

APPENDIX B – Public Engagement Report



PUBLIC ENGAGEMENT REPORT

Changes to the Downtown Zoning Bylaw Central Business District




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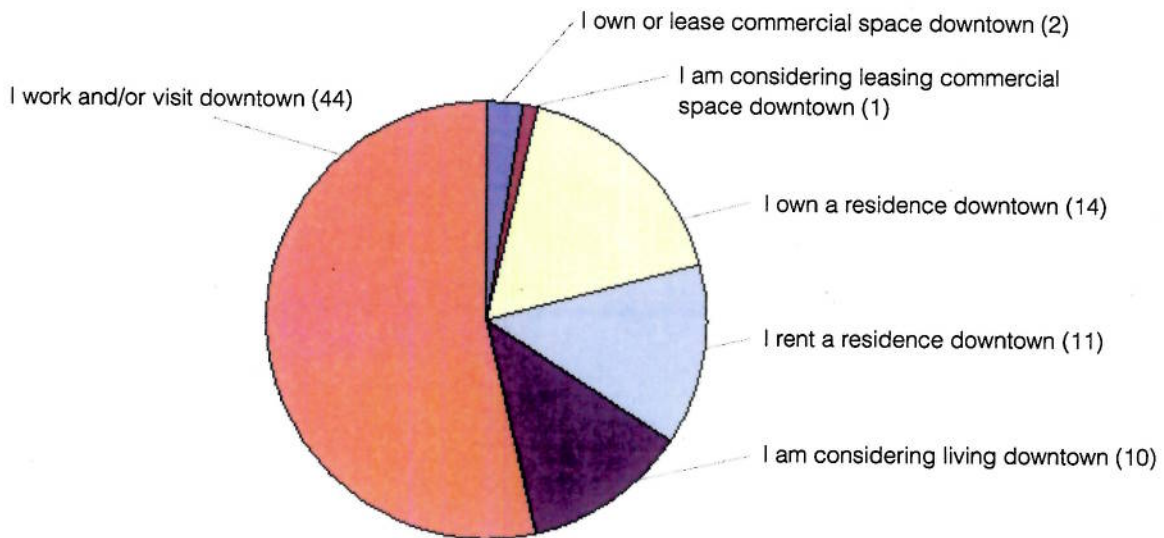
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Engagement Activities

	Engagement Activity	Participation
	<p>Public Open House An open house was held in early 2014 with the objective to raise awareness and solicit input on the proposed zoning bylaw changes for the Central Business District. Information boards situated throughout the room outlined the new bylaw being considered. Staff were onsite and available to provide additional information. Feedback was collected through discussions with staff, post-it note comments and surveys.</p>	240 people attended the open house representing various community groups including developers, planners, downtown property owners and residents. 64 print surveys were completed.
	<p>Online Survey Information boards from the open house and the survey were posted on the City's website for those who were unable to attend.</p>	Seven online surveys were completed.
	<p>Social Media Information of the upcoming open house was shared on Facebook and Twitter.</p>	Facebook posts received 974 views.
	<p>Media Relations Several local media assisted in promoting and providing coverage on the open house.</p>	Articles on the open house appeared in the Times Colonist and a story was broadcast on Global BC news.

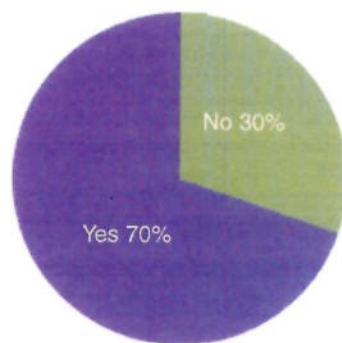
What We Heard

The following provides a high level overview of the information collected through the open house and surveys. All feedback collected is outlined in the appendices.



Who We Heard From

Did you find the regulations clear and easy to understand?



Which regulations could be improved or written more clearly?

- Additional information needed on the density bonus system and how it works
- Definition section was helpful in understanding all of the terms
- More plain language would be useful in making the regulations comprehensible to the general public

Do you have any general comments on the proposed permitted uses?

- Generally strong support for the proposed permitted uses
- Desire for more green and public space
- Ensure a balance of all proposed uses
- Concerns around limiting parking while increasing density
- Need for affordable housing options for downtown
- Support for alternative transportation modes as long as new infrastructure is added to meet demand
- Grocery stores should be listed as a separate item

Are there any additional permitted uses you recommend the City considers or existing uses you feel should not be permitted?

- Encourage urban agriculture such as rooftop and community gardens
- More green and public space
- Allow café set-back to facilitate sidewalk cafés/outdoor seating

Do you have any comments about the proposed regulations for the form of buildings?

- Generally strong support for the proposed regulations
- Support for set-backs
- Building design is important in ensuring diversity and visual appeal of downtown
- Some concerns around new height allowances

Do you have any additional comments on the new Downtown Zoning Regulation Bylaw?

- Concerns that generating more growth downtown and limiting parking will create barriers for businesses and individuals with mobility impairments
- Desire to see more support for alternative transportation through increased public transportation and safe, cycling infrastructure

Additional comments on the new Downtown Zoning Regulation Bylaw

- Good information session; appreciate the opportunity to provide feedback
- Ensure balance of permitted mix uses
- Need better lighting downtown
- Great to see electric charging stations downtown

Appendix A: Survey Questions and Answers

Which regulations could be improved or written more clearly:

- The regulations are amazingly complex for such a small Central Business District.
- Different zone nomenclature 1A, B, C, D etc. may make sense to planners but the differences that distinguishing them are not intuitively obvious.
- The actual definitions of the different coloured zones, e.g. light green as opposed to blue.
- The maximum allowed height plus 90m heritage consideration is not clear. How do they impact each other?
- In general, jargon is a little difficult to understand completely on most regulations.
- Flat maps = old school. 3D and street representations would be more viewer friendly for public.
- I need to study them, perhaps after some study they will be clarified in my mind.
- Heights in metres would be easier to relate to in terms of story(s).
- I answered yes, but I need more info around the density, bonus system – how it works.
- It took a while to understand but educational materials are good.
- Regulations for upper levels
- It's as clear as planner language gets :)
- Reasonably understood it so
- The definition section was helpful to understand all terms.
- Should be a compare and contrast of new versus old. This seems geared for planners, not citizens.
- Clear direction of bonus density conditions/pricing/cost?
- Regulations should have explained the heights instead of naming the colours CBD – A, B, etc.
- I would like to see some further thought put into smart planning these areas as well as developing them. I live in the 'core' area but the neighbourhood block I'm in is mostly residential. I don't know if there is value-added by requiring new buildings to have commercial in this small area.
- Reasonably. They seem too 'high-level' at this point. For my level of understanding on the specifics.
- Bike rooms are NOT suitable safe or secure for class 1 bicycle storage. Consider individual bike lockers.
- Clearer than before, for sure.
- A bit vague
- Discouraging! With regard to parking, on my first visit to Victoria I got multiple tickets for 'petty' reasons, eg., not properly aligned. Overstay in residential.

Do you have any general comments on the proposed permitted uses?

- 72 meters is WAY TOO HIGH, even with setbacks.
- We need more green space downtown and to preserve street sight corridors to the Olympics and the Sooke Hills. i.e. more trees and mini parks.
- The proposed permitted uses seem broad enough for the CBD. I would have no concern about any of these uses being implemented according to market demand. Remaining constraints are adequate.
- Encouraging walking and cycling is an excellent idea. By reducing street parking and placing it underground is one viable option.
- Most of them appear to be already permitted and the buildings are now used for those purposes, eg., hotel, restaurants, jewelers, etc.
- Would like more 'green space' and pedestrian walk areas. A comprehensive electric transportation model for downtown. Something similar to Denver, Colorado or any other city that makes allowances for such transport of pedestrians.
- Green spaces, pedestrian friendly very important to livability.

- Keep low height 2 storey buildings along the Fort Street corridor (downtown to Rockland). Small businesses there will be/are supported. 2) Introduce two way traffic along Fort and along Yates to increase business.
- Size of commercial floor space encourages different kinds of businesses. Please consider wide front versus deep store fronts in locations. Also increased first floor story height
- Most ideas seem fantastic! I strongly support movements to give more priority to pedestrian/cycling traffic as well as multiple passenger/business vehicles/buses.
- Concern about the ease of density (frequency of use) increase for 'amenities' which are often just good sales additions to develop. E.g. wheelchair accessibility.
- Without viewer friendly 3D street representations for the public, it is difficult to make comments.
- Bicycle, scooter rentals should also be permitted uses to accommodate changing transportation choices (answer to #3 I guess) for heritage district.
- The definitions appear self-evident and are clearly laid out.
- Possibly some information regarding grocery store use and educational facilities. Also housing cooperatives.
- Good ideas!
- Green space is really needed for residents and for tourism
- Need to add grocery store as a separate item. Hiding it under 'retail' rendering it invisible. You list 'laundry facility' separately which makes me curious about not stating grocery store separately. Those of us who live downtown, especially south of Fort Street Humboldt valley, would love a grocery store this is within walking distance. 7/11 doesn't count.
- Anything that can be done to encourage apartment dwellings and low/modest income housing should be considered.
- I feel that we are finally headed in the right direction – building a downtown that folks and families want to live in.
- More emphasis on 'public commons/green space' in design parameters.
- I think it looks good but I don't see how it will support more affordable housing in the downtown. I guess some of that is in the density bonus system.
- In regards to the density ratio for CA spaces as opposed to the residential – perhaps the residential could be higher? After all, if the city wants to move forward a process of densification, it will be important to have a large number of people living downtown and not just working downtown. This ensures more safety and the possibility for more vibrancy.
- Logical and desirable
- Overall, looks good. Would like more green space and small parks
- The Falls' was a good example of flexible design making a better building. Late in the approval process an increase in height was proposed that provided more separation between the towers and improved view corridors/sightlines. Will the new bylaws have the flexibility to allow simple modifications like this?
- Uses look reasonable as do heights. My main concerns are with active transit mobility through the zone and vehicle speeds; are they addressed elsewhere?
- The permitted uses are fine in themselves, but the mix of activities is the critical issue.
- What developments will happen and when? No clear mention of proposed areas that will begin priority areas.
- I love that building will not have to require off-street parking. Our downtown is so walkable and accessible, a car is not necessary in my mind. This will encourage less car use.
- I would like to see green building incentives in the downtown core. Perhaps requirements for new buildings?
- Should incorporated some green space to bring light into downtown, all concrete will be cold and unwelcoming.
- Consideration should be given/explored in the Douglas Government corridor.
- I think it is great that the plans do not require off street parking. I also like that the plans allow for multi-use buildings
- They're all fine as long as there is a strong degree of heterogeneity among established uses.
- More parking is a requirement if expected population will grow. Better transit options.
- Sustainability is good but less parking with anticipated growth is ignorant.

- Are the formulas to determine amenity packages? E.g. will increased density lead to more money for new dark space downtown?
- I like what you have but not planning/allowing for public space.
- Would also like to see more emphasis on Art Gallery or Arts Centre, library and downtown pool.
- Easy to access, not out of the way like the Crystal and current location of the Art Gallery.
- Permitted uses seem reasonable. However, what plans are being considered to attract businesses to the downtown core? A large portion of the population lives in the Western Communities. How will Victoria compete?
- Love it! Get on with it ASAP. Our downtown needs density and vibrancy.
- I was a little fuzzy on how a business such as RMT, physiotherapy, chiropractic fit into the permitted-uses scheme. Presumably, these are not 'essential' medical services but they are not 'spas' either.
- Relocation all short-term vehicle parking to city operated parkades.
- Bigger is better.
- This is a comprehensive plan. I hope we are able to move forward with this.
- Do they have to be so specific?
- I am delighted about the 'set back' rule for taller buildings. I have resided in Asia (Singapore, Hong Kong) and find the shop house idea very friendly, especially Malaysia. i.e. small shops at pavement levee – 2 story residences above.

Are there any additional permitted uses you recommend the City considers or existing uses you feel should not be permitted?

- Casinos are listed, but isn't having one already in the CRD sufficient? The Core Area Plan book page J1 has a map showing the rail corridor crossing the bridge to Wharf Street. Is that still possible or allowed?
- The move to bicycle and other like transit downtown is a good move. Need more of this. And something off-shore to loop traffic to the west of the island.
- Close lower Government Street between Wharf and Yates to vehicular traffic to attract visitors and locals to shopping, special events (i.e. Chalk art festival).
- Revert parking restrictions in Beacon Hill Park.
- Non retail service, restaurant street front businesses. They disturb the shopping continuity.
- I believe there needs to be provisions for green spaces/parks. It's integral we retain our image of a wonderful place to live and work. Quality of life need to balance economy.
- Where are green spaces, common use, and public use areas?
- Please be very careful to limit or to simply not allow more liquor stores/drinking establishments' downtown. I am concerned about the effect this has on social costs and VicPD staff, no levies.
- More downtown entertainment spots
- Light rapid transit!
- Urban agriculture such as rooftop gardens or high-intensity hydroponics.
- Ensure that any manufacturing (eg. High-tech) is not a nuisance (odor, noise, pollution) to residents.
- I'm wondering about green space? Could we have a central, vibrant inner-city park? For example, Centennial Square could be re-planned/ updated to encourage more public use. Also, what about green roofs on buildings? Further, are there any sustainability building requirements for buildings? It would be great to require more environmentally friendly buildings.
- Allowing restaurants to have outdoor seating.
- I feel that the additional permitted uses will allow for a better mixed use situation in Vitoria. I feel this is great.
- I know we can't create parks, but there needs to be a few areas that can be green or act as public spaces.
- More analysis and future screening of night club use should be considered. Historically these establishments bring other social issues for the city and can be a drain on police and other resources.

- More pocket parks, green space or community gardens. The closest green space to me is not zoned for dogs for example, despite the number of dog owners in the area. The opportunity to have community gardens like in James Bay would be wonderful and give a sense of community.
- Green space, even small space. Art.
- I saw no specific provision or mention of 'pop-up' businesses in the plan. I suppose this would require flexible leasing or some sensible working to this effect.
- Consider café set-back to facilitate 'sidewalk café' concept.
- Later closing times for bars/clubs. To compete with Vancouver, Calgary, Seattle.
- Declare the downtown area heritage and ban all franchise signs and modern style building construction.
- I think the Mews Cottage idea has been very successful in Vancouver. (often a quarry in conversation) i.e. a second house on a city property which cannot be sold separately or subdivided. Great for grannies or live in help or rentals as most age helper.

Do you have any comments about the proposed regulations for the form of buildings?

- Yes, the proposal is generally well thought-out. I assume that the 72 m height limit takes into account possible future interest, and that the community plan would allow taller building subject to rezoning and suitable amenities.
- A) Yes, lower height regulations along narrower streets makes sense. B) Moving offices and residences to upper levels also is a good concept.
- Design will be very important, so there will be some variety. I would prefer that the new, and no doubt higher buildings do not impinge on their heritage neighbours, and that all the 'viewscales' and view corridors are preserved.
- I like the offset and the idea of more sky view – not like NYC.
- Keep height restrictions
- Lower heights on buildings. Public competitions/voting on building designs (see Palm Springs).
- Store front at the sidewalk even wide sidewalks with 2–5 stories above and higher density set back within the block itself. Mid-block walkthroughs and covered retail (et al. Paris).
- I think the idea to encourage upper portions of high rises to be set back at a ration to allow more light to reach street level is great!!
- I don't know. Examples shown don't excite me. It seems to depend on the developer whether it is a success or not.
- It makes sense – encourage – the street level to be pedestrian friendly. Height restrictions seem reasonable.
- I believe human scale streets are important and the staggered set back – building faces is crucial in that met
- I feel that building height restrictions need to be relayed in order to increase density and create a more interesting and dynamic urban environment.
- Build them bigger and higher!
- Consider incorporating some 'dynamic architecture' buildings (which rotate/change shape) from a tourist destination development perspective.
- Looks good. It appears well thought out to encourage pedestrian traffic.
- What about regulations on energy consumption? Maybe a thought to have more energy efficient and 'green' spaces?
- While set-backs at varying heights are very important there is no substitute for good architecture. Do not accept a building simply based on its use – it must enhance the city.
- Overall great. Would like to see wider sidewalks. Streets/sidewalks should be places for socializing, culture, art, not just walking and transportation.
- Looks good. I like the proposed FSRs and heights.

- Regulation as the form of the buildings is good however the main issue of concern with densification is the allowable heights of 72 m and the large amount of the CBD-1B zoning. Once such height approvals are given there is no turning back. The special appeal of Victoria is based on the lack of numerous tall structures that has given Victoria more of a European flavor that is not found typically in Canada or USA particularly with part type cities. Densification increase traffic to core areas and only increases traffic issues. From a GVA integrated planning must take place that encourages more 'nodule' type development. Where are we with 'integration'?
- No, it seems clear. I like the idea of the 4 m first story, following the street wall implementation. That being said, it may create too much of a consumerist feel or bland walk if dominated by multinational corporation businesses.
- I really like the regulation that buildings must be set-back; I think this is crucial to avoiding shaded, cold, uninviting streets. I also like that the bottom floor must be 4m high to encourage commercial use.
- Incentives for buildings to switch to green buildings would be great. Green roofs or the reuse of water in the building could be used as incentives to allow for greater density on that lot.
- The regulations for setback is good, it will add more natural light in as building get renovated this needs to be a priority.
- I support the street walls but it is nice to add variety by having them punctuated with setbacks.
- I like the restrictions on the floor space for upper levels of buildings. I think that the pyramid style will allow the downtown core to increase its density without creating a 'closed in' feel.
- The setbacks increasing with height is a good idea and will work well for the space
- Allow sidewalk cafes.
- Forms of the buildings are great. Good thought given to the street view. Both developers have an excellent track record.
- I'm unsure about the requirement for 4m first storeys to allow commercial use as a requirement. Why can't some buildings be purely residential end use that ground floor for resident amenities instead?
- This seems well thought-out particularly the off-set aspects of the design requirements. Let's not make walls; let's make spaces.
- Upper story set-back reduces or eliminates the concrete canyon effect.
- Comprehensive moderate proposal.
- It is important that quality materials and good design are encouraged and enforced. Good design is much more important than height regulations.
- No modern buildings (tourists don't come here to look at them).
- Has anyone followed up ultimate green architecture? Termite Hill offices, prefab buildings (garages) California, no waste of wood.

Do you have any additional comments on the new Downtown Zoning Regulation Bylaw?

- I am happy with the proposal, subject to identification and rectification of specific problems during the consultation process.
- More art, murals, sculptures also native art in the form of totem poles would enhance downtown. Redevelopment of older heritage buildings near Johnson Street Bridge should be planned to complete waterfront trail pathway from James Bay to Rock Bay and Burnside Gorge Area.
- Might be a mistake to allow developers the option of not providing parking for residential developments. Residents will hopefully not require vehicles downtown to work or play, but will still need a car to get out of town sometimes. We do not have a train, alas...
- Will add to convenience of walking to shops and entertainment (goods and services).
- To increase downtown shopping from outside areas, eliminate parking restrictions/parkades. Initial trial period.
- Roof top greenhouses like in New Jersey, New York, create 'architectural significance' scale. Any building replacing another existing building should be as significant or more so.
- Things look promising – I'm excited :) Large scale buildings should not be permitted out of zone (say beside the Johnson Street Bridge). It would look odd. Also, the proposal for a high rise at Vancouver and Pandora (where St. Andrews School is) should not go ahead. OR should be required to use the historic building as part of the design.

- Where are the greenhouses on the roofs, on the green wall? Innovative ideas mixed with preserving heritage buildings.
- Reduced parking regulations in zoning are good but legislative pieces to improve bicycle parking regulations need to be implemented as a requirement rather than as an amenity.
- Will there be an effort to encourage more pedestrian use throughout downtown? Can this be part of an effort that helps limit our society's fascination with 'the car culture' via light rail etc.
- I'm interested in Victoria Downtown having a more cultural aspect – also art centres.
- A greater focus on transportation and creating an efficient transport node for the CRD. Reducing car dependency and working with BC Transit to alleviate congestion. With this, establishing bike friendly (if not focused) streets, bus-priority lanes and transport planning which will discourage car use at peak hours.
- I am happy with the 'inverted' pyramid of transportation modes. We need to prioritize walk and bike over single occupancy vehicles.
- I feel the city needs to provide greater clarity regarding bonus density and amenities. These appear to be tools to evade the zoning policies which are now or may be in place.
- Yes – how will the additional revenue (taxes bonus densities) deliver 'community' amenities such, harbour front linear park, library, community centre, cultural facilities, rec facilities, public art, heritage conservation 'interpretation' etc.
- Negative effect of 72 m height on community. Lack of parking inconsistent with retail development
- Good plan overall
- I am wondering how the city has predicted growth by 10,000 residents, and the need to update its commercial areas to suit this growth.
- Like I stated earlier, I would love to see green space and sustainable building requirements in the plans. Make sure sidewalks do not feel closed off – have greenery. Would love to see enhanced bike lanes as I bike downtown for work and biking on Douglas is terrifying with busses moving in and out of bike lanes. May not be possible but bike lane in middle of road would be excellent. Lastly, covered bike parking for residents but also just daily commuters would be great.
- Are there any plans to increase bike parking? Covered bike parking would be great.
- Some streets in the core would be better served if there was no car traffic. More freedom to move about from one side of street to other.
- I think the city council is shortsighted on how heritage buildings can be maintained to current standards based on increases operating and maintenance. City council members for the most part have no skills in the game, and can pontificate without consequences.
- Just wondering whether the impact of no parking requirements has been well researched. Will larger new developments generate demand that will exceed the capacity of downtown? Is it taking away a bargaining chip that can be used to get developers to support transit, car shares, etc. as an alternative to providing parking?
- I really appreciate the opportunity to see what the city plans are. I feel it is a good approach to allow for public opinions throughout the process.
- Doesn't really seem like a transparent, easy to understand consultation. Why doesn't the zoning map simply indicate new uses, compared to old?
- It would have been nice to see some predicted models of what it could potentially look like.
- Parking and being ticketed at the drop of a hat is a concern. Pan handling and rowdy drunks, I am very careful which blocks I walk or don't walk when it is dark, whether it is 4:30 at night or later. I need more green and creative people places and family friendly areas.
- Would like a timeline for addressing the other zones of downtown.
- I'm very supportive of more mixed use density. Create more vibrant downtown core, focus on walkable, transit, bikes. I want to be car free downtown.
- There should be a requirement for minimal parking and visitor spots in buildings with both residential and commercial. Also, a green initiative to have a car share program, recognize this may be more a developer versus city zoning issue.
- I hope there are more opportunities to learn about these proposals and chances to give feedback, especially if this is the plan for the next 30 years. Please consider more mass transit options as opposed to parking. I know this is unpopular with many who work downtown but it would be great to see Victoria as a green leader.

- This is much overdue.
- I would like to see more specific clauses on cycling infrastructure not just incentive-based language on FSR kickbacks. For example, we need some form of regulation/procedure on and for cycling parking and the location of the same in front of buildings and businesses. Covered parking, curbed bike lanes, ramps onto sidewalks and more.
- I hope that the process of approval is fast and that the results encourage developments. Need to have a much streamlined process of approval for projects. Clearer regulations to help.
- Keep waterfront land for maritime activities not high rises and office buildings.
- Keep being the most environmentally concerned city. Vancouver, 37th and Oak Street, new pavilion for VanDusen Gardens. You did visit Christ Church, New Zealand What happened about info gathered? How about a program on Chek TV? Neighbourhoods are being destroyed in Vancouver by absentee owners of property – they don't even rent.

Additional Comments:

- Changing the skyline outlines the 'ambiance' of Victoria and through hi-rise development; 1) deters tourism, 2) creates 'wind-tunnels', 3) creates more impersonal living conditions.
- In Ottawa, another government town more 'infill housing' provided more accommodation successfully retaining the neighbourhood feel. Too many developments, too fast cater to profits, often by folks from elsewhere who find Victoria easy-pickins!
- I just want to say I'm very proud of the City of Victoria for hosting this event (thank you). Also, your work on putting electric car charging stations in downtown parkades, and the curbside recycling/composting program is wonderful. Keep it up!
- Make sure strong controls to protect office and commercial uses are in place – balance versus residential.
- One last thing, there are too many 'dark spots' (lighting) at night downtown, especially near some bus shelters (e.g. TC spot and along same street). Better lighting helps a rider to be safer to walk through.
- Shabbily and hastily erected towers and condos are scattered over the landscape vying with each other to grab the cities best views. Greed and a disregard for community are what are ruining the engineer of the lower mainland. We don't want this to happen to Victoria.
- I live UK/Dunbar (vanc) & Bellingham. I come to Victoria for your amazing world class opera. Please value this jewel. Applaud street vibrancy area around Royal Theatre, Cathedraol down to Dallas Road needs innovation of a good street planner with imagination. Fairhaven in Bellingham is a good model for renovation of older buildings.
- On the presentation, it would have been clear for me if there was a board on each use designation showing where it is and the form in allows complementing the board that shows them all in context.
- My son and daughter-in-law own a small house on a 70 pr wide lot in Fernwood. They could apply to move the house sideways and build a new house on 1/2 the property. Much more environmentally friendly and suited to the neighbourhood would be a cottage over garage at back or side of the property. Many garages in that area are located behind the house.

Appendix B: Open House Post-it Note Comments

What are your thoughts on permitted uses?

- There should be a requirement for a % portion of a street wall (primary) to have a minimum 3m setback to extend the sidewalk's pedestrian domain on to the subject property. This will allow for sidewalk café space, greenery, trees (urban forest). People space and better building entry will not detract from the street wall. A full block of buildings with 0m setback is less vibrant than one with pocket parks and outdoor people space.
- Recreation facility for kids, pre-teens, adults. More affordable housing, studio apartments. Designated bus lanes are necessary.
- Regarding 1.1.8 #1 and #3, vehicle parking in new constructions has to be required. There has to be a place to put vehicles.
- We need more 'kid stuff' downtown if we want families' downtown. More daycare, play facilities and parks.
- Looks really good. Few questions and comments: I would like to see minimum heights noted. Some capacity for maintaining public view corridors/light corridors. Allow for sunlight for street trees (they don't do well in shade). Is open space an enforceable requirement: green roofs, green at grade etc.
- I would love to see more street art on our major streets.
- I like to shop for food at local stores but don't want to lug heavy shopping bags. Ideas to help? Trolley buses etc.?
- Provide nicer, clean, free, accessible public washrooms please.
- Show a tag for which uses are 'new' and which are 'existing' on the list.
- Need to address on/off street parking or will forever haunt shoulda, woulda, coulda.
- Need to include cars and parking in planning. Already sucks! why make it worse?
- Need more and better downtown parking. Not only for residents of the downtown core but also for seniors coming into town. Need better transit system from Uptown to downtown core. Possibly a tram with buses coming off of the tram line. Tram line out of way of cars and parking. Middle of Blanshard?
- Parking!!! deal with the increased need! Residential must supply spaces for each unit.
- Going in the right direction! Need more sidewalk space for cafes, etc would be nice. Less cars, more people on foot, skateboard or bike should be the vision. This will improve quality of life.
- Consider seniors who may not be as dexterous and able to cycle or walk. Parking for them and easy access to retail etc. is still vital. Thank you.
- The idea to densify downtown victoria is great, however, I'm interested in knowing more about how the city will enhance and improve downtown walkability and cycling. I feel like there is room for innovation when it comes to that. Also curious about the way BC Transit will deal with this densification. Will buses be enough? Finally the lack of green spaces remains a concern.
- Need more parking so people don't have to drive forever to park.
- Make it easier for non-vehicle traffic people with carryon bags and back packs to get on and off a continuous loop trolley bus or electric (airport like golf carts) every 10 – 15 minutes. Reducing the need and waste of bus and BC Transit.
- Will downtown plans include 'affordable' apartment buildings? Will there be more of a visible walking the beat by VicPD in the Downtown area?
- State grocery stores, explicitly. Agreed!
- Good work! Keep it up. More and more consultation with residents so many very capable retirees live here.
- Plans look very good. Keep going you have my full support.
- Live-work, expand to 2 resident employees.
- Overall great! Would like more of the following: green space, public parks, (Similar to 'pocket parks in Montreal's Plateau district). Community and family facilities. New Crystal Pool downtown. Wider sidewalks so people can congregate and socialize in the streets. Transit hubs separate from sidewalks to avoid clogging at the bus stops.

- Some suggestions: encourage businesses to place bike parking in visible spaces, ie., allow the bike to be seen while inside a given business space. Build sidewalk on-ramps into curbs, to ease a cyclist's transition from street to side walk. Designate cycling dismount points with appropriate painted lines and signage.
- Perhaps a long-term vision of where rapid transit is best placed, above or below ground.
- Need space designated for downtown extension campus from UVIC
- A good sized downtown community centre is needed.
- Your war on cars is ill advised. Downtown parking is already in a crisis. Permitting residential buildings without parking is a mistake. Motor transportation should have equal priority with cycling, transit and walking.
- Great ideas for the future! Some concern over the lack of green space though i.e. rooftop gardens and green areas in the CBD.
- Banks are really dead spaces at street level. Ok for small cash services but the rest should be upstairs.
- Restaurants are vital to your/our tourist business. A free bus maybe useful especially in the summer.
- Items of concern on social media: parking; green space; lack of permanent family activities; safety when walking in town; parking!!!

Do you have any other zoning related suggestions that we should think about for downtown?

- I love that you're removing off street parking requirements! This will hopefully lower building costs, which will result in more affordable condos.
- Space for people together outdoors in small groups, benches, more green space between or in front of buildings.
- Should have requirement for 'square' or people space at front of building – maybe the details do.
- As we are hoping for developers. Please change the 'amenity' clause to a straight money donation to be applied to social housing.
- We should allow more density if the upper floors are used for residences.
- I see some of the height to which buildings go in 72m or 4 stories. I fear this is the thin edge of the wedge and we will become like Vancouver downtown. All huge high rises.
- Building bigger buildings only serves to increase the number of residents, tax bases, DCC's and add to the vibrancy of our city.
- Prioritize walkability and active transportation. Replace street parking with wider sidewalks, green space, and bike lanes. Need a transit plan that will provide space for bus stops separate from sidewalks in order to avoid overcrowding on sidewalks near bus stops.
- Make a requirement that all new construction has enough off-street parking to accommodate the tenants.
- You can have all the best stores, shops, services, density and most amenities. If I'm unable to park close to these services, why would I want to put myself through this no benefit exercise? Close by surface parking is required.
- Downtown parking needs to be part of the plan. We are losing downtown business due to lack of parking and a marketing plan to attract business downtown.
- Don't do to Victoria what has been done to Vancouver. Too many big buildings. Will ruin our city. I live downtown and hope to leave soon as it's already too noisy and stinky.
- Community also includes the street people. What happens to them?
- Protected cycling lanes please! Not just painted lanes, this is needed downtown.
- I know the downtown plan says up to 72m but this will really impact the character of downtown victoria. Do we really, really need this? Especially the heritage zone is less.
- Pedestrian pathways? mid-block linkages? green space?
- Bus-lanes!!, green space, retail, high-density condos for low prices.
- Fear of becoming just another high rise city! Like Vancouver. I've left Vancouver and don't want Victoria going the same way.
- Using plain language to understand zoning is a wonderful idea.

- Parks, tree, garden zones for small green spaces and parks. (lunches etc).
- Electric vehicle charging station.
- We need to compete with Saanich and Langford etc. Development only brings more money into city coffers!
- Move the central business District to include up to Vancouver Street. No greenway!
- Provisions for electric cars.
- In 2010, in Quebec I bought a bachelor suite for \$25,000. If you had something affordable at \$250 a month people would be off the street and could afford the rent and use food for them.
- Green spaces within the Central Business District
- Thank you for having this event. It was most helpful!
- I just want to say these are great suggestions.
- Street to sidewalk 'transition' zones for cyclists. eg., curb ramps, signage, and the like
- I agree with the street to sidewalk transition zones suggestion. Otherwise, really like the proposals respective street walls, heights, setbacks at upper stories etc.
- I agree with the above suggestions. Maintain downtown, green and recreational spaces.

Appendix C: Comments Received Through Email

- Thank you for inviting comment. Being seniors, and with one of us definitely NOT being able to cycle, we would suggest that, in addition to focusing on bicycles and parking, you look
- seriously at a transit option which appeals to – and satisfies the need of people of all ages. That option, of course, is rail transit. Victoria's downtown needs an efficient transit service which will serve all people and their needs, whether it be bicycle, electric scooter, or walker, etc.
- A streetcar, or tram, is the one vehicle that will fill such a need, being fitted with numerous doors (shortening stop time) and room for bikes, etc. To create a complete and proper Zoning Bylaw, electric rail transit is a must. Survey after survey has shown that rail transit is what citizens want, so you would do well to include it if the Bylaw is to be truly visionary.
- I enjoyed the "open house" which my son and I attended. It is great that the planning department recognizes the need to upgrade some of the existing zoning in the downtown core area. However it concerns my family that our property located at the corner of Johnson and Vancouver Street is not included (1400 Vancouver St.) Our present Zoning allows only "funeral and undertaking" usage which is far too restrictive. I mentioned this to your staff member at the "open house" and she seemed to think we might be included in the next phase which creates a great deal of uncertainty. For our own long range planning initiatives we respectfully request that the zoning on our property be changed during phase one to mixed use including funeral business and a much higher density." This change would reflect development trends forecasted for the downtown core. Our property is located on a major traffic artery and is thus appropriate for much higher density.
- It was with EXTREME sadness that we looked at the newscast by Chek News last night with regard to lifting height and density restrictions in downtown Victoria. My familiarity with Victoria goes back many years and I lived there on my own in the 1960s and later with my husband for twenty years. Victoria has a unique charm drawing people from the far corners of the globe. Why some people think more people is better is beyond me. Some communities are trying to retain their charm by adopting a "no growth" policy. They obviously have more vision than those proposing changes to Victoria! For goodness sake, take another look--more people doesn't mean a better community. And, it will be an expanded drain on utilities such as water, electricity, garbage...It is not necessary to make what now is available to everyone. Not everyone has a right to everything! Please, please rethink this insanity of the way you are looking at Victoria's future.
- If tourism and residential shopping in the downtown area is to be improved it needs to be modelled after Quebec City's Old Town – highlight the heritage buildings with no stores boarded up and foot traffic only with reasonable parking outside the immediate area of "Old Victoria". As a resident I would once again shop downtown and be proud to take visitors beyond the area of the Inner Harbour.