

Phase 3 Online Survey Data

Uptown-Douglas Corridor Plan

July 2017

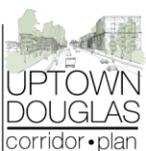


Table of Contents

Introduction	3
Summary of Results	4
Green Concept Layer	5
Mobility Concept Layer	9
Land Use Concept Layer.....	18
General Comments	25
Demographics	37

All comments from the survey have been provided exactly as they were entered without edits to spelling, grammar or punctuation.

Introduction

In January 2017, the Planning Department hosted two public speaker sessions and a 3-day Community Design Workshop. The purpose of the workshop was to refine the structural and big moves that had been developed from previous public engagement feedback, as well as to co-create the concept layers and articulate the emerging directions in order to begin drafting the Plan.

Since the Community Design Workshop, staff have sought input on the structural and big moves, concept layers and emerging directions through a variety of public engagement activities including:

- Online virtual open house and survey;
- Public open house;
- Business owner open house;
- Major landowner luncheon;
- Presentations to Council Committees and Community Associations;
- Working sessions with the project Advisory Committee;
- Meeting with Ministry of Transportation and Infrastructure (MoTI) representatives to discuss ideas regarding the potential changes to Vernon Avenue and Blanshard Street; and
- Meeting with BC Transit staff to discuss the transit hub and other transit related directions.

As part of the public engagement process, an online engagement activity was also developed in the form of a summary and questionnaire. The purpose of this online questionnaire was to report out and inform stakeholders about the ideas that had been developed at the Community Design Workshop, as well as to get feedback on some of the emerging directions that were forming.

In May 2017, the public survey closed with 290 responses received. The information and comments presented in this document reflects responses only from the online survey. **Please note, responses have been provided exactly as they were entered without edits to spelling, grammar or punctuation. Derogatory comments and personal information have been removed.**

A summary of the full public engagement process completed to date can be found in the Public Engagement Summary Report: Phase 1 – 3 which will be posted in the coming weeks.

Summary of Results

People who completed the survey were provided with the current conditions for each layer as well as a summary of the emerging directions and a concept map that had been developed over the course of the Community Design Workshop. Respondents were asked if they supported the emerging directions (yes/no/in part) and were given an opportunity to provide comments for each section of the survey. Table 1 indicates the level of support for the concept layers that were presented.

Concept Layer	Support	Support in Part	Do not Support	No Response
Green	70%	23%	5%	2%
Mobility	52%	29%	16%	3%
Land Use	55%	25%	12%	8%

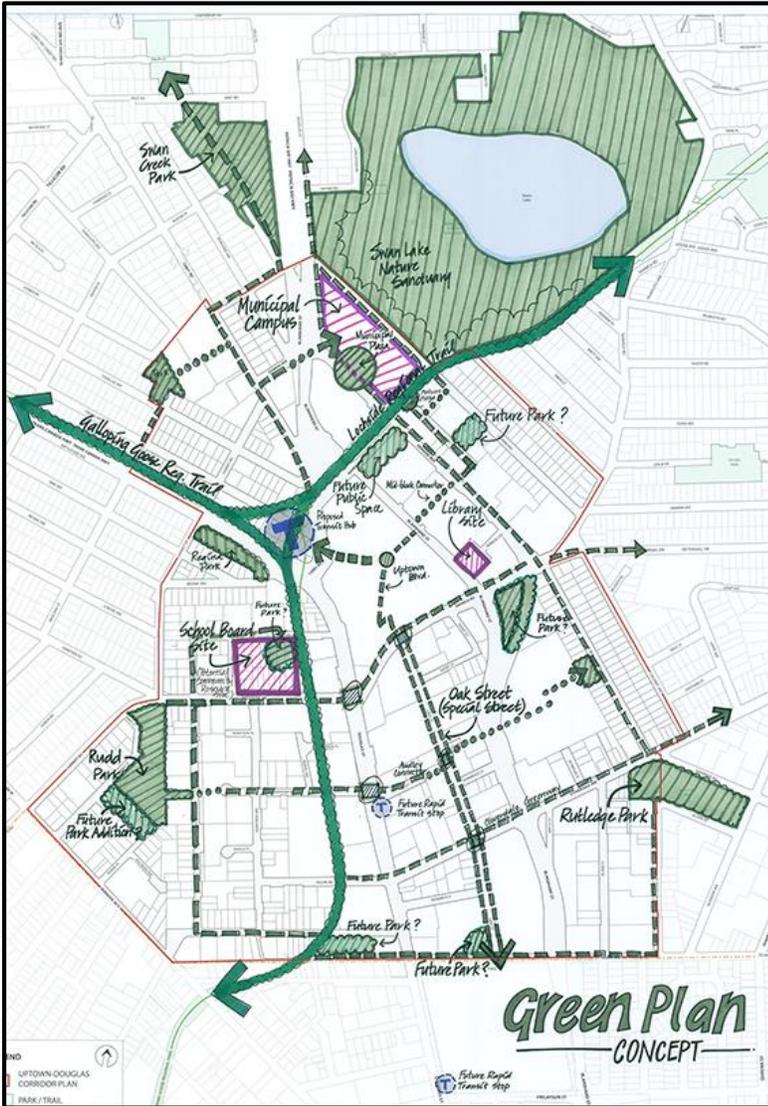
Table 1: Results of 2017 UDC Concepts Public Survey

Overall, feedback indicates support for the ideas that have been developed to date. It also highlights areas where further work needs to be done to develop policy that responds to community concerns and interests.

This information from this online questionnaire will be included in the Plan Framework Report and Phase 1 to 3 Public Engagement Summary Report that will be presented to Council for endorsement at the Council Check-in in October, 2017. The Plan Framework Report will provide guidance in developing detailed land use policy for inclusion in the Uptown – Douglas Corridor Plan.

Green Concept Layer

The Green Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.



Current Conditions

- Rutledge and Rudd Parks provide most of the greenspace in the area.
- The area consists mostly of impervious surfaces (roads, parking lots and buildings).
- The area does not meet the municipal target for parks/open space.
- There is significant redevelopment potential in this area, which would result in opportunities to expand the parks and open space network.

Emerging Directions

- Develop aggressive tree canopy targets.
- Improve east-west pedestrian and greenway connections.
- Develop strategies to enhance water quality and improve watershed health.
- Create a network of public spaces highlighted by a central civic space.
- Expand the width of the Galloping Goose Trail and focus active uses onto the trail.

Do you support these emerging directions? (Yes/No/In part)

■ Yes
 ■ No
 ■ In part



Comments received include the following:

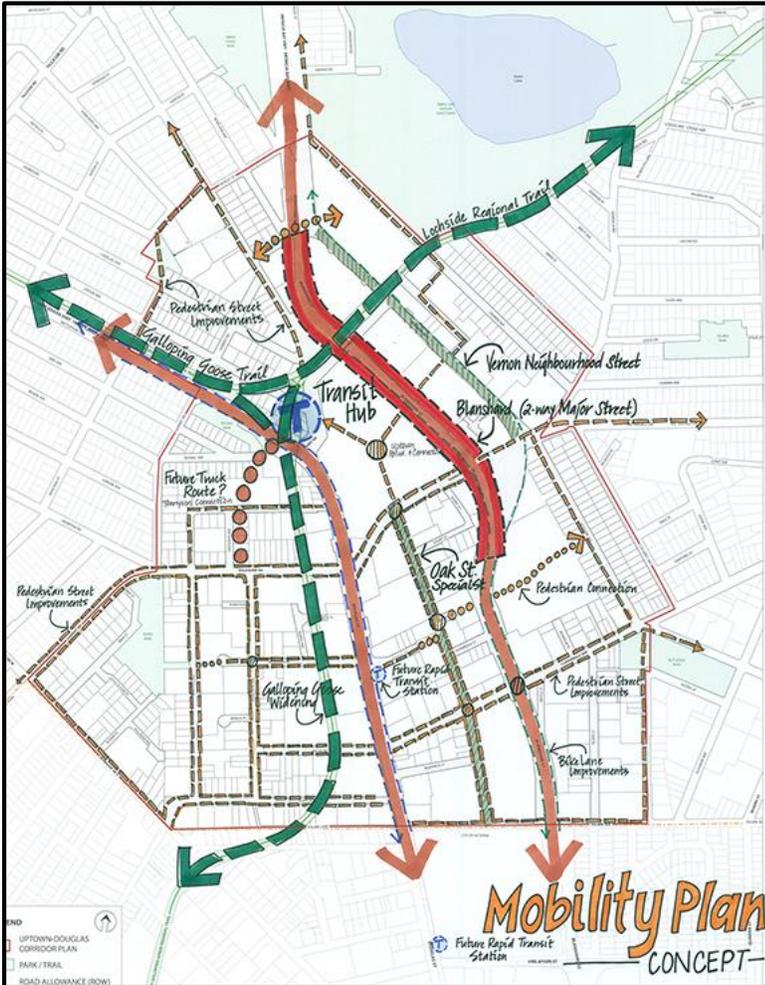
- Adding a food security piece would be most beneficial. Activities such as engaging with community members/groups to develop community gardens in public parks and planting fruit trees would boost food security and contribute to a vibrant neighborhood.
- Agreed
- Watershed health is only going to be restored by restoring the natural components that make up a proper functioning watershed. So where is the creek?
- I would like to see the Green Space at Our Children's centre expanded as well. 45 families have children at the centre and they don't have a playground in the preschool program.
- Do not turn Blanshard into a 2 way street!! Keep Vernon and Blanshard as is you lunatics!!
- Sometimes it is a bad idea to rip things apart like roads and inconvenience a major transportation corridor. This area needs to be left alone. Saanich should focus on current aging infrastructure instead of reinventing the wheel
- This part of town is a regional hub for business and transportation and should remain for the purpose. Green space and parks in this part of town should fall secondary
- How many Saanich staff are employed to do this assessment?
- MOST concerned about the extra traffic causing problems with Traffic flow.
- The map is not clear on how it will accomodate traffic from the Pat Bay - cars, or buses. Without significant investment in public transit (buses) to remove cars from the area, the plan is a non-starter.
- we do not need such density. I live in this area, and I am sick of seeing so many people coming into this area, especially the transients.
- A central civic space presumably means a re-orientation and redesign of District Hall lands. I'd suggest that means both a much reduced parking lot, and a slimmed down Vernon St. More broadly, given the anticipated pop growth & density for central Uptown area, larger park spaces than shown, and more pocket parks are needed. Will Saanich be able to purchase & reserve such lands? As well, what will a 'greenway' mean? How will it be different than a street with a line of trees. Some definition and specifics needed to ensure that's a meaningful designation.
- Agree that more parkland is needed. Looking forward to reclaiming the oak rocky space between Vernon and Blandshard at Saanich Road.
- Definitely more green space needed. Protect the area from overdevelopment
- Even more greenspace would be preferable. Perhaps expanded at the School Board site.
- I have lived alongside the Galloping Goose Trail for 20yrs now. I agree it should be widened with the increased use. Walking with small, unsteady children is stressful alongside the racing cyclists!
- support to create a central park concept with small neighbourhood parks scattered around
- Tree canopy is one of the most important item as redevelopment happens and larger homes or lot splitting ofcurs
- All great ideas
- As aggressive funds become available, the Lochside from Royal Oak Dr and the G-Goose from VGH should be widened to five metres. these are Commuter Bicycle Routes, and should be upgraded to reflect expected and anticipated growth.
- Can't go overboard with these
- Definitely widen the galloping goose.

- Focus investment strategically into additional public spaces - 1 or 2 neighbourhood parks is better than multiple pocket parks. Agree that there is a need for an additional park in the centre portion (near Uptown shopping mall)
- Focusing active users on the Galloping Goose Trail and Lochside Trail is particularly in alignment with the current segregation of the trails from roads. This encourages active users because the trails are quiet, calm, and human speed.
- For those small future parks, if they can be developed into small theme parks, such as Cherry Blossom Park, Pine Tree Park, it would be more attractive instead of just plain.
- Greening public space is great. Our Children's Centre Daycare is right in the middle of the targeted area and the young children and infants would greatly benefit from more green space around the facility and within walking distance. Please work with the Centre to include in planning.
- I am particularly interested Saanich's idea to maintain and improve the tree canopy, because the benefits of an intact tree canopy far outweigh any difficulties/cost.
- I support widening the Goose, and safer cycling connections to the Goose. The green bike lane zones on Cloverdale at Blanchard have made a huge difference to cycling safety.
- I would like to suggest something very bold. What if we were to propose moving the highway (Vernon and Blanshard St) underground from Saanich Cloverdale to Huxley taking advantage of the natural hills above it? Then, converting one of the existing roads to a greenway and the other to construct high-density housing? The Community Amenity Contributions from the condos/rentals could help pay for the capital costs.
- Love the idea of a future park in southern portion; absolutely widen GG trail and expand active routes to get to this important linear park
- Love the idea of expanding the Goose and improving pedestrian routes.
- More green is always good, it would be great to have more patios with green in the area and roof top patios with lots of green. I'd love to see every rooftop with a green space. People need areas to be outside as well as take their pets in urban areas!
- Noise barrier on regina park side of the highway would be a great improvement.
- Possible LRT? minimize vehicle traffic lanes by getting rid of a lane of traffic and making it a lane of trees and wider sidewalks so the trees filter out the pollution and make it at the least, safe to walk. need for wider sidewalks and more sidewalks with trees separating them from vehicle traffic. and need for pedestrian controlled stop lights and crosswalks that actually give pedestrians a reasonable amount of time to cross.
- The value of the watershed needs to be higher in the strategy directions, with storm drain runoff taking a priority
- This questions is ill formulated and provides no real choice. Making the survey results deeply flawed.
- With green spaces must come etter connections for walkers and those with mobility assistive devices
- Would love to see width of Lochside also increased
- YAY for more parks!
- Yes, please! More green spaces and room for kids to play.
- Great ideas
- It was a bit difficult to see what the solid green vs the various dotted green lines mean....I'm not 100% sure I understand the difference between the dotted lines and the broken lines with the arrows....suggest a legend

- It would be very helpful to participants if the lettering used in your illustrations and maps was large enough to be legible to the human eye.
- More pocket park spots scattered between the complete streets. Find small opportunities to provide green space and look at creating a pedestrian friendly street from Tattersall to Saanich Road and Douglas. When you look at the south side of the Uptown development there is a great example of pedestrian friendly separation from the road. There are two walking options with the sidewalk at the road and the opportunity to be more separate with trees and a walkway in between. That sheltered feeling will keep people in the area rather than being such a transient space. Looks really great what you guys have come up with so far but why not push farther :) small touches can make all the difference.
- Quiet green spaces are vital to a community and the relative lack of such spaces in this area has numerous negative effects.
- Really like the emphasis on improving water quality. This area is mostly blacktop and roofs. We need to consider how climate change will affect flooding and runoff.

Mobility Concept Layer

The Mobility Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.



Current Conditions

- The Galloping Goose and Lochside Trails are key assets running through the area.
- Douglas Street has been identified as a corridor for rapid transit, including dedicated bus lanes in the short-term.
- The area is divided by two major transportation corridors that are under Ministry jurisdiction.
- The area is difficult to navigate as a pedestrian or cyclist and has limited east-west crossing opportunities.

Emerging Directions

- Create a landmark transit hub near Uptown Shopping Centre.
- Transform Oak Street into a neighbourhood street.
- Re-design the Vernon and Blanshard Couplet.
- Consider access via the “Tennyson Connection” from the TCH south to Dupplin Road.
- Create a finer-grain network of pedestrian, cycling and vehicle connections to link neighbourhoods, amenities and transit services.

Do you support these emerging directions? (Yes/No/In part)



Comments received include the following:

- Need some pedestrian-only zones. Need zones where cars are not given access. Consider Woonef designs. Need slower speeds - 30kmph where cars, people on bikes and people who walk interact.
- Yes to Oak Street concept, not crazy about loss of Vernon
- Partially support, provided the traffic mess on Ravine Way/Blanshard/Carey gets fixed. It currently backs up on to Carey and Blanshard largely due to poor design.
- I think the redesigning the Blanshard/Vernon couplet would result in huge traffic bottleneck making the area less desirable to drive to or be a part, Traffic is already bad as it currently is.
- I wrote a letter to the planning dept of Whole Goods, hoping they could pressure the city to build, (with them), a cycling overpass directly to Uptown from the Galloping Goose, with lots of covered bike parking on the mall side. Keeping cyclists & pedestrians away from traffic & making is less stressful for seniors on scooters to get over to the mall...Nov 25th, 2015, I had emailed the engineering dept of Saanich about the Saanich Rd. south flowing section between Blanchard & Vernon..."A second mention was the lights at Saanich Rd. & Blanchard St./Pat Bay Highway. We live near here & the new Uptown Mall has created a lot of new traffic for our area. We notice the outer most lane on Saanich Rd, heading down the hill towards the Walmart entrance, gets very backed up. (probably people wanting to get into the mall or into the right lane for the upcoming "Colwood Crawl". Is it possible to have the traffic light on the 3rd outer lane ONLY changed to a green arrow for it's traffic continuing straight? (only between Vernon Ave, & Blanchard St. heading South) We realize a sign would probably have to accompany the light. This would probably help alleviate the continuing back up of traffic in this lane."... This was their response..."Please be advised that the Blanshard St./Pat Bay Highway and Saanich Rd traffic signals belong to the Provincial Government (Ministry of Transportation and Infrastructure) not the District of Saanich. We recommend you contact them for any operational issues within their jurisdiction." I didn't bother to follow up, but maybe you'll have better luck! I think it would help alleviate some of the congestion? In all honesty, I think the Island Highway should be widened to 3 lanes after Uptown to relieve some of the traffic stress that spills into Uptown. (reality of commuters from as far away as places like Shawnigan Lake not going to bike to work).
- Not sure about making Oak Street a neighbourhood street as mostly commercial and is a good route to Uptown shopping centre.
- Not sure how change in truck access will affect pedestrian and cyclist existence.
- Oak St is heavily commercial (car dealers, industrial buildings) - not clear how this can be turned into a "neighbourhood" street. Support municipal use of the unoccupied site across from Staples.
- Safer & convenient biking & pedestrian infrastructure need to be a priority. t
- Support the conversion of couplet to two way operation but hope that detailed modeling will be performed before action is take so that spill over effects to neighborhood streets of commuter traffic is minimized
- Very worried about making Blanchard 2 way
- Further restricting traffic (Vernon st diversion) can only lead to increased backups and difficulty for the vast majority of travelers (drivers). Focus should be on enhancing and expanding grade-separated cycle and pedestrian crossing to increase safety and comfort for those users, not further restricting vehicles

- I do not support the Tennyson connection. This area is already quite busy with traffic and soeeding
- Not sure what "neighborhood" street means, but considering that oak street is full of car lots and commercial, that seems at odds with making it "local". DO NOT agree with any more road narrowing. Saanich needs to stop purposely making traffic worse with continual lane reductions and excessive traffic lights.
- Better cycling connection needed between Darwin and the trail along east side of Pat Bay Hwy. Currently, cyclists must navigate through parking lot behind Saanich District Hall next to the Lochside Trail.
- Goose/Lochside Trail must be widened to separate cyclists and pedestrians. Support the changes to Vernon and Blanchard.
- Having a pedestrian walkway or access crossing Blanshard connecting Uptown Mall and the Saanich Plaza (connecting the library level of Uptown to the Save-On-Foods area) would be excellent.
- Like the idea of making Blanshard into a 2-way and Vernon into a neighbourhood street. If the Save-On-Food area became more integrated into Uptown, would love to see the library return to its old space (preferably upgraded). The current space is not a welcoming, comfortable or family-friendly environment as the old space used to be. The current small space stuck on a 2nd floor does not work as a library.
- Reducing the negative impacts of the 2 MOT highway segments on noise, livability and function of this area is critical. So the efforts to create a finer-grain network of streets in the area is important. Vernon St and Oak St. both have strong potential to be more livable, accessible neighbourhood streets. (Hard for some people to imagine...so v. clear attractive illustrations of what possible, and the many benefits will be v. necessary). Many cities have done successful 'road diets' and redesigns.
- Support to reduce the number of traffic lights to allow a smoother flow of traffic by making Vernon a neighbourhood street. However, more pedestrians flyovers or tunnels should be created to allow separation of car and pedestrian flow for Douglas and Blanshard.
- Traffic flow is a high priority for commuters like myself, and suffers at the hands of pedestrian-friendly initiatives.
- What do the landowners in the area think of this plan?
- Again, please recognize a daycare (Our Children's Centre) exists in the area that you are planning and include the needs of the Centre, young children and their families in your plans.
- All major streets within the plan need protected bike lanes that connect to the Goose/Lochside - the trails aren't enough.
- As a resident on Regina, not so sure how I feel about having a rapid transit plowing practically over my house
- Big yes to uptown being a transit hub - we need better east-west connections from there. It's hard to imagine Oak St as a destination neighbourhood street - it seems in the middle of nowhere, but maybe I'm boring Yes to finer-grain newtwork
- Maintain free flow of Traffic \ Prefer Pedestrian Overpass vs Mid Block Crossing
- Consider long term plan of incorporating light rail (elevated or street level)
- Converting Blanshard into 2way traffic will cause congestion before and after UDC unless the road is widened considerably.....is that an option? If not then it would make more sense to create pedestrian/cycling shared bridges over Blanshard and Vernon (at considerably less cost) to access Saanich Plaza and Uptown. Converting Vernon and Oak

Street to pedestrian zones seems unnecessary, why not just improve the quality/width of sidewalks and add more trees

- Create a landmark transit hub near Uptown Shopping Centre makes sense. Transform Oak Street into a neighbourhood street does not make sense. Need better pedestrian, cycling to go areas that are not on the galloping goose.
- I am concerned that closing Vernon to through traffic will cause backups in other locations. On workday afternoons, northbound traffic on Vernon is bumper-to-bumper and slow-moving. How much will the Blanshard side be expanded, and will there be a buffer between the two-way traffic to mitigate car crashes or to stop cars from drifting into oncoming traffic? If there are only four lanes of two-way traffic, will this be enough to handle the volume of cars through this corridor?
- I am very concerned that there will be an unrealistic target for bike, pedestrian and transit usage to and around this area. This will lead to too great a reduction in vehicle traffic capacity that in 20 years traffic will be WORSE than it is today. Cars and trucks will be with us for decades and we must plan to add capacity for alternative modes of transportation but not at the expense of vehicle capacity.
- I do not support at all any intention of drawing more traffic via Tennyson to Dupplin. The area already gets backed up. That would be devastating for those of us that leave in that general area.
- I do not support the surface crosswalk being created on southbound Blanshard that has just commenced. Would have much preferred to see an overhead walkway. It seems inane to further slow the flow of traffic at this juncture.
- I support all aspects of this mobility plan except for the elimination of the Vernon/Blanshard couplet - funnelling all traffic into one (already very busy) stretch will stifle the area. The Tennyson Connection idea is great, as are all other aspects.
- I think development and advancement is necessary for this area but I find it completely irresponsible and disrespectful to the current tax paying family homes and businesses to proceed with future growth without first addressing the basic city fundamental of parking. Right now it is commonly known as the Wild West of parking and there is zero regulations and enforcement. People of all Greater Victoria know this, take advantage of it and park recklessly and without respect for people who live on the neighbourhood streets. Whats worse is Saanich has no sympathy for what has become a huge problem in the residential streets of the Uptown-Douglas Corridor. There is laughably only one parking enforcer for the entirety of Saanich and its commonly known that he only concerns himself with the camosun college area. We even had a person who parked their car for their whole work day blocking our driveway and the parking enforcer said he could only come the next day which makes absolutely no sense. This is not only upsetting to people who live in this area but very dangerous as basic regulations such as parking off the road or so much of a distance from the street corners are not enforced so it makes it dangerous to drive down and pull off narrower streets like Whittier (which even the police have told us the area of Boleskine and Whittier is well known to them for having lots of car accidents) There needs to be residential only parking on the residential streets and a limited hour type parking on the other streets. Additional parking enforcers need to be hired and show specific attention to the Saanich core.
- If the intersection at Walmart wasn't there, Oak could be a neighbourhood street, however there isn't much of a neighbourhood there. Lots of people use Oak because of congestion at the intersections at Blanshard and Saanich, and there isn't much residential there. In fact it's mostly business! The transit hub is a good idea.

- Light rail baby!
- Losing vernon street, and jamming all traffic through blanshard street is hard to see working. Although the synchronizing of traffic lights with this concept would greatly help traffic flow.
- More separated bike lanes required basically everywhere.
- noise barrier in regina park should be added
- Oak street, needs to be a neighbourhood street???
- Only one I support is the creation of a landmark transit hub.
- Please factor in the Our Children's Centre daycare at 4001 Seymour to all of the plans being considered.
- Saanich/Boleskine as major east/west corridor needs segregated bike lanes and better pedestrian crossings.
- The both ends of Oak St are too steep to be a convenient bike route for All Ages and Abilities (AAA). Also, there are several viable businesses along this corridor to make it a Neighbourhood Street. The 2 transportation corridors under the PRESENT Ministry of Cars and Trucks (MoCaT) are not comfortable or compatible for foot or bike travel.
- The crossings on Douglas would be a big boon. But as long as both Douglas and Blanshard are major streets cutting through this area it will never be an "urban core". Tattersall is also quite pedestrian-hostile right now. It might be better to push traffic out to Vernon rather than Blanshard? I would like to see bike lane improvements on Douglas as well - I end up cycling on Douglas quite a bit to get to downtown or further east in a hurry.
- The map needs a brown line connecting the transit hub to the Pat Bay Highway. This is an extremely important connection. Ravine is not going to fill the bill in the long term as it is basically a two lane "constricted" road. Certainly more study will be need to determine the feasibility of removing the "couplet". I am thinking that if the couplet is to be removed maybe the main transportation route needs to be on Vernon and not Blanchard. That would make the pedestrian and civic contentedness of both Uptown and Save-on-foods easier to accomplish. With the redevelopment of the Nigel Valley this could be easier to accomplish. The ped crossing that is going in on Blanchard now would then have to be relocated to Vernon. I really like this idea better. You would be slowing the traffic within what would be a major commercial/mixed use area and still keep the traffic moving. Too bad about the municipal Hall being on the wrong side of the road but that horse left the building.
- The mayor transportation corridors are still way to heavy for a neighborhood that is developed to be nice for living and pedestrians. Also again poor question formulation
- The pedestrian improvements are much needed and appreciated. In our area is very unappealing to walk, and a small amount of trees and greenery would make a massive difference. Oak St is an odd choice to turn into a "neighborhood" street. It's all car dealerships, that's not a area people will use that way, and it doesn't really lead anywhere and so will never be a walking connector as it runs parallel to where transit is and very few people actually use this street other then driving through. The idea of making Whittier and culduthel a Truck route is also an issue. The road is narrow and intersections poor. There is already regular accidents at Whittier/Boleskine from the trucks trying to make that corner.
- The transit corridor for Douglas should have established plans and timelines and implementation should be reasonably assured, before any of the changes are made. The Vernon/Blanshard Couplet seems to work very well right now. It is a high volume area and a reduction in vehicle access before an established rapid transit corridor is established would be a mistake. A vehicle user, this is one of the least frustrating areas to drive in considering the volume that moves through the area.

- The transit hub could be at McKenzie ave with a park and ride at the interchange. Ravine Way is big choke point and I don't see any improvement there. it would only get worse!
- There are currently too few walking/cycling paths connecting parallel roads mid block. Pedestrians are forced to walk 1 km or more around the block in order to get somewhere that's less than 400 m away.
- What is the future truck route? traffic in and out of town currently moves pretty well. How would you ever combine them
- Why not make Vernon a major 2 way and have Blanshard a pedestrian walk way between the 2 plazas?
- Will the new blanshard design have the same number of lanes? If not we're are all the cars going to go. In ten to twenty years when 70% of the population of Victoria will be over the age of 65, are you expecting them all to ride bikes.
- you have to have enough lanes to get from TCH to Blanshard without to much traffic congestion
- You ignored the recommendations to plan the transit hub before Uptown went in - it's going to be tougher now! Just don't see how you are going to squeeze both directions on to Blanshard, without major rejigging of Hansbraun's property and buildings.
- Absolutely ludicrous to think converting Blanshard to a two way street will help traffic flow. It will be disastrous.
- Blanchard is not a major two way street, it's a divided one way system being choked by more lights and will add to grid lock
- Coming home from work, the Blanshard/Pat Bay highway road is the only one where I don't have to wait in much traffic. McKenzie is impassible most days, and all of the back roads become clogged, but this street, as it is today, is the only one I would say needs no improvement. It works as it is today
- Do not change current Hwy 17 traffic design. Keep Blanshard and Vernon the way they are now.
- Do not turn Blanshard into a 2 way street!! Keep Vernon and Blanshard as is you lunatics!!
- I would like the opportunity to go to the businesses in the area, but already avoid it because of traffic congestion and lack of parking. I cannot access the area by walking or biking, as I am physically unable to do so. Take any more away from the vehicle access, and I will be completely cut off and will have to go elsewhere.
- Insane ideas. Redesigning the so-called "Vernon and Blanchard couplet" will reduce traffic to complete gridlock. Cars will remain how most people get around. Transform Oak St. into a neighbourhood street?! It has a steep hill near top and car dealerships etc. Maybe as an aspirational 50 year plan...
- Leave blansshard and Vernon raids as they are!!!
- money better spent on repairing roads that are falling apart
- Oak Street is actually going to have to take more not less traffic. This isn't the best location for this mall but we have it to we must work with it. We still must move traffic too as it's a car hub too as it's central to everything!. Every time they make a street carry less traffic it piles up somewhere else. Like that transit hub is further away but walkable, good. I bus, walk, drive, all must be considered for many. Note, my health doesn't allow biking as it doesn't for many here. As a female I like to walk near busy roads because I feel safer! I do not walk the Galloping Goose for that reason.
- Reconfiguration of Blanshard & vernon is not an improvement. Turning 3 lanes north & south bound into two lanes & two way Blanshard north and south bound from/to Cloverdale and highway will only increase traffic congestion between uptown and mayfair. As well this

corridor was only created a relatively short while ago with millions of tax dollars. Now you want to reconfigure and waste more money for what is likely to be a complete cock-up for traffic. What about access/egress from Saanich Plaza and Uptown. If the idea is to make it easier for pedestrians; build pedestrian overpass.

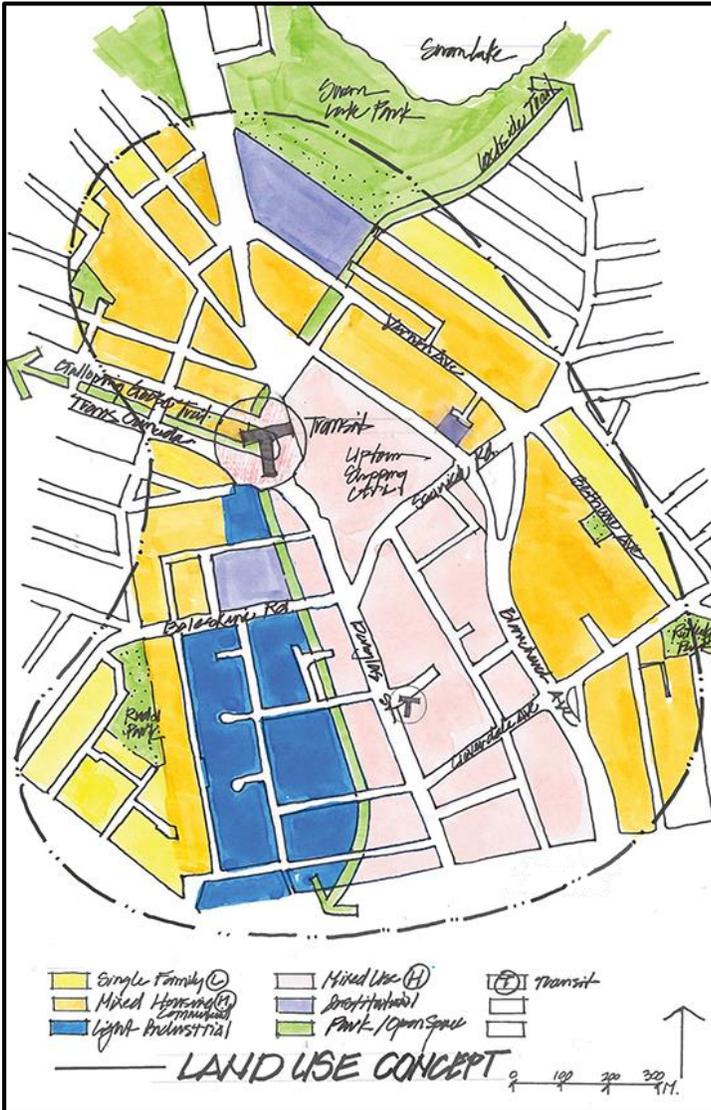
- Removing Vernon as a major road is only going to make traffic worse. Do not support tax dollars wasted on unnecessary projects. Concentrate on makin trails and sidewalks cross with bridges or tunnels instead of more lights that will make congestion worse.
- the design is not detailed enough to allow me to comment on it - however Oak street is a major connector between shopping areas and if restricted, would divert vehicle traffic on to already clogged roads.
- The municipality states that the area will grow by 4000 people and is designing a transportation plan that makes flow even worse. The divided highway is the only regional highway that kind of works. Major cities plan for pedestrians and cyclists with overpasses or under passes. This should also be part of an overall regional transportation infrastructure plan. Making massive changes to commuter routes without looking at the larger regional impacts is shortsighted. I live in saanich and the lack of regional planning is becoming more and more evident and a failure for politicians across the region.
- There is already a fair amount of traffic which moves fairly smoothly for the most part along Vernon and Blanshard. It would seem that spending money to narrow the roads would only lead to more congestion on the most important road connecting the Ferries, peninsula and Airport to Victoria
- Transit across town, not douglas corridor must be improved, I can almost see the uptown shopping area from my where I live, but can't get there on the bus. Ridiculous. Oak street is now a traffic corridor between mayfair and uptown, not a neighbourhood street. Don't force traffic to use highly congested areas all the time.
- You forget we depend on the automobile. No more shutting down streets and highways.
- Cloverdale needs to be a part of this network
- Concern with amount of traffic flowing through 2-way blanshard. Can current width support? Transit hub near goose may result in too many wandering pedestrians on trail. This area of the trail tends to have a lot of bikes going at high speeds. May have to limit bike speeds?
- East-west bike connections are desperately needed. How do you get from Switch bridge to Camosun Lansdowne safely and without a huge hill?
- Good idea to change Blanchard into two way and leave more space for pedestrians. Instead of heading to residence area, maybe truck route could be just parallel to Douglas.
- I am concerned that pedestrian improvements not lead to significantly slower moving N/S traffic by vehicle.
- I really like the idea of having Vernon become a neighbourhood street!
- I think reclaiming Vernon as a residential road is a great idea. There's no need for the two 4-lane highways we have now.
- I walk to Uptown on Oak, but it could be so much nicer. I would love to cycle on Oak, but there are not bike lanes, and it is tricky when there is a lot of traffic. Either I wait behind cars (maybe three traffic light changes to get to Uptown), where it is tricky to start/stop on the hill, or I go past on the right, until it gets congested at the top of the hill, with cars turning in to McDonald's, or right or left at the intersection.
- Keep in mind the Daycare - Our Children's Centre on Seymour Road. This plan looks good - as it will create a new pedestrian connection near the daycare. Keep in mind the 4000 Seymour Building which is a major employer with lots of vehicle traffic. You could work with MTICS to establish a TDM program to reduce single-occupancy vehicle use.

- Love the idea of reducing traffic on Vernon. The whole area is just crazy with traffic.
- Love this! Oak street is already used by quite a few pedestrians to connect to different shopping areas and to avoid walking along the busier Douglas/Blanshard parallel streets. Transit hub is great. Love the coupling of Blanshard to make Vernon a neighbourhood street, it would be a huge improvement for pedestrian and cyclist accessibility to the area. Love the truck route option too but it might mean that the road crossings on the Goose will need further enhancement for safety, such as raising the crosswalks on the Goose where it intersects Dupplin for instance (in addition to the stop signs) if the traffic is going to increase there from cars and trucks exiting TCH and continuing south/east. To reduce some of the Goose crossings you could consider dead-ending Tolmie Lane on either side of the Goose, there are connections to either side out again and it would increase the safety of trail users from motor vehicles crossing. Consider grade separation for the Goose at Kelvin as it connects to Cloverdale and could become busier.
- Motor vehicle must be slowed through the whole area to be compatible with all other mode choices
- Need to also consider east-west routes too.
- Oak and Vernon as neighbourhood streets.
- Oak street is a mass of dealership lots south of Short. Due to the narrow sidewalks (with many obstructions) and long distances, it isn't conducive to pedestrian activity, or even cycling due to the on-street parking.
- Somehow try to get light rapid transit coming from Colewood to uptown this will help both areas preferably rail. And you need to sort out the mess around the lights coming from Saanich Road. Trying to turn right from Saanich Road going towards uptown is a nightmare at best.
- The corner of the TCH and Boleskine is very dangerous. Something needs to be done about the traffic flow, particularly the West bound traffic on Saanich where the right turn lane backs up and merging post intersection becomes troublesome.
- work toward integrating bike/transit/walking seamlessly
- YES for transit hub and improved N/S rapid transit access. The East/West via Saanich Road is horrible - sometimes 6-8+ minutes to traverse all 4 sets of lights.
- Support Rapid Transit / Improved Transit
- Yes! Removal of the one-way streets, and creation of a 2-way road looks great
- I very much support the visionary concepts here... let me emphasise that b/c I am sure it will be a difficult one with highways... but have you considered as a plan B that VERNON be the ARTERIAL leaving blanshard as a high street with active connections east-west between the two "shopping centres"?
- Concerned about volume of traffic as population increases.
- Divert car and bike traffic access through the Municipal Hall and Emergency Services parking lots. Parking lots are not conducive or safe for through traffic or for the users of the parking lot, and the opportunities for collisions between these two groups is high. In light of the current world climate, it is also inappropriate that the public has unfettered access to all areas and vehicles associated to the Police and Fire services.
- Future truck route goes right through the school site. This parcel is too valuable to be carved up for vehicles. You will just create another barrier like what we already have
- MOST concerned about the extra traffic causing problems with Traffic flow.
- Not enough attention to efficient auto transit
- Not sure about Oak Street plan - should be light industrial like it is now

- Only if the transit hub allows for future LRT/rail/tram rapid transit which was proposed as part of Uptown.
- Speak English
- That crosswalk you ate about to put in is going to cause blanshard/vernon to become a parking lot. As this is a major thoroughfare for people getting to and from sidney and the ferries, fix the problem...do not create a worse one.
- Oppose Blanshard Vernon Couplet / Specific Traffic Concerns
- Reducing access to the highway will cause rat running through the suburbs. MOTI has dedicated these roads as highways, would Saanich take control including funding responsibility as Victoria does for Douglas. Uptown and the surrounding area has been built with council permission as an extremely car centric and car dependent area. making it harder for regional residents and tourists to access the airport and ferries would be very insular. These roads are regional connectors and consideration needs to be given as to how any changes would impact all regional residents and visitors. many Sannich residents living north of Uptown would be directly impacted on their daily commutes.
- Restricting vehicle flow is not a green option, there are always going to be personal vehicles weather gas, electric or other in the future, so creating choking points and forcing all traffic into certain streets will just cause more congestion.
- The plan does not specifically address transit issues.
- This is terrible. All you're doing is creating another Colwood Crawl to Saanich. It will ruin businesses, increase pollution, congestion and road rage. Anyone who uses the the Blanshard/Vernon Avenue corridors to commute know this plan is will fail on a grand scale. Only members of the public that spend all their free time cyber stalking would know about the plan or the open house. Too convenient that it wasn't on the cover of the Saanich News until after. I've heard more discussion on the upgrades to Shelbourne than this.
- this will wipe out the neighbourhood status, this neighbourhood was left abandoned by Saanich for years, the new vision will totally eliminate this part of an older neighbourhood, that survived the commercial businesses onslaught of the 1960's and 70's. Build your new vision on the other side of Saanich's Uptown, out the highway, where the family gardens are. and leave us alone
- Too many bike lanes with a reduction in vehicle lanes. Traffic congestion increases, carbon footprint increases.
- Changing Blanshard to 2way is a great idea
- Please also address traffic flow issues for cars in and out of uptown

Land Use Concept Layer

The Land Use Concept Layer was presented in the survey with a summary of current conditions and some of the emerging directions.



Current Conditions

- The area is identified as a “Major Centre” in Saanich’s Official Community Plan and is identified as a regional centre in the Regional Growth Strategy.
- The existing land uses are predominantly mixed commercial and industrial.
- Growth projections indicate approximately 4000 new residents and nearly 5000 new employees will need to be accommodated in this area.

Emerging Directions

- Develop a compact urban core and lead growth with higher-density residential.
- Attract more diverse and pedestrian-oriented building design.
- Conserve and enhance light industrial areas.
- Create a network of active and engaging public spaces.

Do you support these emerging directions? (Yes/No/In part)



Comments received included the following:

- Have transit hub at south-east corner of Saanich Rd / Douglas with the rapid transit line stopping on Douglas St.
- I am concerned about air quality with the light industry. Currently there is some heavy air pollution coming from the plumbing supply stores near Regina Park. It is periodic, but very strong when they are using solvents or something similar. Blankets the neighbourhood, makes it hard to breath, laminates the lungs as you pass by on the trails.
- Don;t want to lose existing green space
- Don't want to lose Saanich Plaza
- Light industrial and "compact urban core" are at odds. Late night deliveries, large sprawls of asphalt and the empty land that comes with light industrial is "life style repellent" for a residential urban core. It would be better to encourage light industrial businesses in this core are to re-locate freeing up valuable under utilized land for higher density.
- More mixed use should be allowed the Blanshard and Douglas. This will become a higher density area in Saanich to allow the development of light rail connecting downtown Victoria and Langford.
- Some concern about too much building density. Wouldn't want structures to be too tall. But appreciate the need for infill in terms of population growth and energized commercial areas.
- This just seems like more of the same?
- Would prefer less industrial since this area is a hub for dense living and commercial opportunities. Industrial buildings are wasting the potential for this space and the industrial is so close to the residential area. i feel industrial does not belong in this area of town.
- Don't know why anybody would want to live in this part of town. Leave it for shopping and car lots and stop wasting tax dollars on trying to "improve" what isn't broken
- There is no avoiding that this area will always be a "pinch" point for traffic. Further restricting roads while increasing residential will only add to the burden.
- I agree with your mixed housing. With house prices soaring, young families will be looking to apartments, townhouses & condos to live in. 3 bedroom places are very hard to find in an apartment. It also means when we 'downsize', we won't have to leave our neighbourhood where we can still walk/scooter to shopping.
- Industrial should be very light, ie stores, shopping & no manufacturing
- Need comprehensive redevelopment to include a vibrant Saanich Civic Centre space that will incorporate a relocated Cenotaph. This could be used for future Stanley Cup celebration.
- YES, the UDC area will need to accommodate much higher density and diversity of housing, retail and mixed use activities, esp. over the longer term. The zone map is pretty high level, so provides just a sketch of poss. changes. Prob. the SFH area is too large to achieve targeted densities, affordability etc. Try to be bolder, or refine the zoning. SFH zones must try to accomodate more variety, infill, town and row houses, duplex and triplex, multiple units buildings at reasonable scale.
- Get rid of single family housing, it's a waste of space.
- Any change should have a net 0 impact on the existing neighbourhoods surrounding the study area. Sunlight, skylines, view corridors
- at a GRCAC open house last night, someone mentioned the need for more industrial space away from ALR areas, especially for overnight parking of large trucks
- Implementing rain gardens to purify storm water will lead to healthier watersheds and increased beauty.

- Maybe pre-zone the area to a density @ 6:1 and increase the height to @ 60 meters
- Agree with density, do not agree with further restriction of traffic.
- Consider adding Park/Open Space as part of the Oak Street Mixed Use block.
- Don't force consumers away from stores by restricting drive-ability. I'm not buying much on a bike. Already given up on spending money downtown because it is so driving unfriendly & thought I'd shop in Saanich , but maybe Saanich doesn't want shoppers either?
- Finish paying by the fence at EMC plumbing and the Goose. never was finished.
- I am absolutely supportive of housing for Saanich's citizens. However, i do not support total rezoning of the area. The reason for this is the daycare at 4001 Seymour is in full use and wait lists are full for years to come. To remove spaces for families is ludicrous. 12 citizens would be losing their jobs in a total rezone like mentioned above.
- I am employed and my son is enrolled at Our Children's Centre society (a multi age child care center). By the looks of the drawing there would be mixed housing/commercial in that area. Does that mean they would demolish the child care center? If so, I do not support this. That center is a second home to nearly 43 families in this city. It is a safe, caring, and nurturing place for us to leave our children for upwards of 9 hours a day, five days a week. With the state of child care at the moment it would be criminal to tear down a place like this, especially if there are going to be 4000 new residents in the area. We need quality, affordable daycare spaces in this city.
- I am very concerned that the Nigel Valley developments proposed represent the ghettoization of people with disabilities and those living in poverty. The current proposal has 40% people with disabilities and 70% people with disabilities and those in poverty. And there is a huge day program on site. These are not natural proportions and the development does not align with the goal of inclusive communities. Much of what is being proposed is good, so why this horrible development as part of it?
- I don't understand where the projected 5000 employees are going to be working, especially if space will be taken up housing 4000 new residents.
- I feel that eliminating Our Childrens Centre childcare centre would be a great disservice to our community. Losing a top rated childcare centre would be a great loss for both the much needed and sought after early childhood educators and all of the wonderful families who help to make our community the wonderful place it is.
- I would like to see improvements addressing quality childcare.
- I would suggest less area for single family dwellings. We have many single family housing nearby that aren't attracting single families. If we are redeveloping a large area this could be a good opportunity and area for smart densification.
- I'd like to see a bit less industrial activity and more homes and businesses.
- In "concept" it's great. But parking in these areas is already a nightmare, so 4000 residents and 5000 employees will make this area unlivable. And unfortunately Saanich council has proven by their actions they are unwilling to do anything to help residents with these issues and if anything seem to just want to make matters worse. I think we at some point have to be realistic about the density we can sustain with the "management" we actually have.
- It depends. I don't consider Uptown as an acceptable model of providing "public space". I refuse to go there! Have stopped using the Emily Carr library branch.
- light industrial kept west of douglas
- More quality childcare.
- not sure about preserving light industrial areas... perceived as sketchy and unsightly

- Of extreme high importance is retention and enhancement of pedestrian and bicycle comfort and related infrastructure, both "trip" and "end-of-trip". Safe and secure bicycle parking must be top priority or potential Active (bicycle) Transportation will not evolve.
- Please consider the subsequent services required when increasing residential density or creating more work opportunities (ie childcare and schools). There is already an excellent childcare centre located in the corridor...but the wait lists are very long. Please consider opportunities to support that centre's continued (or even expanded) service to children and families in the region. Quality childcare, located close to home or work, supports parents to participate fully in the workforce and vastly increases the family's quality of life.
- Please factor in the Our Children's Centre daycare at 4001 Seymour to all of the plans being considered.
- Please include quality child care in this development plan. My daycare, Our Children's Centre, is located in the heart of this plan and I would greatly like it's needs considered.
- Sounds all good except for the transportation modes. the roads of the area were never meant to handle those amounts of traffic
- Support more high density housing and mixed use, single family not needed in this area, allow it to grow as it is central and next to all modes of transportation and an excellent area for more development
- That is a lot of new residents for this size of area. There is not enough traffic infrastructure to accommodate this increase in population. You would need substantial overhead walkways for pedestrians and keep street level access for vehicles.
- The industrial area is currently a stain in the region. Crappy buildings, junky rental houses etc. That area really needs cleaning up and cleaning out.
- The region needs more affordable housing. But developers are making a lot of money and need to be required to invest in infrastructure in order to get approvals to build. It is all very nice to say pedestrian oriented building design but that just means they don't need to plan for parking. Which means residents will park on the streets and no planning for the 2000 extra cars on the road.
- The schematic does not provide enough detail.
- What is missing from this picture is a school. There should be a provision for an elementary school, subject to demand. How about converting some parking lot at 4000 Seymour to a school? Or convert some parking lot from Saanich municipal hall to a school ground and create underground parking?
- Yes we need an aggressive housing development strategy. Perhaps that can also mean adjusting these emerging directions to spread development throughout Saanich, preventing the metropolis effect in a single epicenter, which seems to be what has made Saanich great
- You have not included a big green blob in the center to indicate the public open space talked about above. Interesting that Save on Foods site is coloured yellow and uptown and Carson's property is purple. How is this going to fly? The new apt building at Uptown is 11 stories. The 18 story maximum for this area needs to be reduced to about 10 to 14 maximum. The floor to ceiling height just keeps going up so the total height goes up and then there is lots of manipulation of the finish ground level. The issue of keeping single family... single family on the edges is also an issue. New houses all have 1, 2 or more suites plus the main unit. redevelopment to townhouses or small apartments might make more sense over time. Plans can be too ridged.
- Again, for myself and a good portion of the population, having something that is only pedestrian oriented, without vehicle access and parking, makes going to that area more of a hassle than it's worth. There are many other shops, and places to live that allow and

encourage vehicles in other areas outside of the city. If you want to encourage families and seniors to come to the area, recognize that vehicles are often an important part of life. Having pedestrian friendly areas is a great idea, but you exclude a lot of people if you cut off their means of transportation to your area

- Can't read the lettering on the map, can't seem to print nicely so all can see?
- Current land use makes sense in this part of town. Density should not come at the cost of making transportation through this part of town worse.
- Do not turn Blanshard into a 2 way street!! Keep Vernon and Blanshard as is you lunatics!!
- Higher density residential is negative, not a positive. Green space, engaging public spaces must be created before more residential is added.
- Keep the access to road ways easy & free flowing. e.g.Ravine way accessible. No 2 way traffic on Blanchard. Keep Vernon as is & put in a pedestrian overpass. If the population is growing that much then think like a big city & realize that not everyone will drop their cars to bike to work/shop etc. until we have a light rapid transit system that people may actually take rather than a bus system that most car owners do not want to take please make emerging changes wisely.
- Stop building for more people. We have enough around here.
- Stop the overdevelopment and over densification of condos, leave the green viewscapes and green spaces as is.
- The compact urban core in between mayor transportation does clash, light industrial would be better there (and the site east of the galloping goose could be mixed urban\residential). Also building a mayor centre (for commercial etc) right next to the proper city center of victoria makes little sense. And the question provide no real choice.
- This area is far too full and busy now. There are better less central to both highway areas. With the loss of stores and businesses downtown that will probably be a better area for the residential and there will be similar areas throughout Saanich soon too. Physical stores are on the way out and we'll have to turn those empty malls in less busy areas like Hillside into something.
- Whoever drew this map, needs to get a new job! Can not read a lot of it and it is too small. One of the worst surveys I have seen.
- 4000 new residents and 5000 people working?! All in the highlighted region? Seems impossible.
- A new K to 12 school and recreation centre would be fantastic!
- alongside a workable affordable housing strategy to ensure a wide range of potential renters aren't excluded
- Consider rooftop green space, urban food production consider in building design
- Expand with larger density footprint.
- Have a low cost housing requirement in all new or retrofitted housing, create a benefit for living and working within walking/biking distance of each other.
- Higher density, limited parking developments would be welcome. Think 12-16 stories, concrete buildings, with mixed townhomes. Development convents on providing affordable housing options as well. (max sell price per sq ft in accordance with living wage) ensure developments align with cycling and transit access. Also, limit on street parking
- I miss Town and Country but I guess we have to deal with Uptown now.
- I think that conserving and enhancing light industrial areas is important. It's part of a vibrant, diverse community. Also, how great would it be to have a job in that sector and be able to walk/bike to work there!

- Include child care and schools in the plan.
- Industrial areas get a bad reputation but are necessary for all of us to maintain our lifestyles, so I'm happy that Saanich is planning on integrating industrial areas into this neighbourhood in a residential-friendly and pedestrian-friendly way.
- It would be great to get some more condo/apartment buildings/high rises in the area, to accommodate the rising employment, that is affordable. Lots of people that work in the area live in Langford because of rent costs. It would greatly decrease traffic to the area if people could walk to work.
- More mixed housing/commercial where possible is great.
- Our Children's Centre daycare is a wonderful community of caring families and children that enhance the vibrancy of the area. Please include/incorporate the Centre in your development plans.
- The land use concepts must include the village area at the corner of Harriet and Burnside which is a natural extension of this planning footprint.
- This is an excellent plan. Let's create a destination which will provide local residents and visitors alike a diverse array of shopping and entertainment options. Please consider enhancing the "nightlife" options in the area - more restaurants and a pub/bar. A transit hub will help with this.
- This is what the OCP contemplates as a major center, and Uptown is the appropriate place for this type of densification.
- This map is hard to read. Higher density residential is a great idea. I see there could be a potential to expand some residential areas on the newly-neighborhooded Vernon. Focusing on pedestrian-oriented building design is a great idea.
- Walkable urban core. Family and pet friendly.
- With a transit hub, there needs to be a nearby residential population to use it. However, all planning for the corridor should be a joint project with Victoria, because Douglas doesn't stop at Tolmie.
- With higher density population living in this area, more public transportation need to be provided, such as more bus routes and more bus scheduled.
- Would support as long as the roads and infrastructure is in place to support higher density.
- You need to let taller architecturally attractive buildings be developed around the urban core. We have a real crisis because Victoria Saanich would only allow for story boring buildings be built and now we have a crisis of nowhere to live.
- It is also important to enhance the space surrounding the daycare centre to make it more accessible for families.
- This page shows the mobility image again.
- As long as vehicular mobility is retained, the plan makes sense
- I don't want to see large lots on Lurline and surrounding areas duplexed.
- I would designate the single family area as mixed residential/commercial as well. If the area has been identified as a major centre and the plan calls for higher density, then single family houses do not accomplish those goals. Densify the whole area around this urban centre and it's transit hub, and leave single family homes for other neighbourhoods.
- It would be good to see an emphasis on employment generation in this area. The focus appears to be very heavily swayed towards residential. Creating a broader mixture of uses would be good.
- More, well designed density is needed.
- MOST concerned about the extra traffic causing problems with Traffic flow.

- Until there is affordable housing, I can't see 5000 jobs being in the area. Its a retail area, meaning low wage and part time jobs. People need a place to live too
- Your water colour is incredibly vague. I don't know what I am supposed to be agreeing to.
- again, unnecessary planning and control over development. less government is the key.
- we do not need another 4000 people to live in this area, this is not Asia where you live in micro homes, stacked on top of each other, this is Canada, where everyone has the right to open air, and clean, safe environments, stop densifying this area, why not try it in your area...
- Facilitate ease of access by cyclists getting to and travelling within these areas (eg getting to work by bike)
- Goose connections to the streets to the east of Swan Lake are terrible and cannot be safely navigated-gravel and steep. East west connections should not be along busy roads and where they are they should be separated for bikes and pedestrians, not just a bike lane.
- Include options for a fenced off leash dog park.
- With the growing population it will be important to have corresponding amenities. A recreation centre and school in the area will help promote the walkable urban core that is being promoted by this plan. Please consider those young people who are trying to make a go of the single family houses in the area and would love to one day have the opportunity to walk their kids to school or a recreation centre or both! I respect and understand that part of the plan includes and provides opportunity for expanding the light industrial area. Also there are high housing densities proposed for the growing population but maybe consider that not everyone wants to live in a condo or a townhouse. And if higher density is being proposed then corresponding green space should be required as part of the development.

General Comments

In addition to specific feedback on each of the concept layers, respondents were also provided an opportunity to share any other general comments they had regarding the project and the work completed to date. The comments that were provided are as follows:

- Consider Woonerf design for complete streets which mix pedestrian, mixed use residential and car access. <https://en.wikipedia.org/wiki/Woonerf> Consider also Age Friendly design for people of advanced age, with street furniture, lighting, low curb cuts, scooter parking, wide sidewalks, places to gather and interact etc. If you build streets for older adults with poor mobility, you build for all age ranges and physical capacities. Consider also accessibility for all mobility and ability levels.
- A tramline or street car line must be installed to run between the proposed Uptown Transit hub and south to downtown. This can be extended out to Westshore, to peninsula for ferries/airport, and finally to UVIC. We have to provide transit options to get people out of their cars.
- As a family with young children it would be a joke to use transit or bicycles and I don't know anybody that would be willing to give up their cars either. Please stop messing up saanich roads and purposely making traffic worse.
- Consider a 1-lane overpass from Blanshard directly to Carey Rd., heading north. Much of the traffic tie-up on Ravine Way is due to people trying to get from Blanshard to Carey. Permanently close off access from Harriet to the Island Highway - I have seen numerous 'cheaters' using the emergency vehicle exit in both directions. Reinstigate the left-turn lane from Carey Rd. to Ravine Way. Carey regularly gets backed up with people trying to turn on to an already-clogged Ravine Way. Concerns with changing Blanshard to 2-way after Cloverdale. The roads from Cloverdale to Saanich Rd. are regularly completely full with cars during rush hour. I'm concerned narrowing this down to just Blanshard will make matters much worse for commuters. Get on with LRT both to Colwood and to Sidney! The dedicated bus lanes are a waste of time and money and only temporary at best.
- I appreciate the hard work of Saanich staff and their vision for this under utilized area. It has the potential to be an outstanding place to work, spend time and travel through. Bravo Saanich Planning!
- I livw on Whittier ave and back onto Rudd park. What I love about this area is the accessibility of the galloping goose, uptown and the park. The current issues we are experiencing living here is speeding down our street. The workers do not treat this area as a residential area and it is often used to cut through traffic for people trying to get home faster. I'd like to area to have more of a ' safe home' feel rather than junky with the industrial near by. If you are going to invest in green space then let's fully embrace that image. Also, please don't truck traffic down Tennyson. It will bring noise closer to residents rather than near the commercial areas
- I support all of these efforts, but am particularly partial to the development of green spaces and improvements to the cycling/pedestrian network. I generally avoid the commercial areas around Uptown unless I particularly need something because of the unpleasant concrete/road aesthetics and traffic congestion. Swan lake is such a beautiful spot but feels like an 'escape' from the rest of the area. As nice as it is to have the lake feel like a desirable spot, it is too bad that it is so markedly different from its surroundings. I am very pleased to hear of all the efforts towards making the whole area more inviting and better!

- I would be concerned about all the greenspace being lost. would like to see better transit - park and ride into town - we should get a tram system from Langford.
- Like most of the concepts
- No casino
- Parks, green space, walkable and bikeable areas, playgrounds a priority. Another hope for a different area in Sannich is that Cedar Hill Park will include a playground some day. The empty field behind the Rec Centre would be a possibility.
- Please remember our seniors in your plans. Uptown is a beautifully planned space, love it, but the designers didn't think of the elderly accessing the mall. My neighbour would only go as far as Save-On-Foods on his scooter because he found Uptown very inaccessible. The only ramp on the North side is for cars!
- Swan Lake needs special protections with increasing density. Love the aggressive tree canopy plans. Wonderful potential for a live-able, walkable, bikeable and dense centre. The traffic around Uptown grows ever more fierce and stop and go - hope this will be addressed with more left turn lights and general flow improvements and light synchronization. Thank you for all your hard work!
- The available information, mapped illustrations and directions provide a positive direction forward. I attended some of the open houses in fall, and this material is definitely reflective of those discussions and community input. Area residents such as myself are looking for a more friendly, accommodating streetscape for everyday activities and general livability. They are burdened by heavy motor vehicle traffic moving through - though most commuters driving by wouldn't recognize that (unless it was in *their* neighbourhood). A more 'livable' Uptown will be hard for many people to imagine or accept. But cities and neighbourhoods change all the time (many prob. couldn't imagine Uptown Mall 12 years ago). The development pressures will only continue and accelerate in the years ahead - the essential trick will be to ensure to maintain and grow the public spaces, amenities, parks and pedestrian-friendly streetscapes as more and larger buildings pop up in privately held lands. Will Council and the public sector (esp. planning dept) have the vision to fortify those goals and create multiple avenues and opportunities to realize a more people friendly community?
- The traffic in Uptown mall area is too busy with pedestrian and automobiles traffic competing for road space. The traffic lights stop the flow of traffic, which create more accident at the busy junction, slower traffic creating air pollution. The automobiles and pedestrians should be separated in this area.
- Though I agree with upgrading trails, sidewalks and creating transit hubs, a better approach would be to facilitate ALL modes of transportation and accept that private car use will not disappear by making roads less efficient. Allow the free flow of traffic and create grade-separated crossings and reduce traffic lights, not increase.
- Nope
- All of these steps are positive. Thank you! I live in the area. I grew up here, and now I live here with my family. There is SO MUCH potential for the Uptown/Douglas Corridor, as well as Gorge-Tillicum and Burnside-Gorge. We are a vibrant neighbourhood, with great street Facebook groups/block events, strong community associations, and residents who want our area to be a community rather than a transportation corridor for speeding traffic. I also love the little area where Alpha, Beta etc streets are :-] There is potential to mix light industrial with new ventures. My dream is to have a village feel along Burnside between Irma and Tillicum, at Burnside/Gorge, and at the Burnside/Tillicum junction -- and also where the strip mall just north of there currently awaits a good idea to make it a lovely, usable, commercial, residential, and community green space. Thank you for providing this survey!

- Allow for increased density in single family surrounding neighborhoods - garden suites - as they have done in Victoria.
- Any change to the current Vernon / Blanshard design (reducing vehicle lanes) will only worsen the level of congestion during peak commute hours (especially 4-6pm).
- area needs to be beautified, made more green and pedestrian friendly so almost any movement in this direction will be positive and from what i've seen I support the plan. I live in the burnside gorge area less than a kilometer away, and while uptown is close and my family loves walking we always choose to drive to this area because it's just not a pleasant walk and does not feel safe or enjoyable with kids. Needs more trees, more green, better sidewalks, better crosswalks.
- As a home-owner and tax payer in Saanich and having lived in this municipality for most of my life I strongly disagree with altering and narrowing roads and wasting tax dollars on fixing a perceived problem which does not exist. The over-arching theme here of making the corridor more "livable" and "cute" is somewhat at odds with moving traffic through from Hwy 1 and 17 into town efficiently. Adding at-grade crossings, narrowing streets and reducing lanes can only further slow and choke traffic. I hope there is realization that no matter how much transit and how many bike lanes are added that the majority of the public will still prefer or require the use of their personal vehicle, and this should not be hampered.
- As a regional hub, making the area more accessible by bike is very important. the regional bike trails (Lochside and Goose) are great, but more would be better. The fact that this area is where these two bike trails converge make it a key cycling hub where further trails and bike lanes could connect to make the region even more bike friendly.
- As a Saanich resident, I highly resent my tax dollars being spent foolishly. Case in point is how Victoria wastes tax payer money. Don't copy them- please!! This will be in mind at next election if I feel wastage is happening here as well.
- As always when planning for the future, we must understand what is possible in the future and not just expect the same rate of change that has been occurring or not occurring up tonow. The expectations and demand for new forms of transportstion mobility options will be here withing the time frame of this planning document. If we do not include these options in this plan, the plan will fail. We must look at both the current baseline and the future possibilities in order to make this plan complete
- As one of the objectives of this plan is to provide more affordable housing for young people and single family, it might meet the expectations at first. But maybe in the future, the housing price would go up as this area has such good location, convenient traffic and green environment, so that the target people might have to move away and could not benefit from this plan. This is a very good plan if it is realized, and this is just my concern for the future of it.
- Besides land use, how else are businesses supported? Ignore if this is covered elsewhere. Seems to me you should enhance business where possible to keep up diversity, employment, walkability and tax revenue. Thanks for the opportunity to give ideas.
- Creating a north/south Blanshard route is a great idea.
- Do not turn Blanshard into a 2 way street!! Keep Vernon and Blanshard as is you lunatics!!
- Ensure child care centre is planned for.
- Ensure parking lots and "box store" street frontage is minimized to truly build the space into a neighbourhood that feels like an inviting area you want to walk, bike, drive and live in.
- Exciting and important vision. key is to work together/coordinate with other adjoining municipalities and the province to achieve and to find funding so the vision is realized sooner than later

- Fully support the direction of density and pedestrian focus.
- Good ideas. To be successful the area needs flexibility to higher densities otherwise the car dealers will not sell and relocate. Also thought needs to be given to another part of Saanich that the car dealers can relocate to. Their land needs to become too valuable to remain as is. Pre-zone may work. The amenity here is to free up the land.
- Great work. Looking forward to the next phase.
- I am in support of developing the UDC, as a frequent user of the area both as a pedestrian and as a car driver. In order to create a pleasant environment for all users, efficient traffic flow is a key issue particularly as the majority of users will access the area initially by car. This can be supported by a good transit service and accessible cycling and pedestrian points. I have 2 teenagers who use transit from Broadmead to access all areas of Victoria and it can be quite difficult at times to solely rely on the transit service for good connections to other areas, often resulting in them taking the car or relying on a ride from someone else. Therefore the UDC is a very good place for a Transit Hub.
- I am not in favor of the traffic changes you have in mind. Remember Blanshard/Vernon is a major highway -hwy #17 .and Douglas is a major highway. The trans canada hwy. hwy#1. Both these hwys are now congested during rush hours & the mackenzie exchange will not make a difference to these 2hwys during peak congestion times . Make your plans to accommodate increase in populations accordingly & realize you will not get people out of their cars by making roadways more inconvenient . Put the extra money in & build overpasses both road & pedestrian. Do not make Blanshard a 2 way street. Do not mess with the north bound access out of Victoria to the ferry & have proper access from Ravine way to people coming in & out of the Carey road area-it also is a major auto route. Douglas street is a mess in peak times-do make everyone come that route.
- I am supportive of all plans put forward for this area, provided it does not affect the land usage of Our Children's Centre located on Seymour Drive as it is an integral part of our community and family and would be devastated to see this space re-zoned into something else.
- I do not support in any way further constructions on roads. Saanich needs to realize that car use is necessary and or much more desirable for the vast majority of area residents and visitors.
- I greatly support the inclusion of daycare services in this development.
- I hope this is being coordinated with City of Victoria as the area borders it- As well as Ministry of Transportation since the jurisdiction for Douglas near Uptown is Provincial at that point. I'm hopeful this isn't a fragmented process with just Saanich's consideration while the potential traffic, business, and ecological impact will be felt in other municipalities, primarily Victoria. However, based on the lack of coordinated response to anything in the CRD, I'm doubtful.
- I like the general directions you have come up with - looking forward to the details!
- I live in the area, but hardly ever frequent Uptown. The stores aren't that great and the parking is a pain. I'd love to be able to have more reasons to not have to go to other areas of town, but Uptown isn't that convenient or offer much for me. I can't take my dog there, Browns isn't that great of a restaurant, and the clothes shopping isn't worth the trip. I'd rather go to Mayfair to shop, Glo to eat (great patio/outdoor space and better food) or downtown and I am very limited to where I can take my dog- the park on Boleskine isn't fenced. I don't like driving on Douglas, too much traffic all the time. Whole Foods is a joke, a very expensive joke, I'd rather keep shopping at Fairway! The plaza at Vic West is better, even Tillicum mall is more convenient! It would be great if Uptown became sort of a Victoria

version of Yaletown, but it's just not that attractive! In my opinion it was poorly planned with all the shops all divided in different areas with Walmart at the center. It's hard to get into with the traffic at Douglas and Blanshard, and figuring out where to go to park is a pain too. If you want to just zip in to Shoppers, you have to go all around to get in from the one way of Blanshard, then the parking is all one way again!! Frustrating! The Galloping Goose is fine, and needs little improvements. Although it would be great if it went downtown, and into town, but you have to use main streets, like Douglas again or Government. Hopefully with the new exchange at McKenzie, the traffic going out of town will improve, however the traffic going into town??? Probably not. What Victoria really needs, instead of just a Transit hub is an actual light rail system or something similar for people who live in Langford but work in Victoria. Something that is faster than the bus, and stays off the main throughways. This would encourage pedestrians in town, keep Victoria greener, and improve traffic. With all the growth in Victoria, parking seems to be diminishing, and we still need that for people who run errands downtown, or work, or who are tourists!! Whatever happens, please keep the trees on Douglas!!!

- I live on Regina Ave. The ideas to improve the walkability, greening and density of the neighbourhood are great. One big problem on my street east of Harriet to the Victoria Drain Company and Galloping Goose path is that there are NO sidewalks on either side of the road (and a ditch on one side). My children and other kids do not have a safe way to walk to Taylor Park or to connect with the Goose or Uptown. Large trucks from the Victoria Drain Company roar by throughout the day. I hope that something can be done to make this safer.
- I live within Victoria, but Uptown and area is walkable. I choose not to because the stretch from Tolmie to Saanich Rd features narrow sidewalks and bleak scenery. (The same can also be said for the area between Tolmie and Caledonia as well.) Greenspace and urbanisation is appreciated - anything is better than a mass of car dealerships.
- I noted in the article in saanich news that community consultations have been happening. This is the first I have heard of this and I am a saanich resident. A mailing with details and community meeting dates would be helpful in showing an interest in real community input. I live outside the affected area but live in a community that is deeply impacted by all the traffic calming measures that now surround us. This means we now have a 20 minute wait every morning to go the 150 feet out of our road and have to yell at cars cutting through two school zones trying to get around the nightmare; hoping everyday that they don't mow down our children crossing the street to school- this on a one lane, no line residential road. It also mean that it takes 45 minutes to an hour to get the nine kilometres home from work. These are the impacts of one off transportation planning. Where do you think all the cars will go?
- I really like the aspects of improving pedestrian walkways, and adding more green spaces and greenery to the roadways. This would make a big difference in our area (Boleskine/Whittier) and so I can only imagine it would be appreciated the same for all suggested areas. I am worried at the constant desire to make things more dense, while at the same time doing nothing about the already substantial issues surrounding density that exists now. In most areas I am 100% for density, but Saanich is like going back in time and with zero logic or desire to deal with existing issues. It seems like the current plan is to simply ignore it until it breaks.
- I see Carey Road and the Cadillac corridor as great opportunities for higher density housing options. East/West traffic flow needs to be made more efficient (left magic wand at home, sorry), encourage transit collaboration with City of Victoria to support Douglas corridor efficiency. I'd also support seeing more co-operative housing developed, small lots

subdivisions, (3000-3500ft in area) - with small scale housing (1200ft) - stop the monster house building of these 4000-12000 ft homes.

- I think this is an ambitious plan in the right direction. This area could be an amazing hub with some of the proposed changes - fixing the highways (e.g., streamlining Blanshard and tucking away Vernon), improving bike and pedestrian access, and increasing residential density.
- I think we can all agree in Greater Victoria that traffic is a problem. I am deeply concerned that this new plan will make the last accessible thoroughfare in Victoria congested. Yes, steps have been taken in other places around town to improve traffic, but it is not enough. Bike lanes are important, as are pedestrian walkways and other such routes, but I believe, less important than having a way to actually get into- and out of- town.
- I use Carey Rd all the time to get into town, or just about anywhere, except Western Communities. It is harder to get thru to Blanchard now, and it is only going to get worse with all the new buildings and traffic flow.
- I want it to be both pedestrian & car friendly. I like to walk there in the summer & drive there in the winter. Just don't forget people are looking for easy parking. Not just a good area to bus or walk to.
- i would like to see more family friendly facilities in the area such as daycare facilities, spray parks and more green spaces
- I'd like to see some more detail about how the recreational trails will interface with their surroundings - it's pretty terrible everywhere north of Ardersier at this point.
- I'm concerned about the future of our childcare in Victoria, I'm even more concerned that we would rezone an area with such a high quality space for many of Saanich's families. I would hope that Saanich has a plan to work with the existing childcare facility in order to ensure we aren't losing valuable childcare spaces in our community. There aren't very many child care facilities that can hold this many children, have emergent curriculum and follow the early learning framework. There are families that are unable to return to work because of lack of childcare and this plan would abolish one that already provides families with quality care. It would be a huge disruption and confusion in the lives of existing and potential families. I find it strange that not one member of the planning council has researched the area in enough depth to know that the daycare is within the confines of the plan. If the plan expected numbers for employment and residents is a reality, childcare will be even more in crisis. Finding space in the plan to work with the current not-for-profit childcare centre is essential to ensuring this plan is a success for the long term.
- I'm excited to see the district undertaking planning for the future of this area! Thank you for your work.
- I'm looking forward to these improvements as it's a complete nightmare trying to travel this area around rush hour. The result of this is that I don't shop Uptown as much as I'd like to.
- Improved nightlife options in the area (i.e. pub and bar options).
- In all cases, downplay straight lines and cars and up-play natural systems and physical movement for transportation.
- It is great to see investment being made in this area. Greater Victoria residents and visitors need more major destinations for gathering, entertainment, and shopping. With so much traffic being funneled through this area, restrictions must not be placed on vehicular traffic while improving alternative transportation options. I'm looking forward to seeing this area grow and become more vibrant in the future. PS I like the idea of making triangular lots features (i.e. the very corner of the TCH). Please allow for tall buildings (taller the better to increase density).

- It wouldn't seem as if opportunities to make some of these changes are a long way in the future if any opportunity at all. Car dealerships all recently renovated to the tune of millions of dollars will not allow any changes there. Also seriously concerned with the province purchasing local hotels to place the homeless without public consultation. This is already changing this area and will continue to do so making these efforts a mute point.
- I've watched way too much developer-driven development in Saanich over the years to have much faith that this will be different. We need to provide homes and places for people with roots here to work, not condos for retirees, part-time residents and investors, and retail jobs for people that can only afford to live in Langford.
- Long term industrial use access is a real issue. As we gentrify in this area and west of Government St south North of Bay street, real industrial uses will be pushed out. What other locations have been identified to provide for uses that need space for noisy, dirty, fixing uses that we all need to keep the building and infrastructure working. I don't see Saanich addressing this or the Region for that matter. The result is that these uses are being relocated to rural /farming Saanich and hidden behind fast growing hedges. We need an inventory of businesses and employment in rural Saanich, property by property. The results could be amazing. Then we need to look at how these properties are taxed.
- Make it easier for pedestrians and traffic to get around.
- More quality child care is required for this influx of residents & employees.
- Most people think that Uptown was located in a poor spot which was already so busy at it is central to the two highways. Things must be done to minimize the congestion there. I don't think all different types of people in society have been full considered in this plan. We must make a plan based on who lives in Victoria, not follow other cities. We have such a high number of handicapped and elderly that our needs are quite different. Also, the school traffic has increased dramatically since they got rid of school borders. We need neighbourhoods with all the needs right near by and we need trains to the western communities to get that traffic minimized.
- My head is in the light rail sand. I want to see a tram on Douglas equal corridor. We had these trams in the 1900's, even all the way to Gorge park in Esquimalt. It's time to bring them back.
- My main concern is to ensure we plan for the growth in vehicle traffic over the next 20 years, even as more people may choose alternative modes of transportation. Livability includes ease of movement for goods and services as well as people. Otherwise I support to direction this plan is going.
- My main interest is in preserving the location of the Our Children's Centre daycare at 4001 Seymour Place. This daycare serves families from all of Greater Victoria, and it has been in operation for the past 25 years in a custom-built facility. Thanks for considering the daycare in all of the development options.
- nicer walking spaces, more trees, south of Uptown
- No further comments....
- Noise reduction in Regina park and finishing paving of the trail from Regina to the Galloping Goose. Paving is about 15 feet long and perhaps 8 feet wide.
- Not sure about the changes to Blanshard street I travel that road every day from James bay and it is a parking lot at times so reducing it may not be a good idea it may just create more of a bottle neck.
- Of the seven levels of the Transportation Hierarchy, Walking, Cycling and Public Transit are the top three; SOV is at the bottom. This hierarchy must be fully embraced or else Uptown becomes a circular strip-mall.

- Overall looks great. Need to have some short-term goals to get us there as we wait out the larger developments. Also need to break up the large land parcels to allow redevelopment to be organic.
- Pedestrian overpass connecting Saanich plaza to Uptown plaza instead of street level crosswalk across Blanshard. Coordinating traffic lights along Saanich rd @ Oak, Blanshard and Vernon St so traffic flows effeciently. As it stands now, uncoordinated lights slow traffic to a crawl causing congestion, unsafe pedestrian crossings, cars stuck in intersections. There are no chilcare centres or focus on family gathering areas in the plans. Green space and family orientation is key. Many more families in this area in past 5 years. Rec centre? Childcare options?
- Please DO NOT increase traffic / truck traffic into the general area of Tennyson / Boleskine. This area is already too busy and backed up at busy times of day. Any more traffic intentionally funneled into this area will be devastating for those of us that live in the area.
- Preserve the existing land use mix. Large swaths of residential only does not promote an environmental, diversified community where people can work and live.
- Provide quality child care facilities in this area as many families are desperate for this service.
- Quality affordable child care centers are needed
- Reconfigure Boleskine, Saanich and Douglas intersection. leave the Blanshard/Vernon roads as is see no need to make changes to Oak St. make better decisions with more consideration on impact to tax payers
- Safe walkable urban area. Great for young families but also seniors who would not need to use car if shopping etc within easy safe walking distance.
- Safety and security along the galloping goose should be top priority. Lots of local people do not want to use it after dark because it attracts homeless and other high risk people. This in turn puts these people into residential neighbourhoods. Perhaps the goose design should incorporate the whole distance to the newly developed tillicum road and close the underpass on Seaton street. Would better lighting along the goose help; maybe some additional security measures should be put in as well (Cameras etc) What's the point in spending all this money if the locals don't want to use it because of safety fears. When designing green spaces do not keep any underbrush clear so that campers cannot seek shelter in these areas.
- Thanks for all the hard work you are doing! I'm excited to see these plans like these implemented in the coming years.
- The area is seriously lacking affordable, quality childcare. Improving current daycares, providing grants to current care facilities in the area would go a long way to addressing this.
- the road design is not shown well on this site !!
- Theres a big section north of uptown not considered in the traffic problem, such as Ravine Way between Carey Road and Blanchard. I think the narrowing of Blanshard is ridiculous as its already over maximum capacity with the divided lane directions at present.
- There's a need for more childcare spaces if the density of workers and residences is going to increase
- This area will become the next Millstream/Costco disaster of Saanich, watch it happen.
- This corridor is now used by vehicle traffic moving to and from the west shore, the peninsula and as an east west connector. It is a major choke point now, but is manageable and vehicles are able to access the shopping areas and civic services. Restricting traffic in this area any more would result in massive intersection failures and a reduction in residents from other parts of the region accessing the retail businesses in the area. It is all well and good to

be looking to increase utilization of public transportation - but we are a long way from the point where most individuals will be doing much of their movement by this mode. By all means allow room for possible future light rail or dedicated autonomous vehicle paths but lets make sure that we deal with the present and immediate future realities.

- This is bold. This is the single most important neighbourhood for creating a complete community within Saanich. What elements of a complete community are missing? The density will enable some large scale investments. Underground transit? Underground roads?
- This is my neighbourhood, I live next to Rudd Park. Thanks for taking this on.
- This is the worst questionnaire I have seen in my life :-(. full complex things are grouped together and asked for support or not, this is not a choice and thus will not give a reasonable representation of the opinions or ideas of the people that answer this. (the likely result that most residents support these concepts is deeply flawed. for shame! this is pure and ugly abuse of questionnaire and the scientific method and contributes to the growing distrust of citizens in their government and in fact based policy. For SHAME!
- This Plan will succeed if there really is vision, desire, and commitment for a bigger and better reality for this area. If Council and citizens are not ready to think big (and invest big), it will be just a "lipstick on a pig" outcome. Is there a will for something bigger? Let's hope so!!
- This whole plan does not take into account what every futurist and even the daily news tells us. The future is NOT going to look like today and this design plan assumes nothing is going to change in any of the myriad dimensions of urban life. Our society and its expectations will be very different within the timeframe of this study and it has not been taken into account. This study has been done with blinders on. I have been to several of the open houses and discussion sessions and I do not see any consideration of future transportation changes that are rapidly increasing in likelihood. Nowhere in this is any attempt to accept the coming automation and artificial Intelligence revolution. You have to be deliberately refusing to accept change not to take that into account. Also, there is not one single inclusion of the realities of an ageing demographic that will significantly affect the access needs of older adults. Finally, this is a huge waste of time without those concerns being addressed.
- Traffic is always a concern, Douglas and Blanshard are major transport routes. I hope for better traffic light synchronization.
- Unfortunately it has been proven that no amount of fuel price increase or traffic calming will influence people to abandon their personal vehicles. Every year there are more and more cars on the road. Not making traffic flow in this area a priority will result in grid lock in future. It is time to think vertically. Have overhead routes for cyclists and pedestrians and have the roads for vehicles. Overhead routes for cyclists and pedestrians would be fairly easy to integrate. Think SkyTrain type of overhead tracks.
- Uptown is pleasant if you're in the little plaza inside. However, it's absolutely terrible otherwise. All developments like this do is compel more people to get in their cars so they can sit in traffic and contribute to all of the problems we face in urban life. Even accessing it by bicycle is somewhat grim. Much, much more work needs to be done in future commercial development around Saanich to avoid this kind of problem. Consider the failed opportunity that is Tuscany Village. Had they been bold enough to have no surface parking that centre could have become a real village square where people in the community would want to go _just to be there_.

- Uptown was billed as a walk/bike shopping community when planned...alot had to be done to make this a reality...it feels like it is for cars and has created a lot of congestion in the area.
- We need public charging stations for electric bicycles. Current charging stations are only compatible with electric cars.
- What is being done to improve traffic flow? This isn't clear from the previous map layers. Traffic is becoming more and more of a problem in Victoria, and it seems that the only solution attempted is to try to make more bike lanes. As a cyclist I do appreciate that, however, cycling doesn't work for everyone. Large cities rely on rapid transit of some sort to move lots of people much quicker. I think having something like that would serve all municipalities well, and encourage more people to use public transit.
- Who are the stakeholders in this plan? Who stands to make money from closing one half of our road and developing the area? This should be disclose in your marketing material. Why did you only seek feedback on walking trails and in the immediate neighborhood where you are most likely to get support? How have you factored in the opinions of all the commuters that use this thoroughfare daily? Roads support everyone in the city, not just the small number in that local area. This is one of the most important corridors in Saanich an in Victoria overall. A proposed change of this magnitude needs to communicated more widely and voted upon.
- Will cars still be allowed on Oak Street? If that street changes to be less industrial, will that make Saanich Road busier? Will closing Oak Street force more cars to Douglas St or Blanshard and increase traffic volumes and driver frustration to access the Uptown Shopping Centre? We often use Oak Street as a direct route between Uptown and Mayfair Mall.
- With respect to handling transportation needs of the future this plan is an excellent example of the need for amalgamation. Saanich has to consider needs of the whole region. What are other municipalities going to think about the choke point at the proposed Vernon/Blanshard "couplet"? I note on your website that there have been very few responses and limited participation thus far. I predict a huge uproar when this plan is comprehended by the public. Back to the drawing boards, Saanich!
- With the anticipated growth in the capital region it's important Sannich's plan for any corridor be mindful of a broader plan to improve transportation, green space, and zoning across the region. Planning this corridor is but one piece in the fractured regional puzzle and may take a few radical ideas to inspire Victoria, esquimalt, Langford, and the rest of the gang. Thanks for putting out a survey.
- Would be great to see more mixed use residential/commercial/cultural development be approved for the uptown area. Being able to work, live and play in the same area without needing to commute would be great and not to mention keep the area usable and enjoyable outside of shopping hours. also Im all for high density residential development that can allow more people to afford to live in and enjoy the area while preserving parks and green spaces
- You are focusing on today's world this planning process is for those who will live here 75-100 years from now. We need to think way outside the box then 100 years from now humans will say thank you.
- As with a lot of ideas emanating in the region, the plan assumes a change in lifestyle and transportation that is unlikely to happen. There is a need to accomodate private vehicles (or Uber and, in the future, on-demand self-driving cars), where public transit is not realistic - trips through the area to downtown, trips with lots of shopping baggage, etc.. A transit

exchange may alleviate some private car use, but direct transit to residential Saanich and other municipality areas is required. Without the ability to move large numbers of cars off the roads and substitute usable and realistic public transit, the existing road capacity on Blanshard and Vernon through the Uptown area will continue to be required. If Vernon is made a "residential street", as reported, where will the traffic go? The concept of surface level crosswalks is unsafe - overhead walkways, as used in progressive cities, is preferable, to reduce pollution from stationary vehicles and to enhance pedestrian safety. All that is really needed is to enhance the transportation system through a transit exchange and to utilize land where feasible for parks. The bike path and trail system is adequate for our needs as both walkers and bikers, although pathways should be widened.

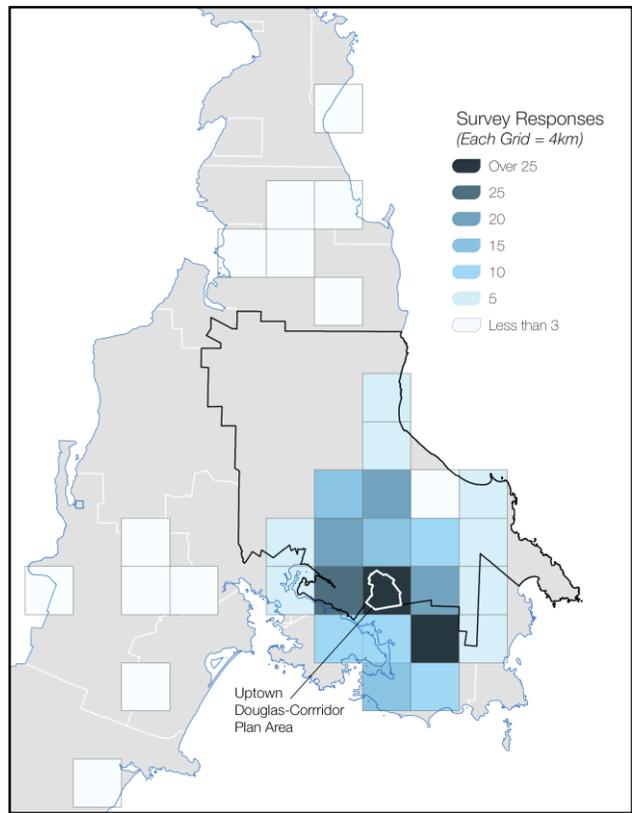
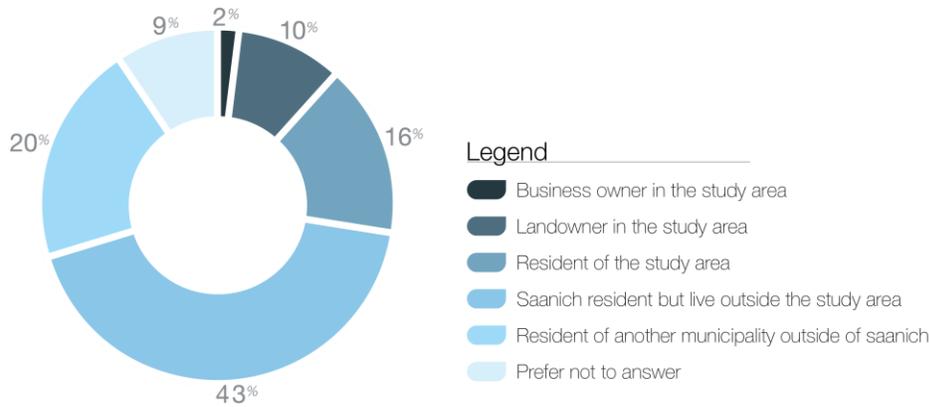
- Blanshard and Vernon are key traffic routes through the area and they should be maintained and be left unimpeded (even upgraded if possible) as any backlog on these routes cause backup effects on residential roads such as Saanich Road and Tattersall and others.
- Engagement has been very well done for this project
- Fix the entrances and exits at uptown itself. Do not make more problems for cars. Part of the area is good for bikes, but do not forget 90% of the cars are commuters.
- I am very supportive of offering transportation choice and creating higher residential densities and employment hubs in this area. I however strongly against decreasing any components of the highway system that serves the entire region. The highways are a regional asset and are funded by the residents of BC. Turning them in to more local streets does not reflect the needs of the regional population. This plan also shows a lack of understanding or interest in how people in the northern parts of Saanich travel. Please create a plan that acknowledges that the highway is a vital regional asset while also strengthening other transportation choices.
- I have lived in Saanich my entire life, I have lived in this area that you are wanting to build up.. why does this need to be the place, Uptown is a overly densified area now, the logistics of it is a nightmare, whoever made or allowed this mall to be made right at this intersection should be taken to task for it. The parking access is stupidly designed, and the entrance/exit doesn't support the amount of traffic it receives. To continue to cram everything into this area is ludicrous this has destroyed an older neighbourhood, and yet the planners don't care. why not try putting this type of structure in your neighbourhood... and see how it affects your quality of living, the land overuse, the traffic increase, the sanctity of your neighbourhood. we are being overran with the homeless problem that is increasing because Victoria is sending them out towards Saanich (to share the burden, no doubt)... our homes and yards are being victimized by these low lifes. Does Saanich care? do these planners care? probably not, because they are getting good money to identify areas that can be turned into cesspools of accommodation for these types. Why not open up the outskirts to the downtown Saanich Core? move this idea into one of your neighbourhoods. Ya, that's what I thought!!! you and I both know that this rant isn't going any where, but when you pass another stupid idea, just remember that you have destroyed a once thriving neighbourhood, and eventually, this is coming to you and your family.... slowly by degrees... so have a nice time in your overpaid job, and don't worry about us wee insipid hard working types who have to abide by your stupid ideas, we will get by, I just hope further down the road when your old, you will have to deal with what will eventually come your way.
- I'd like to see a dual direction bike lane on Vernon to facilitate traveling between Lochside trail and Uptown mall without having to travel to the far side of the mall to use the pathway currently being developed.

- I'm interested to know how the purpose-built daycare facilities ("Our Children's Centre") on Seymour PI can be enhanced to support families needing full-time child care.
- No
- Thank you for your wonderful priorities in Saanich. Could you stretch your boundaries to include Fairfield?
- Thank you to all the volunteers and staff working to a positive future plan.
- Thanks for the opportunity to provide comments. You guys have done a wonderful job!
- The concept of an urban destination is understandable. Your report conclusions and recommendation details are severely flawed and extremely prone to failure.
- The level of information conveyed to the viewer of this survey is so vague who knows what they are agree or disagreeing with. I paid taxes for this kind of product.
- This area is a major corridor connecting the peninsula, west shore and up island traffic. More thought has to be considered for the whole CRD and not creating a nightmare for cars, pedestrians and commercial access for the purpose of a small community.
- Traffic has to be the Number one consideration. This is a Great area for development and many types can fit here. However this is already very busy and will be much more so. Pay attention to the traffic and make it flow easily and smoothly. Also PUT in a Pedestrian OVER pass between Ravine and Saanich. DO NOT put in another light. This will cause another slow down that is not necessary. People need to walk more so Nothing would be better than a light.
- Very excited about these ideas/vision. I expect very good prep will be necessary so as not to scare the dinosaurs in charge, especially at highways, etc. traffic modelling should keep the visionary approach, not be based on 1950s assumptions. some parks should be "hidden" for young families, others "open facing" pedestrians from transit etc. Concerned about the legitimacy of Douglas active/transit corridor VS newly endorsed ideas about the E&N rail line... both=best, but a priority conversation may occur, and Saanich should be prepared.
- What is wrong with having both Blanshard and Vernon streets as they are now? We do and will still have lots of cars and traffic to handle - especially with the predicted growth in population not only around UpTown but in the entire Victoria and Saanich Peninsula area.
- You've failed the people of the greater Victoria area.

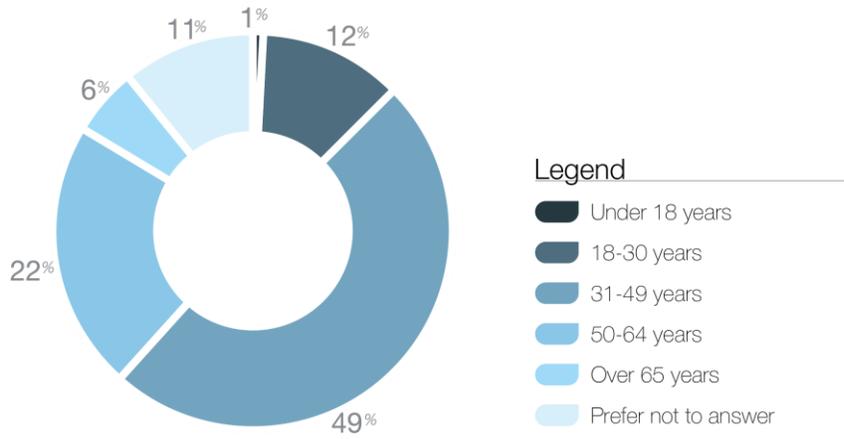
Demographics

Demographic information is collected to ensure adequate representation across location, age and gender. Demographic information that was collected in the survey is notes as follows:

Location of Respondents



Age of Respondents



Gender of Respondents

