Community Feedback:

Victoria West Draft Neighbourhood Plan Open Houses and Other Events

Date: September 9, 2017

Event Type: Open House

Location: Lawn Bowling Club

# of attendees: 55

Notes

Create Strong Village Hearts

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

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

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

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

Additional Comments

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

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

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

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

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

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

Additional Comments

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

Connect the Community

Neighbourhood-Priority Transportation Improvements

Comments

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

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

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

Additional Comments

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

General Comments

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

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

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

Better connect the neighbourhood to existing regional multi-use trails

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

Additional Comments

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

Add Housing That Fits the Neighbourhood Character in Older Residential Areas

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

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

Additional Comments

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

Housing – What's Proposed in the Plan?

- Consider views

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

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

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

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

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

Additional Comments

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

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

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

Reduce the size of lot where duplexes are allowed.

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

Additional Comments

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

Create more places to live near transit and amenities

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

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

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

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

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

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

Additional Comments

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

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

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

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

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

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

Additional Comments

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

Strengthen Waterfront Connections

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

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

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

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

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

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

Additional Comments

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

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

Support Jobs in the Neighbourhood

Maintain the Upper harbour waterfront for industry.

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

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

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

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

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

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

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

Additional Comments

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

Strengthen Parks, Open Spaces and Food Systems

Suggested Park and Open Space Improvements

Comments

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

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

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

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

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

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

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

Additional Comments

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

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

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

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

Other Comments and General Feedback

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

Date: September 18, 2017

Event Type: Open House

Location: DaVinci Centre

# of attendees: 55

Notes

Overview and Process Timeline – Vic West Neighbourhood Plan Timeline

Create Strong Village Hearts

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

Comments

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

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

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

Additional Comments

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

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

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

Additional Comments

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

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

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

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

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

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

Additional Comments

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

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

Connect the Community

Neighbourhood Active Transportation Network

Comments

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

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

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

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

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

Additional Comments

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

Neighbourhood-Priority Transportation Improvements

Comments

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

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

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

Additional Comments

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

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

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

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

Additional Comments

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

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

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

Reduce the size of lot where duplexes are allowed.

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

Additional Comments

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

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

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

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

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

Additional Comments

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

Housing Policies for Traditional Residential Sub-areas

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

Create more places to live near transit and amenities

Neighbourhood Land Use

Comments

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

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

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

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

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

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

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

Additional Comments

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

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

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

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

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

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

Additional Comments

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

Strengthen Waterfront Connections

Future Inter-Municipal Waterfront Pedestrian Routes

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

- Very Supportive – 11
- Somewhat Supportive – 0
- Neutral – 0

- Somewhat Opposed – 0
- Very Opposed – 0

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

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

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

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

Additional Comments

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

Support Jobs in the Neighbourhood

Maintain the Upper Harbour waterfront for industry.

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

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

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

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

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

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

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

Additional Comments

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

Strengthen Parks, Open Spaces, and Food Systems

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

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

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

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

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

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

Additional Comments

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

Neighbourhood Priorities

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

Comments

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

Other General Comments noted by planner at Open House:

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

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

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

Additional Comments

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

Date: September 7, 2017

Event Type: Youth Engagement Event

Location: Skate Park

# of attendees: 25

Notes

Youth Engagement - What are Your Thoughts Board

How did you get here today?

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

Where in Vic West do you hang out most often?

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

Neighbourhood-Identified Priority Transportation Improvements

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

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

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

Date: September 9, 2017

Event Type: Area-specific drop-in event

Location: Esquimalt Road

# of attendees: 10

Notes

Big Moves in the Draft Vic West Neighbourhood Plan

Comments

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

Neighbourhood Land Use Map

Comments

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

Date: September 18, 2017

Event Type: Area-specific drop-in event

Location: Westside Village

# of attendees: 15

Notes

Big Moves in the Draft Vic West Neighbourhood Plan

Comments

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

Date: September 10, 2017

Event Type: Area-specific drop-in event

Location: Craigflower Village

# of attendees: 25

Notes

Big Moves in the Draft Vic West Neighbourhood Plan

Comments

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

Craigflower Village Concept Diagram

Comments

- Commercial property beside church?

Date: September 17, 2017

Event Type: Drop in meeting with Swim an Month Club

Location: Banfield Park

# of attendees: 10

Notes

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

Date: September 20, 2017

Event Type: Presentation to Gorge Waterway Initiative

Location: Victoria Canoe and Kayak Club

# of attendees: 10

Notes

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

Date: September 24, 2017

Event Type: Pop-up event

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

of attendees: 100

Notes

Comments on Craigflower Village Concept Diagram:

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

Comments on Big Moves summary board:

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

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

Date: September 17, 2017

Event Type: Pizza and Planner

Location: Selkirk Avenue

# of attendees: 14

Notes

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

Date: September 21, 2017

Event Type: Pizza and Planner

Location: Rothwell Street

# of attendees: 15

Notes

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

Date: September 23, 2017

Event Type: Pizza and Planner

Location: Vic West Community Centre

# of attendees: ~25

Notes

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

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

[Printed statement submitted at Sep. 23 Pizza + Planner event.]

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

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

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

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

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

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

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

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

Date: September 25, 2017

Event Type: Pizza and Planner

Location: Robert Street

# of attendees: ~35

Notes

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