend and will try very hard to go to the next meeting. We should insist that our Councillor be in attendance and that city staff show us the courtesy of staying for the entire meeting.

Again thanks for the notes – I appreciate they are in "bullet" form which make them easy to read and follow.



Sara Chu

JANUARY 24, 2018 AT 4:29 PM

So far the community planning process has lacked transparency and does not seem to care what local residents think or want. I hope this meeting will be the beginning of a more respectful and honest process. Shame on City Council.



Diana Smith

JANUARY 24, 2018 AT 5:32 PM

This is the time for us to come together in Fairfield, to shape the future we want, in collaboration and with the political and civic planning process. The current draft plan is inadequate – we can't settle for it.



Jim Masterton

JANUARY 24, 2018 AT 7:57 PM

Traditional residential areas are going to be subject to all sorts of density experiments....townhouses, duplexes,fourplexes , garden suites etc which will destroy the character of those areas. Zoning will count for nothing. Yet , despite the greatly increased density, the plan has no figures to estimate future populations. Extra population creates more demands on local parks, schools, traffic circulation yet the plan is totally silent on this important planning point. Very concerning.... like flying completely blind. Is this the kind of planning we deserve?



Tyler Ahlgren

JANUARY 24, 2018 AT 9:00 PM

I hope the City Council pays close attention to the extent of the interest by our neighbours at this event. "There were people standing outside the building peering in through the windows. "

Many others, seeing the crowd, turned around and went home.

I hope the council members and City staff read the comments made by our neighbours.

" – I want to thank the community members who have been putting up notices, door-knocking and flyer-ing. Because if it wasn't for the flyer I received yesterday I would know nothing about this."

The City may try to spin a few survey numbers to make it appear they have achieved adequate community engagement, but our door-to-door surveys have revealed very few residents are aware of the LAP process, the implications, or of meetings held.

With every property now valued at close to a million, or above, the ramifications of poor planning is huge, if only financial implications are considered. But our homes are far more than dollars and cents. Anyone doubting the special qualities of Fairfield as we know it today, need only take a drive around the CRD, and see what options exist to replicate it.

We cannot allow "change", just for the sake of change. Are these same planners proposing densified development of Banff National Park?

As much as we need to plan for the future, we also need to include plans to preserve and protect.

It's called PLANNING!

I thank those that walked our streets, knocked on doors, had conversations, and provided flyers. That is what "community" is about. We do care.



Edwards

JANUARY 24, 2018 AT 10:45 PM

It is unfortunate to define bonuses for public amenities as something that is needed for the future! Services must be in place BEFORE adding Density. Our Current Density is Already TOO MUCH!

Fairfield's, Gonzales and Rockland's community services which include Hospitals and Schools cannot accommodate the residents they currently have. The City removed the Hospital where Mount St. Mary's is located. Poor planning, under the current elected, eliminated one school at Pandora and Vancouver and dropped the enrolment of another school at Vancouver and Burdett.

New residents to Lower Vancouver Island prefer to move into communities where they have doctors, emergency services in a timely manner and schools which can accommodate their children. West Shore planned for new schools and is near the VG Hospital for emergencies.

The City must focus on fixing current problems not burdening their constituents with excessive emergency waits, loss of classrooms or full schools. Current city planning discriminates for only the healthy and childless!



Carrie Fuzi

JANUARY 25, 2018 AT 11:46 AM

As a resident of Fairfield I strongly urge the council to listen to the people who live in this neighbourhood. Most residents were not aware of the Draft Fairfield Plan.

They also were not aware of the survey that was sent out. It was sent out on a postcard and came as junk mail which most people don't read. The city should have sent it out in an envelope like our utility bills or property taxes come out in. I remember hearing from my neighbour about it a few days before the cut off date as she was involved with the local planning. I walked through the neighbourhood and asked anyone I saw if they were aware and not one person was. This speaks to how poor public awareness was. We now see a movement happening as people are becoming aware through residents who care about the community. This is not about no density it is about gentle density in areas with traditional housing. Gentle density will allow secondary suites, house conversions, duplexes and multiplexes. There are great examples in our area already of how when done thoughtfully they blend into the neighbourhood. Townhouses are considered a part of this but to me they aren't gentle density especially when they are considered more financially feasible for developers when lots are combined for larger developments. Double row townhouses are being proposed in Sub Area 3 and 4 plus in two small areas east and west of Cook Street Village where there are laneways. If you look at 451 Chester there is an example of these. They will be allowed to be 2.5 stories high in most areas of Fairfield and 3 storeys in other areas. Single row townhouses are allowed in all Traditional Housing areas on corner lots. In Sub Area 3 and 4 again they will be allowed anywhere. I applaud the 150 people who came out to the meeting and know they represent a large amount of concerned citizens in Fairfield.

City of Victoria
Planning Department

Re: Fairfield Neighbourhood Plan Draft November 2017.

Our address is 936 Fairfield Road and we are writing about the proposed changes to permitted density in our residential block.

Our block is bordered between Fairfield Rd. to the south and Collinson St. to the north, and, between Vancouver St. to the east and Quadra St. to the west.

We note the proposed changes include a proposed increase to a maximum 6 storeys from the current 4 storeys. We vigorously oppose these proposed changes for this block for the following reasons:

- The block narrows considerably as it continues west and does not lend itself to larger buildings at the west end.
- There is an attractive section of single family homes at the west end of the block. Some of these are heritage designated, and some are of heritage interest.
- Fairfield Rd. is a pleasant, attractive, pedestrian-friendly connector between Cook Street village, our residential neighbourhood, and the inner harbour, used by locals and tourists.
- Access and egress to parking is already a challenge in our block. Greater density would exponentially add to this problem.

We feel the line would be more appropriate along Collinson St. encompassing buildings on the north side of that road as there is already a six story building on the north side of that road.

Thank you for your consideration,



Martin Young
Strata Council President
936 Fairfield Road
Victoria, BC
V8V 3A4
Phone Personal info

Those attending the meeting today on January 18, 2018 with City Planners are homeowners on Oliphant Avenue and are advocating a change to the current draft of the Fairfield Neighbourhood Plan which sets the vision for the next 20-25 years.

We are compelled to advocate that all homes along Oliphant be designated “Urban Residential” from “Traditional Residential”.

The attached letter with about 30 signatures shows compelling support for the “Urban Residential” OCP designation for homes along Oliphant

Key rationale for the Oliphant OCP Designation to be “urban Residential”:

- Majority of homeowners and renters in and around Oliphant Avenue support the greater urban density – see Map 1
- The attached list of people in favor of the urban designation are not only Oliphant residents but are nearby neighbours who don’t have a vested interest in the outcome but have applied common sense to urban planning
- Those who signed supporting “urban Designation” are varied - retired, young , old, social workers, a few renters and a few developers
- Map 1 shows homes on or close to Oliphant in support the “Urban Designation”.
(Not all residents were available for input)
- Nearby lands to Oliphant Avenue are already going to 3-6 storey developments:
1041 Cook (Cook and Oliphant) - 55 units approved - rezoned
986 Heywood - 21 Units approved
1014 Park Blvd - 8 units approved and built - rezoned
324 Cook St (Cook and Pendergast – “Pic a Flic”) – 50 units – in progress
- Sound Urban planning principles support the Urban Residential OCP designation along Oliphant
- Aging population needs to walk to amenities
- Younger population wants affordability
- Greater density does allow more affordable housing compared to single family ownership lots
- Oliphant Homeowners in favor of less density (the “traditional residential” OCP designation) are few and predominantly living on inner lots - buffeted from development
- Lane access on both sides of Oliphant allows for more creative development
- Within the past 7 years, ownership of 4 of 6 Oliphant homes (South side) changed and these previous owners were in favor of greater density.

- Preventing greater density leads to urban sprawl, greater pollution, less amenities and less affordability.
- The future for the inner city is condos...

MAP 1: shows support for Urban Residential (UR) Designation

(**NOT** all homes were canvassed but due to time restrictions and residents not home)

Blue Triangle denotes homes in favor of the Urban Residential (UR) designation: ▲

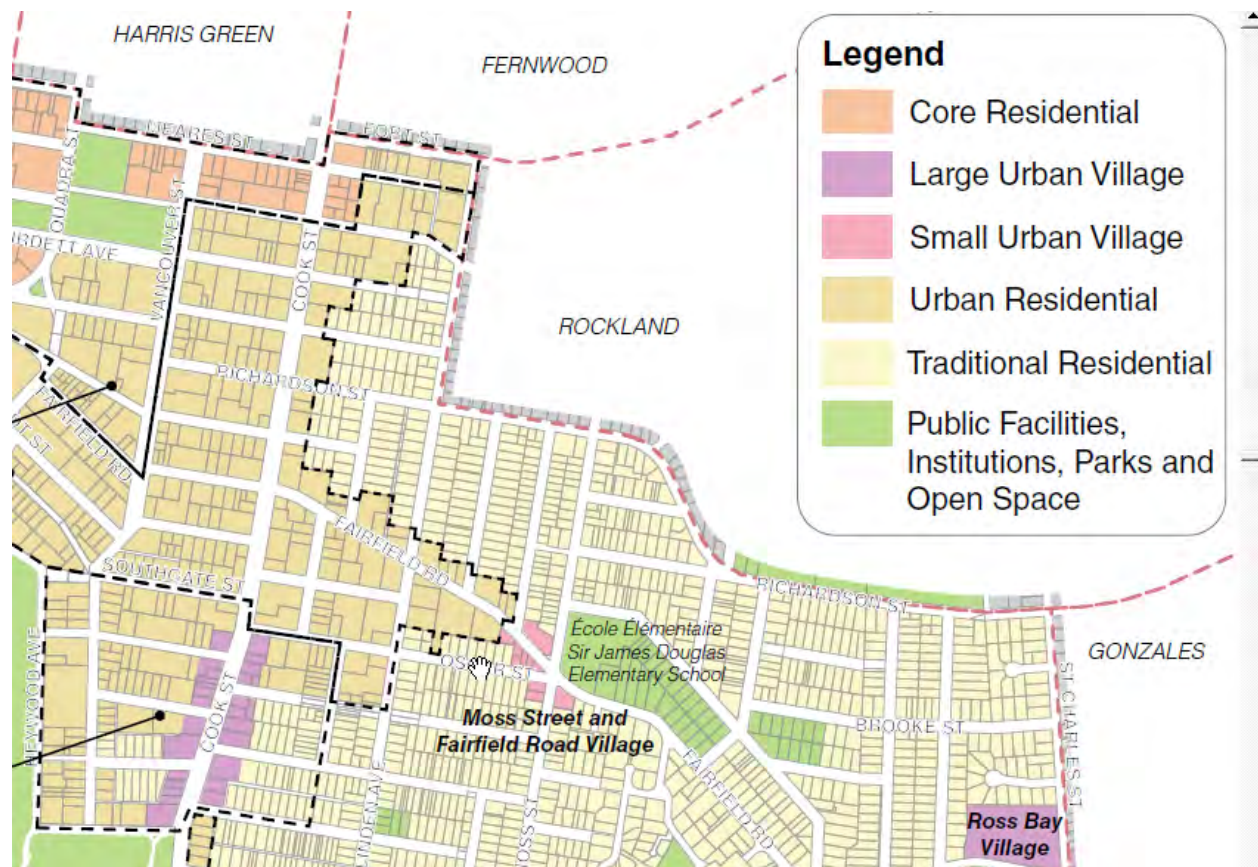


NOTE: Not all residents who signed the letter of Support are shown on the above Map.

MAP 2

Map 2 is from the latest Fairfield Neighbourhood Draft Plan and shows the homes along Oliphant would be surrounded by higher density lands...

Map 2 shows that the “Urban Residential” OCP designation now applies to all lots west of Cook; East of Vancouver; North of Park Blvd and south of Fort Street EXCEPT ON OLIPHANT – wrong!



Personal info

Jan. 11, 2018

Kiristina Bouris Senior Planner

Re The Fairfield Neighbourhood Draft Plan

At the last Open House, you had said I could send a letter re my concerns about the Draft Plan. The delay has been due to a number of city events and work on a document, This letter has two main points., so another letter will follow.

The Draft Plan's hub densification destroys whole streetscapes, landscapes and trees.

1. The **"hub theory"** is being tested in the Fairfield and Gonzales Neighbourhood Plans and the residents would have to live with consequences afterwards. This theory, popular now, may give way to the next one soon. The idea is that hubs should have greater density and heights..

Victoria is a historic city which had a good number of character and heritage streetscapes, much already eroded. Older hubs have diversity of older buildings and raising density brings new heights with expensive condos/suites. Just four stories can mean the loss of whole streetscapes, along with trees and landscaping, as developers clear land to build bigger "boxes." Could hubs work better in an entirely new town?

The social effects of putting height at hubs in Vancouver have raised questions. A newspaper account told how a planner noticed that some of those towers of condos,(all sold) lacked life and lights, with a number of absentee owners. (Try checking the Humboldt Valley here.)

Taking 1970s teacher training, I noticed that education had fads which came and went, like "The Open Concept with Team Teaching." A large room with a carpet and three grades seemed to imitate the multi-grade country school. Noise and distractions led to the end of the experiment..

In this case, however, the problems afterwards were the extra costs of renovation and reorganization. The building itself was still available. Here in Victoria, the opposite would be true; The next generations would not have a chance to see what was there before to appreciate our history.

The Draft Plan diminishes heritage protection to a tiny per cent of what we have.

2. Care of heritage and character buildings has a contrasting situation. Fairfield and Gonzales have streetscapes with diversity housing of different periods, most rented in "gentle densification." The lack of protection for these places is shocking and opposite to the energy of the push to new. The small number of tiny heritage conservation areas was a shock. This planning tool came out while I was studying conservation. We discussed conservation areas as suitable for large areas, like much of Fairfield.or a number of Gonzales Arts-and-Crafts streets.

My constant request remains the logical step of city funding for a survey of streetscapes by a knowledgeable third party, e.g., Hallmark or the Heritage Foundation, for Fairfield and Gonzales. The report could make recommendations.

Personal info

CC: Mr. J. .Tiinney

Mr. Karl Robertson
President,
Empressa Properties

May 17, 2016

Via email: [Personal info](#)

Re: Proposed Condominium Project at 1120, 1124 and 1128 Burdett Ave, Victoria BC

Dear Mr. Robertson,

Thank you for taking the time to meet with myself and a small group of neighbors on Saturday March 19, 2016 regarding the above noted proposed development. We appreciate you taking the time to provide more details and background on your project for those of us that live on Burdett and in the surrounding neighborhood.

Many of us, like my wife and I who have lived on Burdett for 24 years, are pleased to see the interest in our street and your stated desire to enhance the community. The three houses at 1120-28 Burdett form the entrance to our neighborhood. We believe that improvements to those properties can be made that will be both beneficial to the neighborhood and profitable to you as a developer.

However, after meeting with us to show us your plans and to hear our comments and concerns, it appears that you intend to ignore the opinion of the community and force your vision for the neighborhood on to those of us who have lived and paid taxes in this neighborhood for many decades. As stated during our meeting, the community believes that contrary to your statements, the size and massing, density, height, building setbacks (front, rear and sides), and off-street parking of your proposed development are not in keeping with the desires of the community or the Official Community Plan (OCP).

During our meeting you repeatedly stated that a 4 story building is already allowed under the current zoning and that the OCP calls for 4 to 6 story multi -unit residential buildings on this site. We believe that you have misinterpreted and or selectively taken sections of the zoning requirements and OCP out of context to convince the community that this is a fait accompli and that there is no point in opposing your plans for the site.

This is further reinforced by your statements that you have been working with the city to develop your plans for the site and this is what the city wants and is directing you to build. This is completely contrary to the current zoning and OCP and is not what the community wants or needs.

It is also noteworthy that until our meeting of March 19, 2016 you had not spoken to a single resident of Burdett Ave with regard to your development to obtain any community feedback or suggestions.

The current zoning of 1120, 1124 and half of 1128 is R1-B single family zoning and the remaining half of 1128 is zoned R3-AM-1. The OCP designates the three lots as Urban Residential. These lots are directly across the street from lots that are zoned R1-B Single family

and designated as Traditional Residential in the OCP. It should also be noted that aside from the apartment building located at 825 Cook Street and the rear parking lot for that building, the entire south side of the 1100 block of Burdett Ave is zoned R1-B single family and designated Traditional Residential by the OCP.

As such the 3 lots located at 1120-28 Burdett Ave function as a transition from the Urban Residential designation to the Traditional Residential Area and the size, height, mass, setbacks etc should reflect this transition. This can only be accomplished by increasing the setbacks and stepping down in size from the max envisioned for an urban residential area to approximate that of the Traditional Residential area. Your proposed development provides no transition between the two land designations, nor does it recognize the traditional single family homes and designated heritage homes directly opposite.

The R1-B zoning currently present on 2.5 of the 3 lots allows for a maximum of 2 story residential buildings not 4. The R3-AM-1 zoning present on 0.5 of one of the 3 lots does allow for buildings up to 4 stories, however, the max permissible height is 12m and this zoning also requires a minimum front set back of 10.5 m for this height.

As noted in your Development Proposal Community Meeting Notice, you are asking for variance relaxation on height as well as front, sides and rear set back but no details including measurements were provided in the notice. Although I do not recall the exact proposed side and rear set back I believe the renderings quickly flashed up on a screen at the community meeting show a proposed height of approx. 15 m and a front set back of only 7.5 m. The current R3-AM-1 zone, which is applicable to the eastern most half of 1128 Burdett, restricts buildings to 1 or 2 storeys where the front set back is only 7.5M as you have proposed. For a 4 story building with a maximum height of 12 m, the current zoning requires a minimum front set back of 10.5 m. As such although you claim your building is only 4 stories, at 15 m tall it is actually the height of a 5 story building and you are only proposing to provide the required setback for a 1 to 2 story building.

As for the OCP, Section 6: Land Management and Development, Figure 8: Urban Place Guidelines, states that the built form for Urban Residential designated property shall be:

“Attached and detached buildings up to Three Storeys.

Low-rise and mid-rise multi-unit buildings up to approximately six storeys.”

It also lists the Uses as:

“Ground-oriented multi-unit residential.

House conversions.

Low to mid rise multi-unit residential.

Low to mid-rise mixed-use along arterial and secondary arterial roads.

Home occupations.

Visitor accommodations along Gorge Road and in pre-existing locations.”

As such, a mid-rise multi-unit residential building is only one of the potential built form and uses envisioned for a property designated as Urban Residential in the OCP. This built form and use is a broad-based vision for Urban Residential in general across the city as a whole and does not take any specific factors about the site and its location/orientation within the Urban Residential designation area into account. In fact Section 6.3 clearly states:

“While the designations described in policy 6.1 and Figure 8 establish the general pattern of land use, it is the Zoning Bylaw that regulates the specific uses and density of development that are permitted to occur on the land. Within each designation, there will be a range of uses, densities and built forms. Decisions about the use, density and scale of building for an individual site will be based on site-specific evaluations of proposed developments in relation to the site, block and local area context and will include, but not be limited to consideration of:

6.3.1 Consistency of proposal with all relevant policies within the OCP;

6.3.2 City policies; and

6.3.3 Local area plans.”

As such section 6.3.1 and 6.3.3 would indicate that Section 21: Neighborhood Directions of the OCP must be taken into consideration when determining decisions about use, density and scale of building for an individual site. This is contrary to your opinion that, because a 4 to 5 story building is one of many possible built forms that may be permitted on your site, that it should automatically be approved.

The Vision for Fairfield in the citywide context, as stated in the OCP indicates that the majority of the multi-family housing stock be located in the western portion of the neighborhood. Fairfield is bound by Douglas Street to the West and St Charles to the east with Cook Street forming the natural boundary between East and West. 1120-28 Burdett is located on the East side of Cook Street and is therefore not in the area envisioned for any significant portion of multi-family housing stock in the community and therefore does not justify approval of a 4 to 5 story building.

The Neighborhood Directions section of the OCP also indicates the vision for Fairfield is as a transition from the Downtown Core Area to established Traditional Residential areas. As noted earlier above, the property directly across the street from 1128 Burdett is designated as traditional residential as are the rest of the properties that front on to Burdett street east of that. A transition from the urban Core Area to Traditional Residential Area would suggest a gradual stepping down in height, density, and mass as well as improved setbacks as you move across the Urban Residential Area from Core to Traditional Land Use Area.

Your proposed development provides none of this required transition and in fact proposes to place a building with the greatest density, height, and massing as well as the smallest setback contemplated in the Urban Residential land designation at the extreme edge of that designation, directly abutting a traditional residential area with much lower density, height, and massing.

Section 6.3.3 local area plans would also indicate that the City of Victoria's Suburban Neighborhood, Excerpts Relating to Fairfield Report also needs to be considered and complied with during any rezoning or change in land use.

The three lots at 1120, 1124 and 1128 are identified in that report as being in the Conservation and General Residential Area. The policy developed in that report states:

“CONSERVATION AND GENERAL RESIDENTIAL AREAS

- (1) Conserve heritage buildings and traditional residential streetscapes (architecture and landscaping).*
- (2) Maintain viable population levels within the capacity of established public services (schools, parks, utilities and bus routes).*
- (3) Encourage improvement in the quality and lifespan of existing housing stock.*
- (4) Adapt existing housing stock to meet the varied social and economic needs of residents (duplex, apartment, boarding, rooming, housekeeping apartments, rest homes and child care).*
- (5) Consider rezoning in instances of deteriorated housing and undeveloped land, where infill development or redevelopment is appropriate, e.g. small lot single family dwellings, duplexes and small scale townhouses.”*

Based on this policy, the existing traditional residential streetscape should be maintained by conversion of the existing housing stock to meet the needs of the residents, or possibly redeveloped with duplexes or small scale townhouses. This policy does not appear to support or allow the demolition of existing traditional residential buildings or the redevelopment of the site with a condominium building that requires new site specific zoning or variances for height, front, rear and side setbacks, parking, and traffic volumes as identified on your community meeting notice.

The vision as stated in section 21.5.4 of the OCP would suggest that the site is more suited for a smaller development such as ground-oriented Multi-unit residential uses based on house conversions and/or attached or detached buildings of two or three stories with a TFSR of 1.2 or less - not the TFSR1.8 you are proposing.

It should be noted that even where a property in an Urban Residential Area is not abutting or close to a Traditional Residential Area, the city has not always allowed the developer to construct the max size building allowed in an Urban Residential Area.

Where such a property is located next to designated heritage or older single family homes a more reasonable approach is to step the max size and massing down to act as a transition and buffer for these remaining heritage buildings. This also provides a more varied interesting street scape and livability factor than what would be present if all the buildings besides the historic homes were constructed to the max allowable size and built form for a given land designation.

For example, 1020 Richardson Street is in the western portion of Fairfield where the neighborhood vision is for a significant portion of Fairfield’s multi-family housing stock to be located. Although the site is in an Urban Residential Area and the majority of the other properties in that block had 4 story multi-residential buildings on them there were two properties

on the street with older historic single-family homes. The city therefore approved a two-storey town house development on the property which is a better fit for the street. Other similar examples include 451 Chester Street, 1011&1017 Pakington and 1137 Meares.

The vision for the Fairfield neighborhood as stated in section 21.5.5 of the OCP includes: “*Residential Character with mature streetscapes, historic homes and landscapes, continuous shoreline*” In addition the strategic directions outlined in section 21.6.1 of the OCP is to “*maintain and enhance established character areas.*” Your proposal includes the demolition of 3 older homes built in 1926, 1928 and 1930 and the removal of several large trees that contribute significantly to the residential character, mature streetscape, historic homes and landscape fabric of our street.

The proposed replacement building is a modern condo finished in white stucco with cedar accents which clashes with the turn of the century houses that line the south side of the street including two Designated Heritage homes. As such your proposal does not meet the vision or strategic direction for the area outlined in the OCP. Preservation of the existing homes via a House Conversion such as recent developments at 710 and 720 Linden Ave, 1120 and 1145 McClure street and 523 Trutch street or incorporation of the buildings in an attached low rise development of 2 to 3 stories would be more in keeping with the stated vision of the OCP.

Alternately, a sensitive row house development such as that found at 451 Chester street, which is also designated as Urban residential and surrounded by a mix of multi-unit residential buildings and traditional single family homes, would also blend in well with the streetscapes, and historic homes located on Burdett Ave.

On several occasions you have stated that the OCP calls for and the City wants increased density in the urban residual area. However, the strategic direction for the neighborhood outlined in section 21.6.6 of the OCP actually states: “*Maintain neighborhood population to ensure to support the viability of community and commercial services and schools.*” At present there are 3 single family dwellings at 1120-28 Burdett Ave and one of these appears to have been converted to a triplex for a total of 5 residences. Your proposal to add 37 condo units would overpower the entrance to the neighborhood, and increase the number of residential units on the subject site by over 700%. We are not out rightly opposed to any increased density, and in fact are supportive of a modest well-planned increase in density on Burdett and the surrounding streets. However, while a modest increase in density may be desirable what you are proposing for this block of Burdett Ave is not modest and does not conform to 21.6.6 of the OCP.

In addition to non-conformance with the existing zoning and land use designation in the OCP, we have concerns with several other factors of your development.

The triplex and 2 single-family residences on the subject site are currently part of the Neighborhood’s much needed rental stock. During our meeting you claimed that 37 units were needed to insure the affordability of the neighborhood. However, we understand that all of the units proposed will be sold at full market value with no retention of any of the rental units. Rental units are often the only way many families or individuals can afford to live in the Fairfield area and removing 5 units of rental stock from the area will not improve but actually decrease the affordability.

Two rental buildings (915 and 955 Cook Street) and two strata condominium buildings (1115 and 1149 Rockland) directly abut the subject 3 lots on Burdett Ave. 915 and 955 Cook Street have approx. 24 units with eastern exposures that currently enjoy morning light and views of the residential area to the east. Although these buildings are 4 floors like your proposed development they are only approx. 11 m in height and have a rear set back of 10.5 m compared to your proposed 15 m in height and (TBC) m rear set back. 1115 Rockland has 6 units with direct southern exposure and 1149 Rockland has 8 units with direct Western exposure that have significant views, light and passive solar heating in winter months. Again, like the buildings on Cook Street, although these buildings are 4 floors they are only approx. 11.2 m and 11.9 m in height respectively compared to your proposed 15 m.

If built as proposed, your building will completely block or impact the views, light, solar heat gain and privacy of 38 residential units in these 4 buildings. The rental buildings on Cook and the individual strata units on Rockland were purchased for their location, views, light and privacy and blocking or compromising these features will negatively impact the rental and or resale value of these 38 units. For most people, the purchase of a home is the largest most important investment of their life and to allow the profit of one developer to take precedent over the individual investment of 14 home owners and two Multi-unit residential rental building owners would reflect extremely poorly on our society.

Based on the above we hope that you will reconsider your approach to the redevelopment of 1120, 1124 and 1128 Burdett to reflect the needs and desires of the community. There are numerous examples of redevelopment in the Fairfield neighborhood mentioned above that provide transition from higher density to traditional residential densities and that have been financially successful for the developer.

Many of these developments such as, 710 and 720 Linden, 1120 and 1145 McClure, 523 Trutch, 451 Chester and 1020 Richardson were supported by the community at rezoning and development meetings. We believe that a similar development proposal for 1120 -28 Burdett would also be supported by the community and would be a win – win for all parties.

Sincerely,

Tim Stemp
1153 and 1143/1145 Burdett Ave

cc. Mayor, **Lisa Helps**, Councillor, **Marianne Alto**, Councillor, **Chris Coleman**
Councillor, **Ben Isitt**, Councillor **Jeremy Loveday**, Councillor **Margaret Lucas**
Councillor **Pamela Madoff**, Councillor **Charlayne Thornton-Joe**, Councillor **Geoff Young**

Charlotte Wain, Senior Planner, Development Services

The **109 signatures** on the attached **11 pages** are from residents of Burdett Ave., Rockland Ave., Linden Avenue and McClure Ave. who agree with the above opinion and urge Mayor and Council to reject the proposed development at 1120, 1124 & 1128 in its current form.


Attn: City of Victoria Council

OCP DESIGNATION CHANGE REQUEST

The residents below are in favor of an "urban Residential" OCP designation for all properties along Oliphant Avenue.

The current "traditional residential" draft designation is not appropriate for many reasons.


1. 1029 Oliphant Avenue
Home address

 (Terry Globman)
Signature


2. 1407 Thurlow Avenue
Home address

 Anyssa Boky
Signature


3. 561 Toronto St
Home address

 Natalie Lush
Signature

4. 48 Linden Ave
Home address

 SARAH THORNTON
Signature

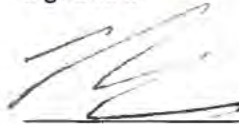
5. 1171 MAY ST
Home address

 STEPHANIE REVEL
Signature


6. 1171 May St.
Home address

 CRAIG SHAW
Signature

7. 2-1035 Oliphant
Home address

 Bouman Rutledge
Signature


8. 1152 LEONARD ST
Home address

 STEVEN HURST
Signature

9. 1656 Richardson St
Home address


Signature

10. 316 Linden Ave.
Home address


Signature

11. 316 Linden Ave
Home address

Andrew Carden
Signature

12. 1029 Oliphant Rd
Home address


Signature

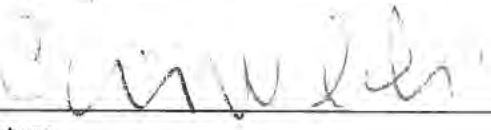
13. 1029 Oliphant Rd
Home address

Signature

14. 1032 Oliphant
Home address


Signature

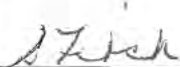
15. 1004 Sutley Street
Home address


Signature

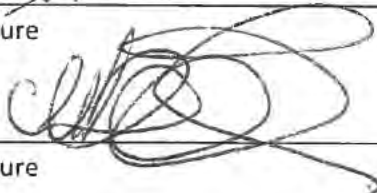
16. 1004 Sutley Street
Home address

Heese
Signature

17. 1147 Chapman St
Home address


Signature

18. 104-2588 Canada Street
Home address


Signature

19. 310 Vanover St
Home address

John Holden
Signature

20. 4-225 VANOVER
Home address


Signature

21. 319 Vancouver St
Home address


Signature

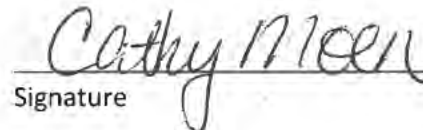
22. 20 Marlborough St
Home address


Signature


23. 68 Cambridge
Home address


Signature

24. 208 Linden Ave
Home address


Signature

25. 208 Linden Ave
Home address


Signature

26. 302 Vancouver St
Home address


Signature

27.
Home address

Signature

28.
Home address

Signature

29.
Home address

Signature

30.
Home address

Signature

31.
Home address

Signature

32.
Home address

Signature

Attn: Kristina Barris

Attn: City of Victoria
Major and Council

Hello,

I understand that last night several City of Victoria staff met at my neighbour's house located beside my house at **Personal info** (who actively opposes development) to discuss the Fairfield plan and in particular...to influence less density west of Cook Street in the Cook Street Village area including Oliphant Avenue..

I was unaware of this meeting and find it appalling that the City of Victoria would meet privately and be influenced this way...or is this common practice?

It appears to not be democratic nor impartial.

As the owner of **Personal info** I've sent a number of emails over the past 8 months proposing higher density which represents the views of many nearby residents in Fairfield and have not received any relevant correspondence.

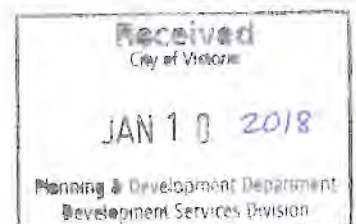
Shall I contact a planner and organize an event with home owners interested in higher density at my home?

How shall I proceed?

Please advise.

Thank you,

Personal info



Copy to Mr. Timney

January 15, 2018

Dear Ms Bouris,

This petition was begun because the majority of the people in "sub-area 4" of the Fairfield Development Plan had no idea of the rezoning changes and development plans being proposed for the region in which they live.

Communication between the city and its Fairfield residents has not been effective, and certain information (i.e. the "Fairfield Neighbourhood Plan" pamphlet) has been vague and somewhat deceptive. Even as of January 10th and 11th, some of the sub-area 4 residents had no idea that any changes were being proposed for the Fairfield Plaza and for their neighbourhood. I can tell you that the large majority of the sub-area 4 homeowners are upset and opposed to the **type** of development being considered in this part of Fairfield.

We feel proper consultation is needed, and timelines for making decisions with respect to Fairfield rezoning and development changes should be extended until proper consultation has been carried out.

Respectfully,

Rita Isaac
348 Stannard Avenue
Personal info

Susan Kainer
1565 Brooke Street
Personal info

Lynne Rippon
1538 Brooke Street
Personal info

Michael Sharpe
1592 Earle Place
Personal info

We the undersigned live in properties or in adjacent properties designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan"

We have not been adequately consulted during this process.

January
10/11 2018

Given the potential for significant changes within our community, we strongly believe that it is mandatory for us to be properly informed. To this end, we respectfully request that an information meeting with a senior city planner or planners be set up as soon as possible in the new year.

Signature & Print Name

Address

Email

Jill JARED BARDLEMAN

420 STANNARD AVE

Barbara TILBETH

422 Stannard Ave

Glenn RIEHLER

424 Stannard Ave

Koksun LOOT

C4215 436 Stannard

440 Stannard Ave

Stephen HORAK

459 Stannard Ave

Amy PHOSTER

427 Stannard Ave.

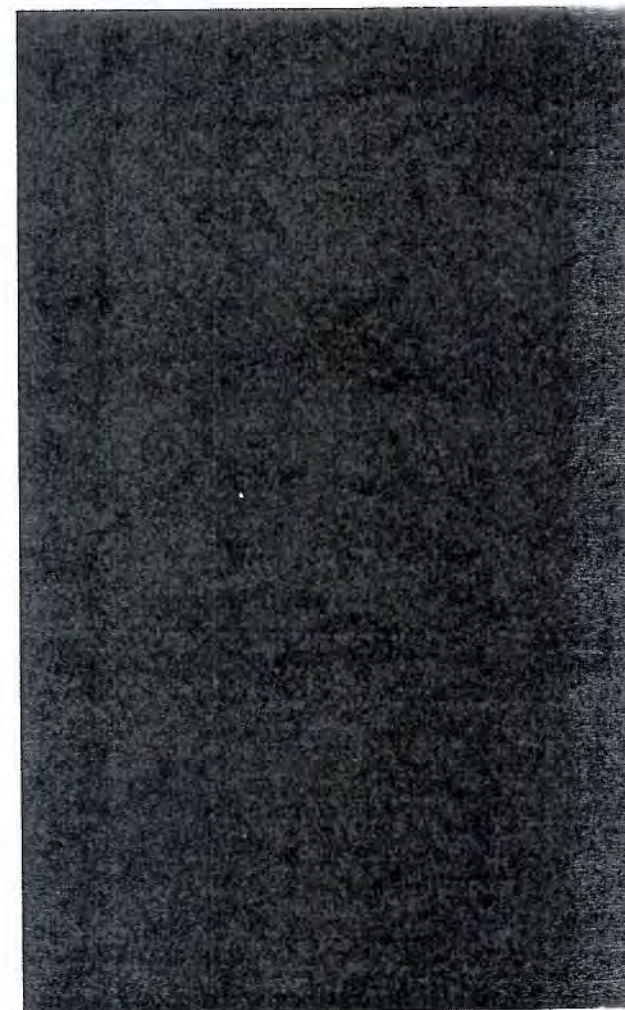
1530 Brooke St.

David S. CLARK

444 STANNARD AVE.

M. ARSHAD

410 Stannard Ave.



We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan".

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Name	Address	Email
Jim Fuller	320 STANNARD AVE	
Jim Fuller	1502/1514 FAIRFIELD RD	
Chris Rybs	332 Stannard Ave	
Sara Ritchie	339 Stannard Ave	
Lisa Buchan	319 Stannard Ave	
Brett Pretty	314 STANNARD AVE	
Patricia Williams	344 STANNARD AVE	
Diane Pinch	350 Stannard Ave	
Rob Stucker	359 Stannard Ave	
Glenn Green	370 STANNARD AVE	

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Name

Address

R. Isaac	Rita Isaac	348 Stannard Avenue
	DARA FREERE	351 Stannard Ave
W. Regan	Wayne Regan	360 STANNARD AVE
St. Kangas	SUSAN KANGASNIEMI	324 STANNARD AVE
Carlie Creek	Carlie Creek	325 Stannard Ave
Theresa	Theresa	317 STANNARD WE
Frank	Frank	1508 Stannard St.
Carla Ode	CARLA ODE	354 Stannard Ave
Todd Polv	Todd Polv	343 Stannard Ave
Chris Hope	CRIS HOPE	340 STANNARD AVE






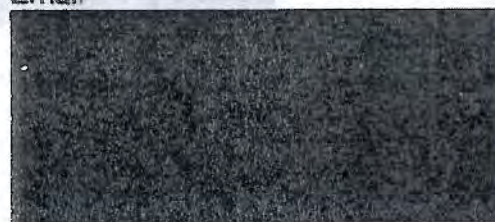
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Name	Address	Email
------	---------	-------

	Bruce Hoag	1510 Fairfield Rd
	Emma Jimenez	336 Hammond Ave.
	Bruce Felt	333 Stanford Ave



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Name	Address
Ivan Miller	1568 Brooke St V8S 1M7
Heather Dickinson	1579 Brooke St V8S 1M8
John Lutan	22 Philippa Pl. V8S 1S6
Suzan Doricic	" " "
Tom Gregory	24 Philippa Pl V8S 1S6
Jessica Knowles	24 Philippa Pl V8S 1S6
Barbara MacCormack	1559 Brooke St V8S 1M8

DAVE BEURAH 1558 BROOKE ST.

We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan".

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Name

Address

Email

Paula Parkinson

PAULA PARKINSON

1565 BROOKE ST



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Name

Address

Email

MICHAEL SHARPE

1592 EARLE PLACE

BARBARA POWER

1592 EARLE PLACE



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Name

Address

Email

Adrianna Thompson 1550 Brooke St.

Maureen Thompson 1550 Brooke St

Mike Thompson 1550 Brooke St

Mary F. Smith 1545 Brooke St.

Susan Keener 1505 Brooke St



We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan".

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Name

Address

Email

HELEN FLETCHER

1551 BROOKE ST.



We the undersigned live in properties, or in adjacent properties, designated "Sub-Area 4" in the DRAFT "Fairfield Neighbourhood Plan"

We have not been adequately consulted during this process

Given the potential for significant changes within our community, we strongly believe that it is mandatory for us to be properly informed. To this end, we respectfully request that an information meeting with a senior city planner or planners be set up as soon as possible in the new year.

Name	Address	Email
DAN ID KNEE	1570 EARLE PLACE	
RON WILLSON	1564 EARLE PLACE	
NANCY GILL	1558 EARLE PLACE	
Jim Johnson	1535 EARLE PLACE	
Jessie McDiarmid	1527 Earle Place	
Patricia Barlow	1544 Brooke Street	

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Name

Address

CALVIN JONES

1573 EARLE PLACE

Louise Joly

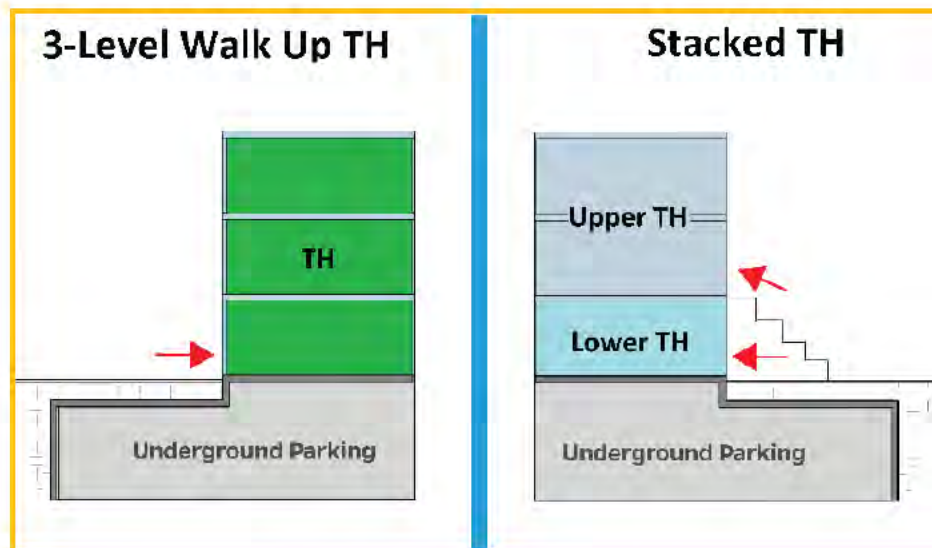
1561 Earle Place





Stacked townhouse (2 level home above a 1 level home)

Delivery: a variety of ground-oriented...



...Housing for **families with children**



...Housing for **downsizers**



...Housing for **people with accessibility needs or wheelchairs**

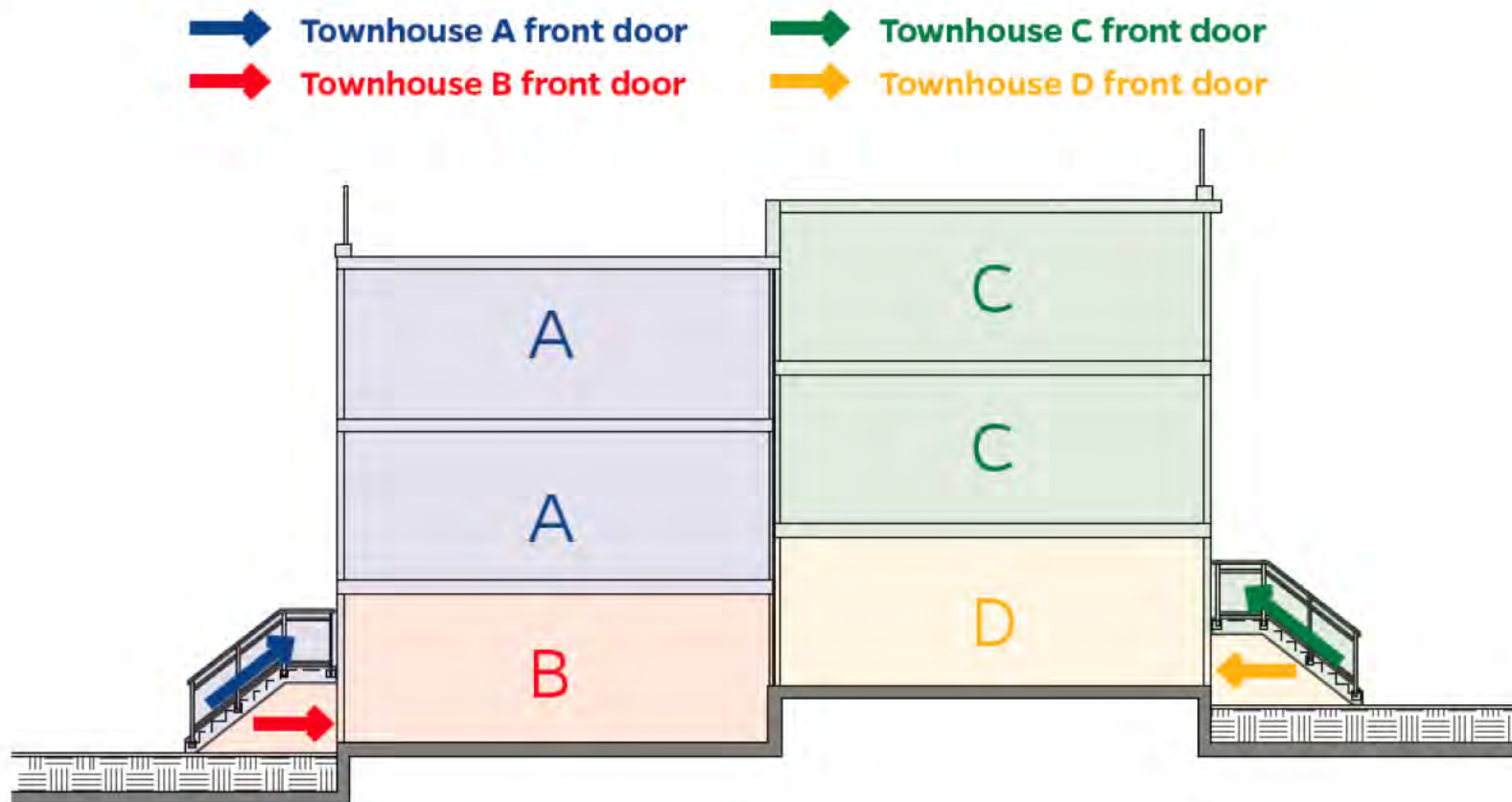


- *Common elevator from parkade*

...Housing for **young professionals**



WHAT IS A STACKED TOWNHOUSE?



Comments and Suggestions about the Draft Fairfield Neighbourhood Plan

Personal info

In general, I support the directions of the Draft Plan. I understand these as:

- increased density adjacent to downtown and along Fort
- intensification in north-west corner, rental retention in North Fairfield
- gentle densification in traditional residential areas-
- expanding the area defined as Cook Street Village to allow for growth around the commercial core which is the heart of the neighbourhood
- supporting active transportation
- supporting parks, the urban forest and green development that will facilitate adaptation to climate change.

- I suggest two small modifications to Key Directions:

- rephrase “leave the car behind” (which is negative) to “Encourage active transportation” (which is positive and what the chapter on transportation does)
- rephrase “Support the urban forest and green spaces” to “Support the urban forest and green development” (this is because there is overlap between Chapters 4 and 11 (e.g both address climate change) and this will acknowledge the substantial recommendations in both chapters)

In detail I have concerns about some overlooked land uses and reservations about the proposals for Cook Street Village and Five Points.

Overlooked Land Uses: scattered commercial and non-residential uses

The Draft Plan encourages commercial corners to thrive, but says little about commercial or non-residential uses not on corners and not in small urban villages. I have identified about 30 of these (2 hotels, 3 B&Bs, 9 eldercare/medical facilities, 3 childcare centres, a church and monument works, two auto repair shops, and about 10 shops, restaurants and commercial businesses on Cook south of Meares.).

Table 5.1 Land-Use Summary notes some commercial activities and hotels in the North-West and Rental Retention areas may be supported. There is no mention of Cook south of Fort (Upper Cook Street Village other than a brief mention on p.47, while Figure 14 shows these blocks as residential buildings.

This Table 5.1 does not mention a number of uses, such as eldercare facilities on Linden near Faithful and on Dallas near Marlborough, and the church and monument works on May (zoned R), Community Place on Fairfield is not acknowledged. It’s also not clear whether B & Bs on Trutch, Dallas and Meares, and the eldercare facilities at Sunrise on Humboldt (zoned R) and Mount St Angela, and the Red Cross on Fairfield (zoned R), and others are considered commercial and are covered by the statements in Table 5.1.

I think the wording in Table 5.1 should indicate that all non-traditional residential uses in residential areas in Fairfield will be supported. This is: a) because they provide local employment (Sunrise claims to employ 100), b) because

this supports the goal in Chapter 13 in the Draft Plan to supports eldercare and childcare in the community, c) because from both planning and community perspectives it is easier to encourage the continuing existence of commercial and related activities than it is to rezone residential to commercial uses. With rapidly changing transportation, economic, social, climate and technological conditions I think the flexibility of land use provided by these will be of increasing value.

Urban Design Proposals for Cook Street Village

These fail to capture and build on the character of the commercial area of Cook Street Village (unlike, for example, the discussion of Craigflower in the VicWest draft plan, which pays careful attention to history and identity of that area). Except for the proposals for the chestnut tree canopy and the boulevards they seem to be mostly generic, while several of the urban design policy proposals, such as those about density, don't seem to follow from the community principles.

I think the most important of the Community Design Principles on p. 57 is "Keep the eclectic, unique feel of the village." This corresponds to guideline 1.1 in *Design Guidelines for Multi-Unit Residential and Commercial*, "New design should be compatible with and improve the character of established areas through design that is unifying, sensitive and innovative." These guidelines were approved concurrently with the OCP and apply to the type of development the OCP envisaged for Large Urban Villages.

It is, however, not clear how this keeping the eclectic feel of the village is translated into policy proposals for urban design and form, not least because there is no mention of the deflections of Cook Street at Oscar and at May, or of the offset side streets and streethead views these create, or of the variety of lot sizes and shapes (VicMaps shows 26 lots between Southgate-Oscar and Park-Chapman, and only three have the same shape), or of the variety of buildings sizes and styles, or of the fact that the village has an established historical character even though it has no heritage designated buildings.

I would like to see the Community and Business Vitality Principles rewritten to be phrased in more general terms. For instance:

- Keep the eclectic, unique feel of the village that associated with its heritage character and variety of urban forms
- Protect and renew the tree canopy and the boulevards
- Improve sidewalks and adjacent spaces to provide better spaces for pedestrians and businesses
- Strengthen and support village businesses as the village changes
- Provide new nearby housing and residents to add customers for village businesses
- Improve on-street and off-street parking solutions that work better for residents and businesses.

I would also add two principles.

- Make Cook Street a complete street that will support all modes. (This is now a policy proposal, but it is really the overarching idea for AAA bike routes and active transportation, and improvement of pedestrian crossings, etc).
- Encourage strategies to make Cook Street a **Green Urban Village**. [This idea I have heard mentioned a few times. It covers policy proposals to reduce storm-water run-off and to maintain the urban forest, and to the goal in Chapter 11 in the Draft Plan to “Promote and encourage sustainable building design and green infrastructure.” Several businesses in the village already promote green approaches.

I would like to see the Urban Design and Form policies modified to acknowledge the distinctive street patterns and building variety of the village.

I think density proposals should reflect the *Design Guidelines for Multi-Unit Residential and Commercial* that refer to compatibility and improving the character by setting a limit 4 storeys, regardless of density bonusing. Alternatively they could mirror the Burnside plan for Selkirk-Cecelia Large Urban Village which proposes a 1.2:1 FSR with possible increases to 2.0:1 FSR with bonusing].

I would like to see a policy to reinforce the principle of a complete street that encourages consideration of a shared space that can safely accommodate bikes, pedestrians, parking and very slow moving vehicles. [Government Street already works a bit like this, so it is not such a big stretch].

I would like see a policy reinforcing the principle of making Cook Street a green urban village that requires all new developments in Cook Street Village to meet the standards of LEED silver, which is consistent with the City of Victoria standard for new civic buildings, and with Goal 2 in Chapter 11 of the Draft Plan to: “Promote and encourage sustainable building design and green infrastructure.”

Five Points Small Urban Village

I see two problems with the discussion of Five Points. One is that its proposed boundary, as is shown in Figure 26, does not correspond to reality on the ground because it does include Sir James Douglas School and Community Place. This is actually recognized in the Draft Plan. On page 11 a photo of Moss Street Market, held on the school grounds, is used to illustrate the key direction of making corner commercial areas thrive, and on page 104 the action plan refers to the school and the need for pedestrian crossing improvements at Fairfield and Moss. Community Place is a major attraction at Five Points for residents of Fairfield, attracting cyclists, cars and pedestrians.

Density proposals for the small urban village at Five Points are too high. They are the same as those in the Draft Plan for Cook Street Large Urban Village, and higher than those for Ross Bay, which propose buildings up to three storeys with one corner block up to four storeys, and no density bonusing. By comparison, in the Gonzales neighbourhood plan the proposal for small urban villages at Fairfield and Irving and Fairfield and Lillian is to permit development up to a total of three storeys, with no density bonusing provision. A height limit of three storeys with no density bonusing should also be adopted for Five Points.

8. Traditional residential neighbourhoods

There must be a height restriction for people modifying existing homes into suites – no more than 3 storeys but the height should not be higher than surrounding neighbours. Some homes in the area have dug down for basement suite height correction, this should be considered before going higher.

New builds in the area should not be higher than older homes. Shading causes many problems especially during the winter months. In the summer, also for people who grow their own food in their gardens.

Traditional residential neighbourhoods are visited by tourists on pedicabs and horse carriages. They are actually a tourist attraction. Removing the old homes will negate this aspect of tourism in the city.

Zoning for the Traditional residential neighbourhoods should not allow for assemblies, other than in the urban village areas. If someone buys 3 properties in the middle of my block, will they be able to put up 10 townhomes? Not suitable for the block.

Landscaping in this area – need to have property set backs all around the property to allow for trees to be planted and grown to “city” height.

9. Housing Affordability

Unless the city can put in specific bylaws for new development, affordable housing is a myth for Fairfield. Asking for 10% below market is not the way to go. If market jumps up to \$1500 for bachelor apartment, affordability cannot be maintained.

Increasing density by giving developers a density bonus does not always result with affordable housing, see above note.

10. Heritage

Before a developer applies for a demolition permit, there needs to be some review of the property. A heritage house in Rockland was allowed to be destroyed for a new build. How will the city handle this in the future?

What kinds of incentives other than tax breaks? How much will it cost the rest of the taxpayers to keep some of these homes? Some homes can be kept but others are not in great shape. Can there be a restriction on the type of home built? Square box vs character home?

11. Infrastructure and Green Development

It seems that this piece needs to be more thought out. There were many suggestions at a meeting I attended over a year ago but they don't seem to have made it into the plan. I see many waffle words but nothing very concrete. I understand the city wants to hire many, many positions to look at this but you have residents that are quite capable of making suggestions and working with city staff to achieve Green Development.

Developers should have to incorporate Green design into any new building. The province and federal governments should come up with tax breaks. People need to be informed of what is available now and what will be available soon. Some people have already started on their own to mitigate climate change and reliance on the grid. Perhaps a model block could be done in Fairfield.

Sustainable buildings

There must be zoning applied and strict bylaws. Developers do not see a need to do this as part of being a good corporate citizen. They want to make the most profit possible from a piece of land. Unless there are strict zoning and the guidelines are made to be adhered to, this will not work.

12. Placemaking, Arts and Culture

Public art is not public art if the public does not like it. Artists should perhaps work with the community that they are putting art in so it reflects the community, not what the artist wants to see as a legacy to their style. Lots of examples in Victoria already or poor choices. The latest is the surf boards. We are not Hawai'i or California, absurd.

We have no First Nations art in Fairfield, it would be good if developers would consider art as part of the building rather than something just "stuck on" at the end. Developers should be encouraged to work with local artists, meaning Coast Salish artists for art projects.

As for animation, Fairfield is a beautiful neighbourhood. Not sure what the word animate means in the draft. This should be defined. We are not nor should we strive to be Disneyland.

13. Community Facilities and Wellbeing

The concept of diversity is interesting. Exactly what does this mean? All ages or all types of people? Yes, the neighbourhood is a bit grey and a lot white but it has changed even in the past few years. Families are moving from Toronto, Vancouver and Calgary and are buying property in Fairfield. Not sure how to encourage diversity further.

Housing co-ops used to be a good way to encourage diversity. These need to be brought back and encouraged. They could be smaller groups rather than the 50 plus units in other areas. Provincial government should help Victoria lobby the federal government for this.

14. Action Plan:

Cook and Dallas transportation needs to be addressed before the cycle track goes along Dallas Road. This is a very hazardous intersection especially for pedestrians. Cars do not stop and pedestrians must force their way across traffic to cross Cook Street.

Transportation overall needs to be addressed. Please listen to the locals that use the area daily, not the engineers who come to check on a Sunday and say everything is fine, yes this happened.

The FGCA has a reconciliation circle set up to attempt to rename place names, engage residents in learning about the TRC recommendations and to inform about what needs to be redressed. They could be part of the Action Plan to engage with the Lekwungen people.

Zoning – will residents get to view the updates before it gets approved by council? People are really engaged in Fairfield. Let them participate.

Schools are an underutilized resource for the community. More events can be held in these spaces.

Victoria Art and Culture Plan – let “ordinary” residents participate, not just the arts and culture people already involved. Let other people set the agenda.

Parks – Bushby children’s play area needs to be upgraded.

Cycle route – must be on Vancouver. Remove parking on one side at night, no parking during the day.

The biggest flaw with the draft Fairfield Neighbourhood Plan (NP) is the revised treatment of the west of Cook Street Village Sub-Area between the west side of Cook Street and Heywood Ave. as Urban Residential to support multi-residential developments up to 13.5m in height (approx. 4 storeys). The NP also specifies that Vancouver Street between Southgate and Park Boulevard is to support “multi-residential development, especially in the form of apartment buildings”. This approach to Vancouver St. would severely undo considerable infill which is being encouraged in trad. Residential areas east of Cook St. and degrade not only this street, but the entire west side of the Cook St. Village area.

The Victoria Heritage Foundation Walking Tour goes along Vancouver from Oliphant to Pendergast. The homes of heritage merit in these 2 blocks are describes as a “cluster of Edwardian Vernacular Arts & Crafts houses typical of many affordable middle-class homes built in Fairfield during building boom of 1907-13”. Similar homes on the bottom of Heywood (998) and at 1014 Park (both described on the walking tour) have already been lost to 4 storey multi-residential developments. See route B on the link

https://victoriaheritagefoundation.ca/walkingtours/fairfield_tour/fairfieldmap.html

Vancouver St., just south of Southgate (and south of Oliphant) also has some very attractive heritage conversions (4plexes to 8plexes) and newer duplexes which are sympathetic in scale and style to the neighbourhood. Allowing any new apartment buildings on Vancouver from Park to Southgate is contrary to NP goals and the approach being taken in other neighbourhoods of preserving character, tree canopy, and encouraging gentle densification. Many of these older homes on Vancouver already have affordable secondary and garden suites or are houseplexes. Once these houses are torn down they are lost forever and can never be replaced. The NP absolutely needs to support retention and re-use of existing traditional residential houses along Vancouver St, and allow for other forms of traditional residential developments with infill to be built over time. No new apartment buildings as should be considered for Vancouver St.. Furthermore Vancouver serves as one of the main access routes to the Cook St. Village. It's character and charm must be preserved in order to preserve at least part of the charm of the Cook St. Village which makes it so desirable. Finally, a significant increases in density along Vancouver itself will significantly increase traffic concerns already recognized in the proposed Transport Improvements in Chapter 3.

If additional opportunities for housing are required after preserving Vancouver St.'s traditional residential designation (as in the OCP) then the Fairfield Rd. Corridor might better be designated urban residential. This area is on a frequent transit route and near both large and small urban villages urban village, both attributes being ideal for facilitating increased density and are consistent with the goals of the NP. More area of 4 storey instead of 3 storey buildings could also be contemplated for the new Ross Bay Village, without losing a single tree!! This more equal distribution of densification is more desirable.

Other concerns with the plan are as follows:

One goal of the plan is to **maintain and enhance the urban forest** (e.g. community trees, shrubs and ground covers). The plan also states it will support the retention of the existing urban tree canopy. Recent experience has show that when multi residential 4 storey buildings are built, the site is first cleared of all vegetation to make way for underground parking. In some cases

even the boulevard trees have been removed. Limited set backs and underground and surface parking extending to the property line, leave little space for planting trees that will grow to any significant size. Trees in planters are dwarves in comparison to what was removed, even with 2:1 replacement of significant trees. If the whole east side of Cook Village, as well as other traditional residential areas are converted to urban residential, I do not see where there is space for maintaining let alone enhancing the current urban. I see the urban canopy rapidly shrinking as almost a dozen trees were taken down in the last 6 months in my immediate area (within 2 blocks), and more are scheduled to go. Fortunately, no trees will be removed when the Fairfield plaza is developed to the Ross Bay Village!!

Under Active **Transport Improvements**, Vancouver street is to be evaluated for opportunities for traffic calming and diversion (presumably since it acts as an access route to the village area and the planned increase in densification.). Following the completion of the mix use multi-residential 5 storey development on the corner of Cook and Oliphant, more than 50 parking spaces will be accessed from the lane on Oliphant. I suspect a large portion of this traffic will turn left onto Oliphant and travel west to Vancouver, to avoid turning left onto Cook St. As a traditional residential street Oliphant already feeds users of the CSV. Once the significant development is completed on the corner, Oliphant should be assessed for speed and volume and evaluated for opportunities for traffic calming and diversion. Neighbours raised these concerns with the Director of Transportation during the approval process of the Oliphant development.

Zoning and design guideline for Cook St. Village set out densities of up to 2.5:1 where on-site **affordable housing** is provided – secured through a legal agreement. The City of Victoria defines affordable housing as costing no more than 30% of gross household income. (Victoria Housing Strategy). How will “affordable” be determined in the legal agreements with developers. Ten percent or even 20 percent less than market value is NOT affordable, especially for a new building where rent controls have not been in place, and the higher land and construction costs must be recovered. The building being torn down to make room for new developments were much more affordable than any new building will be.

The NP states that “New development should respect the **view corridor** identified from Quadra Street at Burdett Street, looking south to the Olympic Mountains and Beacon Hill. A similar urban design policy should be adopted to protect the view corridor looking south along Vancouver. (also from Burdette.)

In Charter 10 – **Heritage**, the Heritage Grant Program administered by Victoria Heritage Foundation, available to home owners of homes with heritage designation should be mentioned under Other Relevant Policies & By Laws to complement the Tax Incentive Program available to commercial heritage properties.

While the OCP (2012) requires EV charging stations for new MURBs in Chapter 11, there is no specific EV requirements outline.

Todate, 5 years later, City of Victoria has not yet revised its zoning bylaws to require new MURB to install charging stations. Currently City staff only encourage the inclusion of EV charging infrastructure as a component of a development’s rezoning and development permit area application. City staff argue that provincial incentives are the most effective means for increasing the availability of charging stations in private developments until which time as EV adoption achieves market maturity at which point the market will demand this infrastructure as an expected amenity. (City of Victoria Electric Vehicle (EV) and EV charging infrastructure Update., Nov.2014). I have noticed more EV in Fairfield in the past year. However a friend just bought a gas/electric hybrid Primus rather than a full EV since her condo building doesn’t have charging stations. The

provision of some EV charging stations should be a requirement and not view as an amenity.

Fairfield Neighbourhood Draft Densification Plan

The present draft of the Fairfield “Neighbourhood Plan” should have its title changed to “Densification Plan” because it appears to value ‘densification’ and so-called, ‘vibrancy’ above the neighbourhood’s true values of ‘community’ and ‘quality of life for the residents’. The plan proposes policies to increase density and thereby increase the affordability and availability of residences by allowing taller buildings and additional suites in existing structures. It proposes guidelines that will be introduced later around environmental considerations, sustainability, parking, amenities, building design etc.. Transportation, other than bikeways, is not prescribed. Sustainability concerns like: Seismic upgrading, conversion from oil to gas, solar collection or creating more parks are not directly addressed. Heritage, particularly in the small urban villages, is ignored. And it assumes that the extra infrastructure costs will be paid for later by all residents.

The private interests of developers appear uppermost in the draft policy while the public interests of residents to create a more sustainable, affordable, livable and tranquil neighbourhood are set aside for future guidelines rather than being made implicit in the policies. In my opinion if Council accepts the present policy draft without incorporating the guidelines which were based on community input, they will forfeit the social license required of Fairfield residents.

- 1) Increasing building heights will have immediate effect on property values and, as in Vancouver. The extra building density allowed will not necessarily produce a density bonus to go into affordable apartment housing. If, as in Vancouver, developers have fewer hurdles and can maximize their profits by building high-end apartments and condos they will do so. (See: “Have Vancouver’s Rental Policies hindered rental housing or helped?” *Globe and Mail*, Dec. 16th, 2017, p. A14.)
- 2) Where multi-storey buildings are not mandated, the increased property values will put pressure on home buyers to maximize house footprints increasing stormwater run-off, reducing the number of trees and shrubs and increasing traffic and parking congestion. An increased number of suites will also add to the disruption and increase infrastructure demands.
- 3) People will not abandon their cars in the future, even if they switch from gas to electric vehicles. The only way for most resident to switch would be if better transportation is provided. Also, in other cities it has been found that bikeways are more successful when they don’t occupy roads like Cook Street, already heavily used by traffic. The best way to get people out of cars would be to increase and subsidize public transportation. Why is it that Kitchener-Waterloo, population 523,894, can build an LRT, and Greater Victoria population 367,770 (*over 400,000 with Langford-Colwood*), can’t.

Council needs to assert the public interest by putting strong regulations into the Fairfield densification plan policies that will make those who want to exploit increases in density, pay for the additional infrastructure costs, the costs of additional transportation and the costs of providing affordable housing and or subsidizing working people so that they can afford the higher costs of housing. Council should recoup the social costs of densification by limiting the percentage of buildings over 4 storeys within the prescribed zones, and making those who wish to build above the maximum zoned height or prescribed setbacks pay a substantial additional fee. The policy should make those who profit from densification pay the additional costs to the neighbourhood for the: increased infrastructure demands, transportation, sustainability, seismic preparation, additional noise, disruption, traffic, pollution cleanup, loss of parking, parks, green space loss, and loss of heritage buildings. Victoria is wanting the avoid the densification problems of Vancouver. But unless their **policies** embrace strong regulation, setting aside land for parks and protecting trees; requiring public housing and increasing public transportation in advance of densification they will create gridlock and make Victoria less livable, sustainable and affordable rather than more so.

I am a homeowner in Fairfield - **Personal info** and attended the Jan 15th meeting re the FF draft plan. I am sending these additional comments to be included in the community feedback. I did fill out the survey as well earlier. Thanks to those who presented/spoke - both city staff and community.

- We need to slow down this process and get more community input and buy-in.
- There needs to be better advertising/communication/encouragement to attend these events. I was reminded by a Good Samaritan via a flyer in my mailbox the night before about the meeting. I believe I'm on your mailing list but didn't receive the notice that was apparently emailed (I checked my spam - nothing). The staff member at the meeting mentioned bounce-backs so that is obviously an issue to correct. (PS - If I am for some reason not on the email list, please add me:
- I would like to see planning meetings thoroughly recorded - by a dictation device (downloadable to your site) so the information brought up at these meeting is available for review on the city website draft plan page/area. There were concerns raised at the meeting that I wouldn't have thought of on my own. Having community-meeting notes for review would serve as a reference for mayor and council, staff, and constituents/community members. We would be better informed both about the issues at hand, it would serve as information for subsequent meetings; it would provide transparency and improve the democratic process. I realize the planner was taking notes but she left early, as did the other staff member - and it's hard to adequately and efficiently record everything and give your attention to the room at those kinds of meetings. I realize thorough documentation of meetings requires staff hours for downloading and reviewing/editing but I believe it would be tax dollars well spent. In my work for 10 years within FN communities I came to see that a slow methodical but thorough process yielded better buy-in hence better results and less backlash and mistakes in the end.
- I understand the FF Community Assn has requested an extension. I vehemently agree on the extension. In terms of how the extension would be used: 1) answer the concerns/questions brought up at this meeting that there either weren't answers for or not enough time to cover them in depth 2) advertise for more community consultation/input - this is an important plan and many people still don't know about it - as evidenced by people who spoke at the meeting who said their neighbors were unaware of this plan nor the meetings. There were enough comments like this to make me think it's a problem and the city is not reaching out enough for consultation.
- The survey was anonymous - anyone could have filled it out - not just those from Fairfield that live and rent here - and who knows how many developers filled it out. Was there any documentation as to who was actually filling it out? I don't trust wholly that the survey accurately represented the input of FF owners/renters.
- I am concerned that developers, who are on the whole invested in personal profit - and some/most? at the expense of green space and architectural consideration, have gotten input into this process - when they may not or most likely don't live in this neighborhood - and aren't emotionally invested in this neighborhood. I have seen on many lots in FF the demolition of a small houses for the construction of square ultra modern single residential homes - build to the edges of the property with a minimum of green space including the removal of trees. Not only do these house not fit in with the FF heritage feel, they aren't providing affordable housing.
- I am not anti-development and we need affordable housing - however, quite honestly, FF has perhaps crossed the threshold for "affordable". That said, it is not homeowners/tax payers creating affordable housing as it has become unaffordable to do so - but affordable for developers who are reaping the benefits and then leaving. If you want affordable housing, make it easier for homeowners to afford to construct suites within their houses. We need more grants for homeowners to be able to develop their own properties.
- Developers are not necessarily creating affordable housing when they gut and suite a house in FF - a house I bid on in 2007 when I was looking and passed on - was bought by a developer for \$700,000, developed into 4 suites, and then each suite was sold at over \$800,000. That was 2007. So back then that's not an affordable suite to buy. And it's even more expensive now. The planner at the meeting talked about development limits i.e. needing to buy up/secure 2 lots for a certain type of development - this isn't an option for homeowners, only developers, who have the finances and means to do so.
- I fear the FF plan will benefit developers mainly - they will come in and under the guise of creating affordable housing only add to the pool of expensive housing, leaving FF with more density but no more affordable housing.
- We need to ensure the FF plan is community-driven and smart - and not a developer-driven plan that puts more \$ into the hands of developers.
- The heritage visual and feel of FF is an important one. I believe we need to protect this resource.
- Construction waste from teardowns is costly to our environment and though more of this waste is recyclable now a huge amount still ends up in the landfill. I would like to see construction waste impact on the environment factored in as a hard cost within the plan re housing development.
- Tree canopies and retention of large trees and established trees in general: Studies show large trees are more beneficial to health and the environment than replacing them with the same sq footage of small tress. I want to see a strict guideline on tree retention.
- Retention of green space on urban lots - I see developers building to the edges of property leaving small back and front yards - that reduce the amount of garden space. If we want to promote sustainable food sourcing the urban farming/gardening we need to retain more green space than what I've see developers leaving. Yards/trees/gardens also provide for bird and animal species. I agree we need affordable housing but I also think that green space is equally as important for the health and well being of our city.

- The proposed plan/talks are too focused on housing and too little on the environment and retention of urban lot green space. I think more planning for green space is important. We do not want to end up like Kitsalano in Vancouver - though beautiful; it is back-to-back houses with an erosion of green/yard space. It is a housescape more than an landscape.
- Variances: from what I've seen it looks like too many are being granted. What kind of assurances do community members have - is there a FF rep with the power to vote or veto these requests? If not, I suggest it becomes part of the plan.
- I think we need to think of the plans FBC: For the community, by the community. And not for developers and those living outside of the community.
- Sewage, water, parking issues: these will be of issue with density increases - what are the logistics and costs of this? Once again, developers will profit and tax payers left with the increase costs/taxes of infrastructure?
- Transportation: with density comes an increase in cars and gridlock. It is great to hope people walk and bike more, which I do think is happening, but there are still a lot of car-oriented and vehicle-dependent folks (elderly; disabled) that require transit. One idea was for a trolley from Cook St to downtown - great idea.
- There were many suggestions at the meeting for FF and Gonzales to be considered as one plan. This makes sense.
- Staff present at meetings: I understand we are all overstretched. That said, the planner left early followed by the other staff member (who frankly, looked bored through the whole meeting). There were no councilors present. I was disappointed in the city's staffing of this event.



New Landmarks

Land Use Strategy : : Municipal Process

Gentle Density

A Land Use Proposal for Fairfield

“Gentle Density” is a proposal to facilitate all future residential density in Fairfield by capitalizing on and drawing inspiration from the existing features and strengths of Fairfield, which have clearly defined and sustained one of Victoria’s outstanding communities.

It rejects the call for high densities as expressed by multi-storey and taller buildings, and favours scrapping the zones that permit these, even in the corner of Fairfield closest to downtown; observing that there has been, and continues to be, a tremendous proliferation of multi-storey development (high-rise and mid-rise) in a significant portion of the downtown core, roughly View to Caledonia, Douglas to Cook, and cautioning that neither the city nor the public has had, or will for several years have, any opportunity to measure its physical or social impacts on the city.

It questions the fallacious planning argument, made explicitly and implicitly in the draft plan, that higher densities are either needed or advised to support various commercial nodes in Fairfield (Cook Street Village, Fairfield Plaza, etc.), noting that under current densities businesses in these nodes and elsewhere in Fairfield are well patronized and, presumably, viable right now and, contrarily, will not suddenly be made viable if ringed with some higher density developments.

It contends that existing three- and four-storey apartment buildings have done nothing to support or improve the character, appearance, street feel and sense of community in Fairfield, but quite the opposite; and that more would be worse, not better.

It challenges the fundamental assumption in the draft plan that more large and/or tall buildings represent either the only or best way to deliver density to Fairfield, or to achieve city long-term growth targets.

Instead, it proposes new land use guidance and blanket zoning for Fairfield under the rubric, gentle density—that is, increases brought about by the addition of one or more suites in existing houses; the conversion of entire existing houses to suites; and the creation of new one-lot-scale developments providing everything from a duplex to as many as 12 suites in one house-like structure consistent in its architectural presentation and scale with residential Fairfield as it is now.

By our estimate, Fairfield consists of roughly 150 blocks, 100 of which are candidates for gentle density. The other 50 have parks, schools or businesses on them, or are already completely taken up by 3- or 4-storey multi-unit developments.

The remaining 100 or so candidate blocks each have four “faces” or street frontages, for a rough total of 400 (acknowledging that street frontages vary in length and number of lots). If each street-frontage was a receiving area for 10 new residential units either all in one building or distributed among several, this alone would allow Fairfield to grow by 4,000 dwellings (all sizes and types) over the next 25 years, with relatively little change to neighbourhood character and appearance. While 4,000 may not be an upper limit, it is itself four times the city’s 25-year growth target for Fairfield, which is 1,000 units/2,000 people, or an average of 40 dwellings/yr.).

This proposal also observes that a surprising amount and variety of this so-called gentle density already exists on many of Fairfield’s streets, proof that it is viable and successful; that it has sustained and energized, rather than harmed or torn, the physical and social fabric of Fairfield; that it stands as living proof of the workability of such an approach for further/future housing delivery; and that it should be encouraged by policy and flexibly managed with commonsense rules.

Does this gentle density proposal have every detail worked out, every ‘what-if’ and question answered? Of course not.

The matter of lot size and dimensions, especially for new, bare land development, needs study and consideration. Parking requirements, on-site and street-side, need study and a practical, flexible, creative response. The application and approval process (possibly as-of-right, subject to various appropriate conditions and terms) needs study. A strategy would be required to test the implementation of the gentle density concept on a pilot basis, learn from experience, and make appropriate

adjustments. And it is crucially important to engage the community and stakeholders in conversation about this gentle density alternative. It seems, on the surface, as if it would have broad-based appeal, but that can't and shouldn't be taken for granted.

This note simply outlines an idea. Hopefully, it will have sufficient merit to justify more rigorous study and further elaboration. In particular, we encourage you to carefully and observantly walk the streets of Fairfield to study the wide range of gentle density examples already in place: a duplex here, a basement suite or two there, new four-, six- and eight-plexes on single lots, multi-suite conversions of older character homes. It's a good thing and, in our view, you can't have too much of it in Fairfield.

With Best Wishes,

Gene Miller

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To Whom It May Concern

“Design Guidelines For Buildings, Streetscapes and Public Spaces” Cook Street Village

Fairfield Community Plan Comments by Personal info Street

Key Direction #2-- Strengthen Cook Street Village (page 9) states in part -- “introduce new **design guidelines for Cook Street Village to ensure good quality design of buildings, streetscapes and public spaces.**”

Expectation: Detail on Design of Buildings, Design of Streetscapes and Design of Public Spaces. Further there will be sections on these three subjects that provide the detail.
Need further work in my opinion. Comments and suggestions follow.

- 1) **Neighbourhood Plan Goals** (page 18) for Urban Villages calls for “--Building Design that fits— “. This goal appears unnecessarily to get watered down in “Urban Villages” (page 59) to “—Design that fits—” with “buildings” dropped. Maybe “Designs” (buildings, streetscapes and public spaces) the first time and simply “Designs” (plural) thereafter or always spell it out for clarity each time.
- 2) **Cook Street Village Community Design Principles** (page 57) cover everything but buildings. How come? The document has now goals, and principles for Cook Street Village but no Design Guidelines for Buildings for sure. Next on page 61 we have more “polices”.
- 3) **New Directions—Section 7.2 (Page 61)** “The following polices *are intended to* apply to the Cook Street Village area as shown on Map9.” **Recommend the following:**
 - a) delete “are intended to”, what follows either applies or it does not, if they do not apply they serve no purpose; and
 - b) that the Principles in 7.2 be called and drafted as Design Guidelines. Leave “principles” to page 57 and review them to ensure they cover all three elements (building, streetscapes and public spaces).
 - c) next write them like guidelines with the action verb in each to be more directive, for example in 7.2.1 “are to” instead of “Encourage” and 7.2.2 “should” vice “should consider” and so on for them all. Guidelines need to be clear not a “maybe, if convenient, or should you choose”. The objective/direction is to provide Design Guidelines not Principles. Agree they cannot be directives. Language used previously was “should”, see summary of old guidelines at the end.

- 4) Section 7.4 Figure 22 is titled “General Description and Design Guidelines”. Some but not all of the principles (aka design guidelines) from 7.2 are included? Why are some elements missing?
- 5) Biggest Issue for me is that the Design Guidelines for Buildings in particular are weak, for Streetscape are even weaker and could be better for public spaces. I comment:
 - a) 7.2.1, why only do this for corner-sites, sounds reasonable for all commercial sites.
 - b) 7.2.3 not sure I agree we want a “sense of enclosure” on Cook Street. Part of the beauty now is the openness provided by low rise, mid-rise—old, new, middle age, residential repurposed structures etc. “It is the variety that provides the spice/life of Cook Street Village. This would be lost with a “walled in sense of enclosure” particularly with all walls 1/3 the width for the adjacent right away. Variable set back would not mitigate this sense of enclosure. To me this is an issue of “Streetscape” and this is huge when it comes to the feel of my Cook Street Village.
 - c) Set back recommendations seem varied (set back is a key element of the village):
 - i) 7.2.2 says--use building design that complement the surrounding area---setbacks.
 - ii) 7.2.3 recommends 2 meters
 - iii) 7.2.18 says set back portions of the building 1 meter up to 3 meters
 - iv) 7.2.19 –sidewalk widths of 3 meters—5 meters were possible
 - v) Figure 22—1 to 3 meters.
- 6) **Boulevards (Public Spaces):** for the village why not identify best practice boulevards that exist in front of Oxford Foods and say this is the Design Guide.
- 7) **Benchmark for Robust Urban Village Design Guidelines:** Suggest you look at the Design Guidelines for Urban Village below as a model for language and ideas. Tone and language sounds much more direct and suitable for Guidelines. Note for example the concept of “Sky View” item 3.2.2. The propose “policies” relabelled as design guidelines in 7.2 could do with a re-write incorporating the relevant and appropriate concepts from this document. NOTE ‘Streetscape Design Guidelines’!

<https://web.toronto.ca/wp-content/uploads/2017/08/9775-Forest-Hill-Village-Urban-Design-Guidelines.pdf>
- 8) **Bottom Line: there is some effectiveness gains to be had if the Neighbourhood Plans have some “cookie cutter” potential built into the process.** Design Guidelines of Urban Villages is one area where you could potentially learn from experience as you proceed through the process. Since this concept of planning for Urban Villages is new to Victoria just might be a way of holding this element of our plan as a “draft model” which is to be refined and improved further with experience as other Urban Villages undergo the process. Further you may want to hire some special expertise and that talent could be expended on all urban village design guidelines. This would allow for the creation of Urban Village Design Guidelines Model and result in a world class product.

All for your consideration.

Regards,

Personal info

The Old Design Guidelines included here for reference were as follows from city website months ago:

1) Design should respond to local features:

- a) Traditional cladding material;
- b) Bay/oriel windows;
- c) Pitched rather than flat roofs;
- d) Attractive treed boulevards;
- e) Opportunities should be taken to emphasize “street head” vistas; and
- f) Varied building setbacks.

2) The Commercial Zone

- a) Business in each block are encouraged to plan cooperatively;
- b) Parking and loading should be in rear yards, well screened from adjacent residences;
- c) To improve the continuity of the Cook Street Village boulevards, driveway access to rear parking and loading areas should be way of shared driveways to side streets;
- d) Customer parking areas should be pooled for maximum convenience and linked to Cook Street by mid-block walkways;
- e) Along sidewalks and walkways provide features attractive to pedestrians such as shopfronts, open markets, outdoor restaurant seating areas and canopies; and
- f) At pedestrian intersection points, allow room for open plazas or splayed corners.

Non-Residential uses in Fairfield not in Urban Villages

I have included addresses to help if you want to map them in similar style to Map 10. I assume the commercial uses in the NW corner are covered by existing policies – because the Draft Plan for the NW only mentions commercial development in 6.1.6 for west of Quadra (and shouldn't this say mixed-use rather than commercial, as it does in the intro to Chapter 6. Commercial in this context implies offices), and 6.1.16 for Collinson and Vancouver.

- Upper Cook St Village at Meares – (My Thai, Bubby Rose's Bakery, etc and retail/ offices on the east side of Cook) (mentioned briefly on page 47 as an extension of Fort Street. It's zoned C but Figure 14 shows these as parts of exclusively residential blocks. My experience and understanding is that this small commercial area has a distinct identity as a local neighbourhood commercial area in Fairfield. It will probably be reinforced by the construction of the Black and White condos at Fort and Cook)
- Parkside Hotel 810 Humboldt
- Beaconsfield Inn 998 Humboldt
- Bed and Breakfast at Trutch Manor 621 Trutch, Dashwood Manor 1 Cook at Dallas, Postern Gate 1145 Meares
- Eldercare and medical establishments at:
 - Mount St Mary Hospital 861 Fairfield
 - St Michael Medical Centre 845 Burdett
 - Mount St Angela 923 Burdett
 - Red Cross 909 Fairfield [zoned R]
 - Sunrise at 920 Humboldt [zoned R]
 - An institutional building at 950 Humboldt (not sure what it is; transitional housing??)
 - Rose Manor 857 Rupert Terrace
 - Seniors Serving Seniors 909 Fairfield (in the Red Cross building)
 - Clover Point eldercare 90 Linden near Faithful
 - St Francis Manor eldercare 1128 Dallas near Marlborough
- Childcare Centres
 - Community Place (zoned R)
 - YMCA,
 - Christ Church Cathedral
- St Sophia Orthodox Church 195 Joseph at May [zoned R]
- Stewart monument works 1403 May (on this site since 1896) [zoned R]
- Lou's Auto Repair at 617 Vancouver (SE corner with Collinson) [acknowledged in Draft Plan policy 6.1.16]
- Fairfield Auto Repair 1090 Fairfield (NW corner of Cook and Fairfield)
- Sheffield convenience SE corner Cook and Fairfield
- Dentist at 205 Cook NE corner Cook and May.

The Draft Fairfield Plan

Comments by ^{Personal info}

18 January 2018

Introduction:

As a James Bay resident for the past 18 years, a frequent visitor to Fairfield, a shopper in Cook Street and Fairfield Plaza, a guest in the home of friends in the neighbourhood, and as a participant in activities at the Cook Street Village Activity Centre and the Fairfield-Gonzales Community Association, I can offer a unique perspective on one of the city's oldest residential settlements and natural areas.

1. Unsatisfactory Civic Engagement Process

Although the City's Official Community Plan (OCP) was adopted in 2012, I understand the local area planning process for Fairfield began almost two years ago. My experience with this "public consultation process", suggests it was flawed from the outset. The process did not, in my view, reflect the open, transparent, accessible, and accountable principles that form the foundation of genuine democratic and civic engagement.

Perhaps this serious shortcoming can be attributed to the City's colonial history and institutional framework of governance. Regretfully, the prevailing values associated with this framework now play a significant role in assessing not only the City's current assets and capacities, but also its future sustainability.

The underlying thesis of "eternal growth" is presumed to be the only option appropriate for the City over the next three decades. While there is an assumption about the need for a sustainable future, there is no recognition of the risks associated with this strategy. Is "unlimited growth", truly in the best interests of the people who make this city their home? Such a question is not even considered. Hence, one can only surmise there is a foregone conclusion that there are no limits to growth, and that unrestrained development is always in the best interests of a city and its residents.

At the outset of the project, I recall seeing a business card handed out in Cook Street Village that read, **"Join the conversation as we plan the future of your neighbourhood – Fairfield Gonzales."** This short sentence encapsulates the City's consultation process. It is a top-down, paternalistic, command-and-control process whose aim is to gain approval from residents of a preconceived map of Fairfield's future. The vision has already been agreed upon by decision-makers: primarily the development and real estate investment community, elected officials, and senior city staff.

There has been little or no attempt to involve the public from the outset, e.g. inviting residents, business owners, cultural/sports and community organizations, faith organizations, schools etc. to participate. A

formal Local Area Plan Working Group was established on a selective basis comprised of Urban Development Institute representatives, and other business members outside Fairfield. It seems this working group was hand-picked either by staff or by Council, with no right for the community to put forward their own representatives. Even a written request to the City's Director of Sustainable Planning and Community Development, to consider using a different format such as a "Citizen's Assembly" similar to the Grandview-Woodland Neighbourhood in Vancouver, was refused.

The Senior Planner and LAP Project Leader recently indicated that the City took great pains to contact the "hard-to-reach" Fairfield residents: individuals under 40 and renters. What measures did they take? Put up posters in the purpose-rental units in Fairfield? Ask schools to circulate notices through the Parent Advisory Committees? Distribute invitations at key grocery stores or coffee shops in Cook Street Village and Fairfield Plaza?

The City's Rental Forum on the draft Fairfield Plan was attended by some 40 people, who came as a result of last-minute invitations. Planners who facilitated the forum often lacked baseline data and had few answers to questions posed by participants. On other occasions such as Open Houses, a number of residents expressed their dismay at the "dotmocracy" exercise they were asked to participate in, and the "post-it-note" suggestions designed to limit discussion, and tended to discourage meaningful exchange of views. Questions posed to planners often went unanswered when no data could be provided to justify their conclusions. Questions asked about how the feedback from residents would be reported, and if they would be made public, went unanswered.

What became painfully evident to many residents I spoke with throughout this process was the view that the Neighbourhood Plan was a "done deal". It was consistently presented as a blueprint for its major users: Developers, City Staff, Council, and members of the 12 Community Association Land-Use Committees. The views of Fairfield residents seemed to be ignored, and it was a rare occasion if any members of Council were present in any public events or activities.

The entire thrust and urgency of this planning exercise was to facilitate the objectives of developers by:

- Identifying different levels of infill-densification.
- Visualizing housing projects and areas for housing redevelopment.
- Defining new zoning requirements and site/built form parameters.

2. Inadequate Data and Demographic Projections

While the OCP is based on an increase of 20,000 people over the next three decades, with 50% to be accommodated in the downtown area, 40% in the urban villages of the city's 13 neighbourhoods, and the remainder accommodated elsewhere, the local area plans remain ambiguous about the short-term and long-term impacts of newcomers and the civic landscape changes anticipated.

The OCP (p. 25) identified over the next three decades that Victoria is forecast to need a designated housing capacity to meet demand for an additional 13,500 apartment-type units and an additional 2,700 ground-oriented housing units. It also clearly stated that: **“Zoned land capacity analysis prepared for this plan indicates that there is sufficient zoned capacity in 2011 to must match this demand.”** If this is the case, why the big rush to rewrite the City’s zoning policy to prezone rental areas, identify high-density multistory condo tower zones downtown, and upzone areas within residential neighbourhoods throughout the city? Is the local area plan just a licence to print money?

The OCP talks about the need for environmentally-sustainable development that is related to “walkable, transit-focused, mixed-use residential and employment centres.” Why then is the City approving nothing but multi-storey residential properties with major underground parking facilities? Won’t such developments just increase traffic volume and do nothing to reduce the use of private fossil-fuel vehicles? Why, is the City approving similar projects in Cook Street Village, even without a new Local Area Plan? Why is the City proceeding with large-scale housing development projects downtown and in the neighbourhoods without regard for a transportation plan that is clearly out-of-date and unaligned with the current, let alone future needs of the city’s population?

Why has City Hall’s efforts to streamline the development approval process, eliminate the minimum size of residential units, simplify the approval of secondary suites, and garden suites, condone short-term rental suites downtown and in certain principal residences outside the core, all resulted in the rampant increase in the number of unaffordable housing units in the city? How many reasonably priced new units of housing are proposed for Fairfield to accommodate young families, or even renters (those who work in the downtown retail, service, and tourism/hospitality industry?) None!

Even the technical baseline data generated for the Fairfield neighbourhood in October 2016, is woefully inadequate in terms of household and demographic profile breakdowns based on the 2016 Census. There is little attempt to address what is the current baseline household and housing data (before the planning changes proposed) – age, housing type, tenure, etc., and the proposed build-out over the next 30 years.

In open houses and other public meetings, planners had great difficulty providing basic information as to the current new housing growth rate, (50 housing units per year, or 200?); anticipated population increase, (less than 1% annually or more?) Given the growing aging population in the city and exceedingly high housing prices, there are fewer opportunities for families to be accommodated in the neighbourhood. What impact will mean in terms of a changing level of community services and public amenities such as parks and playgrounds, schools, and daycare centres?

Although there is a recognition that 55% of Fairfield households rent, there is little data provided as to the current number of purpose-built apartments (their age, and distribution. There is no projected loss of this affordable rental stock due to demolition and replacement by more desirable, or higher-value home-ownership choices such as multiplexes, townhomes, row-houses, garden suites, etc. which will be built. Given the high proportion of single-family homes, many of which are heritage, and now

accommodate secondary suites, why is there is no baseline data to determine what proportion of these housing units will be lost over the next 30 years.

There is no consideration of transportation use and changes that may impact housing in the area. The only thing that is assumed is that high-density housing development will be accommodated on high-volume arterials or major transit routes. Yet, there is no baseline transportation plan for the neighbourhood, to assess the needs of residents for public and private parking (and how new technology such as driverless vehicles, or short-term rentals such as Airbnb) will impact the nature and character of the neighbourhood. If homes are now used primarily as investment tools, to accommodate transient short-term visitors (e.g. tourists, contract professionals, and possibly students), will this not have an impact on the services and businesses in the neighbourhood?

3. Lack of Consideration of Future Infrastructure Requirements, and the Potential Impact of Climate Change and Seismic Issues that could Negatively Impact Development

The immediate objective of the Fairfield Neighbourhood Plan, like the other neighbourhood plans, is to serve the needs of the development industry first and foremost. The assumption is that all meaningful growth that takes place in the city is to be driven by the needs and interests of the private sector.

Not surprisingly, there are few benefits from this unprecedented housing boom that will be recognized as serving the public interest. With an inadequate density bonus and community amenity contribution policy on the part of the City, there are few benefits available in terms of amenities for residents in the neighbourhoods. In fact, major public investments in landscaping (redevelopment around the Johnson Street Bridge, Ship Point, Harbour Pathway) are to be found concentrated around the high-end condo towers adjacent to the Inner Harbour or in high-traffic volume transportation corridors.

Victoria has limited financial reserves to upgrade its aging sewer, water, storm drainage, and utility network, as well as roads, cycle routes, and sidewalks systems, let alone replace a pool/fitness complex, bridges, and a fire hall. Residents want to know the projected costs of these infrastructure upgrades that will be required as a result of the unprecedented residential growth throughout the city. Council provides no answers any more than staff has even considered whether these systems can carry the expected increase in capacity? Who will bear the burden of these costs? And, are the new developments contributing their fair share of the upgrading costs but also their ongoing maintenance?

The impacts of climate change on coastal cities around the globe must now be taken into consideration when planning for the future needs of urban populations. Rising sea levels and storm surges play havoc with infrastructure. Cities must now devise mitigation strategies and identify potential high risk areas that should not be developed. The Dallas Road Bluffs in the Fairfield area, as well as the Ross Bay area are two vulnerable areas which have not been identified as potentially high risk areas for redevelopment. The insurance industry, the real estate industry, and cities across Canada, together with home-owners must find appropriate solutions. None of these critical issues are addressed in this draft

neighbourhood plan. Will it take the insurance industry declining to insure properties in these areas for city to include this information within their long-term plans?

The seismic risks facing Victoria have already been outlined in a report submitted to Council last year. There is no doubt about the potential devastating impact of a major incident on the housing and infrastructure of the City. Why is there no consideration of the known unstable soil areas in the Fairfield area, which could result in serious loss of housing and infrastructure? Why isn't this taken into consideration in terms of identifying areas that should not be considered for increased densification?

4. Conclusions

The public consultation process involved in drafting the Fairfield Plan is thoroughly flawed. Hence, any planning recommendations and limited feedback are without credible foundation. In fact, Council should stop the process and place a moratorium on the completion of the Fairfield Neighbourhood Plan until after the City of Victoria election in October 2018.

There are many lessons to be learned from failures, whether it is the dismantling of the Blue Bridge and the building of the new Johnson Street Bridge or the drafting of a neighbourhood plan for Fairfield. Citizens need to trust that their elected officials are acting in their best interests. When the public trust is significantly undermined, it does little good to try and patch a life raft already full of holes and, with no personal flotation devices for those on board.

Is hoping for the best and planning for the worst, the only realistic option remaining for Fairfield residents?

January 14/18

Fairfield Neighbourhood Draft Plan 2017 vis a vis The Urban Forest
feedback from ^{Personal}_{info}

Page 3: Acknowledges that Fairfield is located on the traditional territory of the Lekwungen speaking nation. This is good.

One way that we can practice this acknowledgement is to respect, protect, and enhance our natural environment. It might be an idea to actually state this sentiment somewhere in the document. Perhaps as a goal under **4. Parks, Open Space and Urban Forest, p. 33** or part of **4.2.1. p.35**, or the intro paragraph on UF on **p. 38**, or under **4.12** with specific reference to the natural area in the South West corner of Beacon Hill Park or under Placemaking, Arts, and Culture **Goal #1 p.97**.

Under 4.15 Community Stewardship p.40. I wonder if it might be more explicitly stated that it is the community members through the FGCA and Parks specifically (as they have the expertise) that need to work together to protect and enhance the UF. Tree planting and watering boulevard trees during the drought months and educating community members about the important role private lands play in maintaining and enhancing the UF are a few more examples. It needs to be explicitly stated that the UF cannot be maintained and enhanced by Parks alone. That it will take the community members in concert with Parks to accomplish this goal

Our plan needs to list the actions that will be taken including realistic timelines.

Specifically,

Under Key Directions:

Don't know how this one got away on me, but I/we would like **#4 p.7** to read "Enhance" rather than "support" the Urban Forest. **Note:** The word "enhance" is used in many other places throughout the document, notably **Goal 4 on page 33**.

Under Urban Forest:

There is lots of good work here reflective of what I/we are looking for.

It might be an idea to include from the OCP the 4 objectives of Urban Forest Management **p82**, because it is my understanding that developers will be using our plan as a reference and its good to integrate all of these documents.

p.38. It is great that you have included the small explanatory box on UF and UFMP. **Note:** The executive summary UFMP p. vii states "20 years and beyond" not "50 years." Perhaps it is here, that if Parks is unable to come up with timelines for the UF Action Plan that it is explicitly stated that we are awaiting said Action Plan and that the recommendations will be incorporated into our plan as soon as they become available.

Under Parks, Open Space and Urban Forest:

p.34, 4.1.2 Because this objective explicitly states, "private lands" can we add the Urban Forest Master Plan and or the Urban Forest Action Plan with its expected date of completion? See reference to the UFMP and its connection to the POSMP Parks and Open Spaces Masterplan.p9
Note: Also there is a typo here.

Under **Adapting to Climate Change 4.16.1 e)** is it possible to add “private lands.” The **OCF** makes reference to “private lands” vis a vis the **UF 10.14.1 p.82**.

Under definitions:

You have a great comprehensive def. of “Urban Forest”.

Could you please define “green space” or differentiate from “open space” or just use “open space” as defined in, Parks and Open Spaces Masterplan April 2017 p.32

It is unclear how Parks will implement the UFMP recommendations. Many of these recommendations are city wide. When it is ready, will Parks implement the recommendations concurrently throughout the entire city or start with one of the 13 neighbourhoods? Will it begin with the neighbourhood in most need of UF work? While, I/we appreciate addressing the tree canopy; see **4.11.1**, there are apparently other ways (perhaps better ways) to measure the UF. So this is where we need to hear from parks in terms of what recommendations from the UFMP take priority. For example, is it planting more trees or is it strengthening the tree bylaws. This is why we need Parks to identify an action plan outlining the optimal sequence for protecting and enhancing the UF. Also, it is my understanding that the tree canopy in Fairfield has already been measured at 21% as per the **UFMP p. 10**.

It would appear that the UF guidelines for each UPD will not be completed before our neighbourhood plan is finished. Can it be noted

in our plan that as soon as these become available they will be incorporated into our plan?

The City says:

You Don't Care!

The city recently has held a series of "engagement" meetings to gather residents' feelings about a wide ranging plan to dramatically increase the population of Fairfield.

Only 10 people attended one of these.

When asked why so few people were showing up for these very important sessions, city planning staff held up a pamphlet and said:

"We mailed one of these to every address in Fairfield. It is obvious people just don't care."

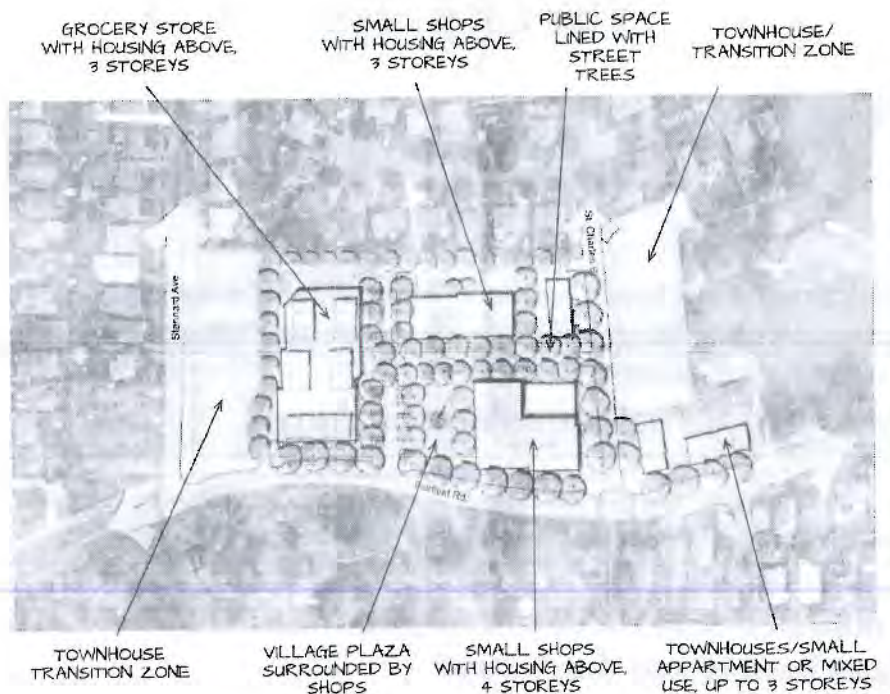
Recent door-to-door surveys reveal most people are unaware of the City's "Local Area Plan" process. City Council members and staff agree their "engagement" methods are not effective.

Yet, the City is pushing to have this "Accelerated" planning process, which includes Fairfield plaza to be recreated into "Ross Bay Village", shops with 3 and 4 storeys of "housing" above, to be approved in only a few weeks.

With these dramatic and significant changes supported by the city, it is critical you attend the

7 pm meeting, Monday, January 15th

**at the Fairfield Community Centre (Moss and Fairfield)
and ask this process be stopped.**



This "Fairfield Local Area Plan" proposes new developments, from existing single family house conversions to new multi-story multi-unit townhouse, **NOT be required to provide for parking.**

**Recently, Mayor Lisa Helps said
"I'm only one voice. This is YOUR plan."**

With so few in Fairfield that know what is being planned for, moving ahead with the plan makes no sense. Trying to discuss the details proposed, now, makes no sense. So much critical information – such as:

"How much more development can Fairfield accommodate before our quality of life, the very reason most bought into Fairfield, is destroyed?" has yet to be determined.

Please plan to attend the Jan. 15th meeting at 7pm (only ½ hour long), at the Fairfield Gonzales Community Association 1330 Fairfield Ave.

And Email Mayor and council at: mayorandcouncil@victoria.ca

Rob Gordon

Subject: FW: Changes to the Fairfield LAP page 90

From: Personal info

Sent: Wednesday, January 31, 2018 3:22 PM

To: Kristina Bouris <KBouris@victoria.ca>; Rebecca Penz <rpenz@victoria.ca>; Andrea Hudson <AHudson@victoria.ca>

Subject: Changes to the Fairfield LAP page 90

Hello Kristina,

thanks very much for your offer to recommend changes to the Fairfield Local Area Plan on HCAs. Before writing this email I have gone back and reviewed the council meeting in September, read letters on this subject and had conversations with my neighbours. The following is informed on what I have read and heard. I am happy to meet with you or chat on the phone or have more people send in emails if you need more input. Let me know. I have listed the changes in order of importance to us. Also, are you able to send me the recommended changes before they go to the council on Feb 22nd? Thanks Personal info

The changes we are requesting are on page 90 of the Local Area Plan under section 10.2 Historic Areas.

Section 10.2.3 We want this whole section deleted.

The following are our reasons:

Mentioning any of the streets is not fair to the property owners who last fall were very vocal about not wanting HCAs. The wording implies they have been selected.

The streets were selected by city staff based on their view of heritage not the community. This was done without knowledge of, agreement by, or permission from the property owners. Residents of these four streets spoke out strongly against their involvement in an HCA. We presented comprehensive documentation to your committee and the Mayor and Council supporting our reasons. Not one of the streets mentioned in this Section have 100% buy-in to HCA inclusion. During the Committee of the Whole meeting last fall, the Mayor and City Council vocalized that the City should encourage champions working with the residents of their own streets to come forward. This was the cooperative spirit of the discussion which we took away, back to our neighbours. Although the motion might have had these streets mentioned for future when I listened again to the discussion it was not the spirit of the conversations.

Again Including these street names in the wording implies they have been selected. It gives no peace to the owners and puts those residents on 'a slippery slope'. This Council and committee will change at some point and having these streets named in this document, or any other, could lead to interpreting the clause differently than your group. In fact we had many conversations about Cook and Dallas because they were mentioned in the OCP. At one point you indicated the process would be different for us because of that. Even though we could not find a process that the community had been involved in and supported or how it was included in the OCP.

10.2.2 Suggested wording change

Facilitate citizen-initiated efforts to establish Heritage Conservations Areas in Fairfield by supporting and providing assistance to champions who come forward to work with resident/owners on their own streets.

Section 10.2.1 Suggested wording change:

Facilitate a citizen-led and initiated effort to establish a Heritage Collaboration group. This group would establish heritage values as guides for Fairfield and would work with the city, homeowners, NGOs, developers to facilitate a process where solutions are found for renovations and construction that preserve and enhance heritage values. This approach would broaden awareness of heritage values and contribute to culture change on this important issue.

Rob Gordon

Subject: FW: Fairfield Neighbourhood Plan

From: Jonathan Tinney
Sent: Wednesday, January 31, 2018 8:50 PM
To: Personal info
Cc: Lisa Helps (Mayor) <mayor@victoria.ca>
Subject: Re: Fairfield Neighbourhood Plan

Thanks Personal info will forward this on to staff for inclusion and consideration as we make updates to the plan. Appreciate your time to provide feedback.

Jonathan Tinney
1 Centennial Square
Victoria, BC V8W 1P6
250.588.1500
jtinney@victoria.ca

On Jan 31, 2018, at 8:37 PM, Personal info > wrote:

Hi Personal info :

Below is the response from both Mayor Lisa Helps and the director of sustainable planning and community development, Jonathan Tinney, to my messages regarding redevelopment of Sub-area 4 described in section 8.6 of the draft Fairfield Community Plan.

Through this email discussion I have yet to be convinced that section 8.6 is prudent (given the risk of significant property damage in an earthquake due to liquefaction) or necessary (given there are currently 74 dwellings, at least 30 per cent with secondary suites) between Stannard and St. Charles west to east and Fairfield and Richardson south to north.

It is my strong opinion this late addition to the plan should be removed.

Personal info

Begin forwarded message:

From: Jonathan Tinney <JTinney@victoria.ca>
Subject: RE: Fairfield Neighbourhood Plan
Date: January 31, 2018 at 3:23:09 PM PST
To: "Lisa Helps (Mayor)" <mayor@victoria.ca>, Personal info
Cc: Engagement <engage@victoria.ca>

Thanks Mayor Helps,

Personal info please find below a link to the background report from 2009.

www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Local~Area~Planning/Fairfield~Gonzales/Fairfield~Growth~Survey/Urban%20Futures%20Managing%20Growth%20and%20Change%20in%20Victoria2009.pdf

Page 28 breaks down the growth assumptions for the City looking forward. It assumes an average growth rate for the City of about 0.8% per year till about 2028 or so and then decreasing to 0.6% per year after that.

More recent numbers from the census suggest that actual growth going forward may even exceed this amount. Based on the 2016 census, Victoria added 5,775 new residents between 2011 and 2016 which is an average growth rate of 1.4% per year. So to answer your question neither the City or the OCP is promoting growth, but rather the plan is trying to effectively manage it. The goal of the OCP is to try to accommodate the demand for housing driven by these future residents, while at the same time directing it to the right locations and in the right forms (type, tenure, price) to meet other goals related to affordability, vitality, maintenance of open space, the provision of services, etc.

Thanks for your comments on the draft plan, I will forward you note staff so they can include your thoughts into the other feedback we have received to support a range of revisions being made to the current draft. I will say that at the staff level we certainly agree on the need for balance – making sure we are providing options for people looking to live in our communities that meet their needs, while also maintaining what is valuable about those communities. We rely on the members of that community to provide us with feedback to assist in this balance, I appreciate you taking the time to provide your comments.

Regards,

Jonathan Tinney
Director
Sustainable Planning & Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0511 F 250.361.0248

<image001.gif> <image002.png> <image003.gif> <image004.gif> <image005.gif>

From: Lisa Helps (Mayor)

Sent: January 29, 2018 9:31 PM

To: **Personal info**

Jonathan Tinney <JTinney@victoria.ca>

Cc: Engagement <engage@victoria.ca>

Subject: Re: Fairfield Neighbourhood Plan

Thanks **Personal info**

Jonathan, can you provide the research from 2009 (I believe) that an independent professional did as we were preparing for the OCP. **Personal info** it is this research paper, specifically on Victoria, on which the OCP is based. Can you copy me so I have this as well. I looked for it online but couldn't find it. It should be filed somewhere as background research to OCP development.

Re: amalgamation, I agree! Victoria and Saanich are at long last working together on this.

Take care,

Lisa

--

Lisa Helps, Victoria Mayor
Lekwungen Territory
www.lisahelpsvictoria.ca
250-661-2708
@lisahelps

“Resignation and cynicism are easier, more self-soothing postures that do not require the raw vulnerability and tragic risk of hope. To choose hope is to step firmly forward into the howling wind, baring one’s chest to the elements, knowing that, in time, the storm will pass.” - Archbishop Desmond Tutu

On Jan 29, 2018, at 8:16 PM, **Personal info**

wrote:

Your Worship:

Thanks for the opportunity to respond to your query about the forecasted population increase in the Capital Region and the City of Victoria’s response to it. With all respect due to your office, I’m not sure how the figure of 20,000 more residents you cite has been arrived at.

According to BC Stats, it appears that by 2041 the total population of the Capital Region is set to increase by 84,210 to 475,347 souls.

Given this data, city staff must then expect that over one quarter of these souls plan to live within the incorporated limits of the City of Victoria. The land area of the city constitutes roughly one per cent of the total land area of the Capital Region, not including the Gulf Islands.

It seems unreasonable that one of the physically smaller municipalities within the Capital Region is expected to accommodate one quarter of this increase in population when today it accommodates one quarter of the region’s population. Even accounting for land within the Agricultural Land Reserve, adjacent Saanich is almost five times the size of Victoria and yet only accommodates 30 per cent of the region’s population.

Rather, I wonder if the City of Victoria is competing with neighbouring municipalities for these new residents. Increased housing for these residents will mean a significant increase in taxation revenue for the city. Further, this projected increase has likely emboldened property developers and real estate agents to encourage the city to consider redeveloping many of its desirable existing neighbourhoods to accommodate the new residents. However, my fear is that if municipalities within the Capital Region are indeed competing with one another for these residents, that this competition is leading Victoria down a path of

disintegrating perfectly good homes and neighbourhoods under the cloak of “densification”.

If a neighbourhood or area is truly in need of redevelopment like the Capital Park project in the legislative precinct or the Janion Building on Store Street, then redevelopment is great. There are areas of Victoria lying fallow that do need redevelopment. If design specifications and limitations for redevelopment of existing neighbourhoods and properties are required to gently increase density while respecting existing neighbourhoods, then let's include this in the new Fairfield neighbourhood plan. Let's even consider the development of co-operative housing as a way to encourage young families and others on lower incomes to live within the city limits. But let's not plan to destroy existing, well-functioning neighbourhoods so that a few can gain financially.

To this end and in answer to your question, with this forecasted increase of residents by 2041, now is the time to amalgamate a number of municipalities within the Capital Region so that this increase in population and resulting demand on services (like hospitals, health, police, fire and emergency services for areas highly susceptible to the effects of earthquakes, like Sub-areas 3 and 4) are coordinated throughout the region. It is not my desire to watch a marketing competition develop between adjacent municipalities that unintentionally destroys what is good in our city.

As my chosen representatives, it is my hope you will instead steward the development of the city — and the region — so that it allows for growth but not at the expense of what is currently flourishing. I remain unconvinced that the new neighbourhood plan for Fairfield must include the redevelopment of Sub-area 4. Sub-area 4 ain't broke, so let's not fix it.

Thank you again for your attention to this matter.

Sincerely,
Personal info

Capital Region Projected Population Increase:

<https://www.bcstats.gov.bc.ca/apps/PopulationProjections.aspx>

https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/Population/Population-PDFs/2014-population-employment-amp-dwelling-projections-to-2038.pdf?sfvrsn=92622eca_4

https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/population/population-pdfs/popestimate_17.pdf?sfvrsn=d00003ca_4

Capital Region Land Area:

https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/Population/factsheets-landing-page/land-area-and-municipal-incorporation-dates.pdf?sfvrsn=2b538ac9_2

From: "Lisa Helps (Mayor)" <mayor@victoria.ca>

Subject: Re: Fairfield Neighbourhood Plan - Earthquake

Date: January 28, 2018 at 10:51:08 PM PST

To: Personal info

Dear Personal info

Thanks for writing back. And no need to call me your worship!

The draft plan is just that - is a draft and the fact that we're having this conversation and receiving your input is precisely the point of circulating a draft plan.

I'd love to hear your thoughts about what would be your opinion for the best way for Victoria to grow. We anticipate about 20,000 more residents in the City by 2041. If not in your neighbourhood, what kind of plan would you and your neighbours like to see for how the city develops to accommodate them? I look forward to hearing your thoughts.

Thanks again and take care,

Lisa

--

Lisa Helps, Victoria Mayor

Lekwungen Territory

www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>

250-661-2708

@lisahelps

“Resignation and cynicism are easier, more self-soothing postures that do not require the raw vulnerability and tragic risk of hope. To choose hope is to step firmly forward into the howling wind, baring one's chest to the elements, knowing that, in time, the storm will pass.” - Archbishop Desmond Tutu

On Jan 28, 2018, at 1:50 PM, Personal info

>> wrote:

Thanks, Your Worship, for your response to my concern about adequate emergency preparedness for Fairfield in light of the desire to add density to Sub-areas 3 and 4.

I'm now going to step firmly into the howling wind to say that I feel my neighbourhood is on the cusp of gentrification. The draft neighbourhood plan considers my perfectly good home, property and neighbourhood around it disposable. If this draft plan is approved, why should I or any of my neighbours bother to upgrade or even keep our properties in good order knowing that our properties will be purchased by a developer so they can be disposed of?

I see Aryze Development that is planning to develop the townhouses on Fairfield Road often partners with Engel and Volkers realty. Considering the cost of the six

redeveloped condos E&V just sold at the corner of Southgate and Vancouver (starting at \$699,000), I am dubious that the townhouses planned for development in my "Sub-area 4" Fairfield neighbourhood are targeted to families, seniors and working people with low incomes as the draft plan states.

With the help of past city administrations, my neighbours and I along with our community association have created a vibrant and wonderful neighbourhood that everyone wants to live in. It seems with this draft plan we are about to become the victims of our own success.

Sincerely,
Personal info

On Jan 22, 2018, at 10:42 AM, Lisa Helps (Mayor)
<mayor@victoria.ca<<mailto:mayor@victoria.ca>>> wrote:

Thanks. Great questions. Will wait for response from staff.

--

Lisa Helps, Victoria Mayor
Lekwungen Territory
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>><<http://www.lisahelps victoria.ca>>
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On Jan 21, 2018, at 1:35 PM, Personal info

> wrote:

Hi Folks:

Thanks for the opportunity to engage with you regarding the proposed Fairfield Neighbourhood Plan.

I live in Sub-area 4 in the proposed neighbourhood plan and love my neighbours and my community. I chose to live in Fairfield after visiting the city's planning department 23 years ago to purchase and read the neighbourhood plans for each area of the city. Fairfield was the only area that did not have a neighbourhood plan. The chap I spoke with back then stated, "Oh, we're not worried about Fairfield. It really has its act together".

I am now very distressed to learn that the proposed, seemingly quite urgent, neighbourhood plan appears to encourage the entire redevelopment of my local community.

Further, only after my wife and I bought our home and settled in years ago to raise our family did I become aware of the geological history of Fairfield, especially Sub-areas 3 and 4.

The province's Geological Survey Branch has documented that Sub-areas 3 and 4 of the proposed neighbourhood plan, because they are situated on peat over deep clay, are at very high risk of ground motion amplification during an earthquake. This means should there be a significant earthquake in the capital region, Fairfield will feel it most.

Given this, I am curious to know if — because the plan intends to supports new, additional housing within Sub-areas 3 and 4 — Victoria will make new and potential residents aware of this significant risk and whether the proposed neighbourhood plan will include an adequate emergency response to the Fairfield neighbourhood when an earthquake occurs?

<http://www.empr.gov.bc.ca/Mining/Geoscience/SurficialGeology/VictoriaEarthquakeMaps/Documents/amplification.pdf>

Sincerely,

Personal info