

Phase 4: Draft Plan Review Public Engagement - Survey Report

**April 2022
Planning Department**

Contents

Purpose of this Report.....	3
Background.....	4
Summary of Engagement Activities.....	4
Community Engagement Attendance.....	6
Advertising and Promotion	7
Community Survey.....	8
Demographic Data from Survey Respondents	55

Appendix A - Additional Comments Received Summary

Appendix B - Community Survey Questionnaire

Appendix C - Community Survey All Open-ended Comments Received

Purpose of this Report

The purpose of this report is to provide an overview of community engagement activities and feedback received on the *Draft Cadboro Bay Local Area Plan* dated October 27, 2021 with focus on Community Survey outcomes.

How input will be used

The information gathered through the community survey, will help to inform the update of the Cadboro Bay Local Area Plan. While decision making ultimately rests with Saanich Council, the District is committed to providing meaningful opportunities for the public to provide input that will ultimately help shape a potential regulatory framework for the update to the Local Area Plan.

Additional opportunities for further feedback will be available as the Draft Plan is developed, as well as prior to Councils consideration.

Your continued involvement is essential

More about the Cadboro Bay Local Area Plan update, where we are in the process and for up-coming opportunities to participate, visit us at saanich.ca/cadboro

Background

The update of the Cadboro Bay Local Area Plan (LAP) was initiated by Saanich Council in on November 27, 2017. The updated LAP will serve to guide future planning and land use decisions over the next 20 to 30 years. Community participation and input is instrumental in all phases of the planning process. The planning process includes five phases. We are currently in Phase 4: Draft Plan Review.



Figure 1: Cadboro Bay Local Area Plan Planning Process

As part of Phase 4, a Draft Cadboro Bay Local Area Plan (Draft Plan) was presented for public feedback in October 2021. A number of community engagement opportunities were provided to the public, both in-person and virtually, to review the content of the Draft Plan and provide feedback to staff through a Community Survey whose results are presented in this report. This phase also included consultation with key stakeholder groups and Council Advisory Committees.

Summary of Engagement Activities

A dynamic public engagement process was developed in collaboration with the project Advisory Committee to enable the broader community to participate and be involved in hands-on activities and “plan-making”. A number of engagement activities took place as part of Phases 1 to 4, while this report summarizes activities and outputs of Phase 4, the following includes milestone events to date:

Key public engagement milestones included:

- **Draft Plan** summary brochures mailed to 2,270 houses, 279 townhouse and apartment units, and to 70 businesses in Cadboro Bay;
- 1,743 unique views of the online Draft Plan virtual open house;
- 209 people attended the in-person Draft Plan open houses (4); and
- 307 people completed the community survey providing feedback on the Draft Plan.



Phase 4: Draft Plan Review - due to COVID-19, engagement for the review of the Draft Plan had to be modified for public safety, and for the comfort and convenience of community members. Changes included more emphasis on online/virtual tools, more extensive communications in general, extended timelines for the review period, and COVID-friendly in-person engagement. Despite the challenges of the pandemic, community participation was strong.

The Draft Plan was completed on October 27, 2021 and made available publicly shortly thereafter, released to the public in October 2021. A public engagement program followed in November with a series of open house events available both virtual and in-person and a community survey for feedback on the Draft Plan. The following outlines the community engagement activities that were undertaken during Phase 4, Draft Plan Review to promote and receive input on the Draft Plan.

November 2021 - present: Virtual Open House. An online virtual open house summarizing the Draft Plan is available online at www.saanich.ca/cadboro

November 12, 2021 - January 11, 2022: Community Survey took place to solicit feedback on the Draft Plan. The survey was available on-line, with paper copies available on request. It was created and hosted on the SimpleSurvey platform.

October-November 2021: A brochure summarizing the Draft Plan's key directions was mailed to households and businesses in October-November 2021 to raise awareness of the Draft Plan release; provide information on upcoming open house events and encourage community members to complete the online feedback survey.

November 13, 16, 19 & 25, 2021: Modified In-Person Open Houses. In-person open houses were held at the Broad View United and St. George's Anglican churches. Attendees were asked to pre-register using Saanich Recreation's RecOnline registration tool, and to follow COVID protocols such as wearing a face covering, maintaining the required distance from staff and other participants, and sanitizing hands before entering the venue. Drop-ins could sign in as long as the maximum hourly attendance was not exceeded and the COVID tracking waiver was signed. Overall, open house events were well attended, with a total of 209 people attending.

Social Media Promotion: Social media was used to promote the Draft Plan release, advertise upcoming open house events and provide feedback by participating in the community survey.

By-Request Phone Meetings and Email Conversations: Members of the public who wished to provide additional feedback were also invited to call and email staff to ask questions and share their comments on the Draft Plan.

Press Release: A press release announcing the in-person open houses and requesting Draft Plan feedback was sent out in November 2021, and resulted in an article in the Saanich News.

Stakeholder and Saanich Advisory Committees Consultation Meetings: Virtual meetings were held and included presentations from staff on the Cadboro Bay Local Area Plan Update recommendations and provided opportunities for input and comments to help inform refinements to content. Meetings were as follows:

- Cadboro Bay Residents Association (CBRA) - January 26, 2022
- Cadboro Bay Village Business Improvement Association (BIA) - January 18, 2022
- Urban Development Institute (UDI) - December 7, 2021
- Healthy Saanich Advisory Committee - February 2, 2022
- Planning, Transportation, and Economic Development Advisory Committee - January 13, 2022
- Parks, Trails, and Recreation Advisory Committee - February 29, 2022
- Arts, Culture, and Heritage Advisory Committee - February 23, 2022
- Active Transportation Advisory Committee - February 24, 2022
- Environment Natural Areas Committee - January 19, 2022
- Mayor's Standing Committee on Housing and Affordability – January 31 & February 28, 2022

Community Engagement Attendance

The following stats provide a snapshot of the level of community engagement participation in the Draft Plan Review:

- 1,960 unique views of the Cadboro Bay Local Area Plan webpage from September 2021 to February 2022;
- 209 people attended the in-person open houses;
- 307 people responded to community survey; 226 of these surveys were fully completed.

Advertising and Promotion

A diversity of techniques were used to reach out and promote the Draft Cadboro Bay Local Area Plan events and encourage citizens to provide feedback by completing the community survey. Key advertising and promotion activities included:

- Focused advertising on Saanich social media channels - Twitter and Facebook (see Table 1);
- Promotion on Saanich's housing webpage and main landing page;
- Newspaper advertisements
 - Saanich News - November 3rd, 10th, and 17th 2021
 - Times Colonist - November 6th, 13th 2021

- Draft Plan Summary brochure mailer was sent to 2,619 addresses, and 400 additional copies were made available at business locations in the Village, Cadboro Bay Residents Association, at the Saanich Municipal Hall Reception, Planning front counter, and other locations.
- Campaigner messages sent from October - January 2022, to a distribution list of 238 subscribers;
- Posters were distributed to all businesses in the Village, also sent to the BIA and CBRA community associations.
- 120 printed handbills were also distributed for community survey reminder.
- 6 coroplast fence posters were affixed to outdoor spaces at highly visible key locations throughout Cadboro Bay.
- 4 sandwich board signs were posted in the Village and near Open House locations, which were held at Broad View United and St. George’s Anglican in Cadboro Bay.

Table 1: Social Media Outreach

Social Media Platform	Impressions / Reach / Engagement	Link Clicks
Twitter	5,790 impressions	920
Facebook Post	15,552 engagements	n/a
Facebook 3-second video	15,447 views	n/a
Facebook Ads	Total of 32,938 impressions	97

Community Survey Overview

The public survey was available on-line from November 12, 2021 to January 11, 2022. The community survey provided an opportunity for feedback from community members on the Cadboro Bay Local Area Plan update and key plan directions contained within the Draft Plan.

The survey was comprised of 15 qualitative and 27 quantitative questions that allowed for community input on the Draft Cadboro Bay Local Area Plan.

The Survey was structured to reflect the organization of the Draft Local Area Plan. Demographic data was also collected to gather insights on how well a diversity of the population was represented in survey respondents.

A total of 307 surveys were submitted. Given the length of the survey and possibly the desire of certain respondents to provide a response on a select number of topics areas, a total of 226 surveys were fully completed, and another 81 were submitted partially completed. Analysis of survey respondents shows that the demographic data is generally representative of the Cadboro Bay population.

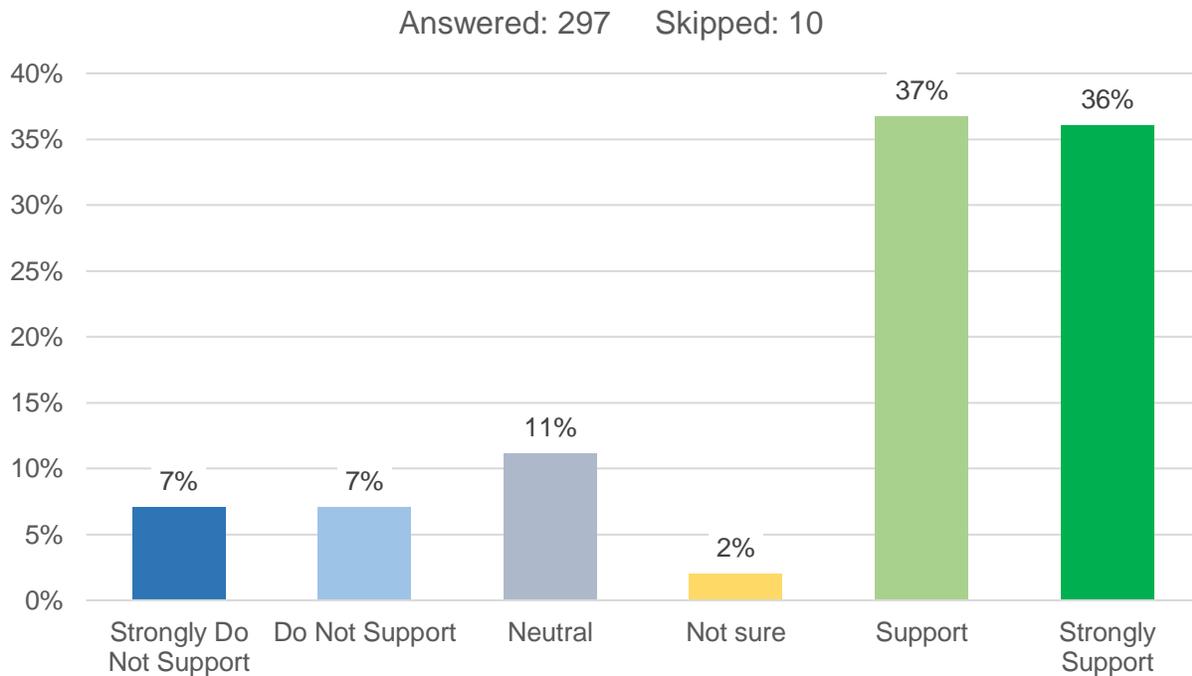
Overall, survey results indicate a high level of “Support” or “Strong Support” for the Draft Plan. Table 2 includes highlights of key questions related to housing and land use. Generally noting support for the proposed land use concept and the expansion of housing opportunities.

Table 2: Draft Plan Survey Highlights

Draft Plan Direction	Support or Strongly Support	Neutral/Unsure	Disagree or Strongly Disagree
Community vision for Cadboro Bay	73%	13%	14%
Overall direction of the Draft Local Area Plan	73%	14%	14%
Land use concept	66%	15%	19%
Expand housing diversity and supply	66%	15%	19%
Reduced parking for infill development	53%	17%	30%
Housing as a component of redevelopment at Queen Alexandra & UVic-Queenswood	51%	21%	28%
Modest commercial expansion on Penrhyn/Sinclair	74%	9%	17%
Low-rise apartments in the Village centre (up to 4 storeys)	56%	8%	36%
Expanded townhouse designations (up to 3 storeys)	65%	11%	24%
Low density infill:(up to 2 storeys) in Village residential Infill area	65%	13%	23%
Moving the Village centre (higher density uses) towards Hobbs to help adapt to future conditions	48%	20%	32%

The following section of the report provides full survey results for both quantitative and qualitative (open ended comments). For reference, a copy of the survey questionnaire used for the survey is included in Appendix A, and Appendix B includes all comments as provided to open-ended questions of the survey.

Q1: Strong support for the vision for Cadboro Bay.



Answer choices	Responses	
Strongly Support	107	36%
Support	109	37%
Neutral	33	11%
Do Not Support	21	7%
Strongly Do Not Support	21	7%
Not sure	6	2%
Total	297	100%

Q2: Please share any comments you may have about the proposed Vision

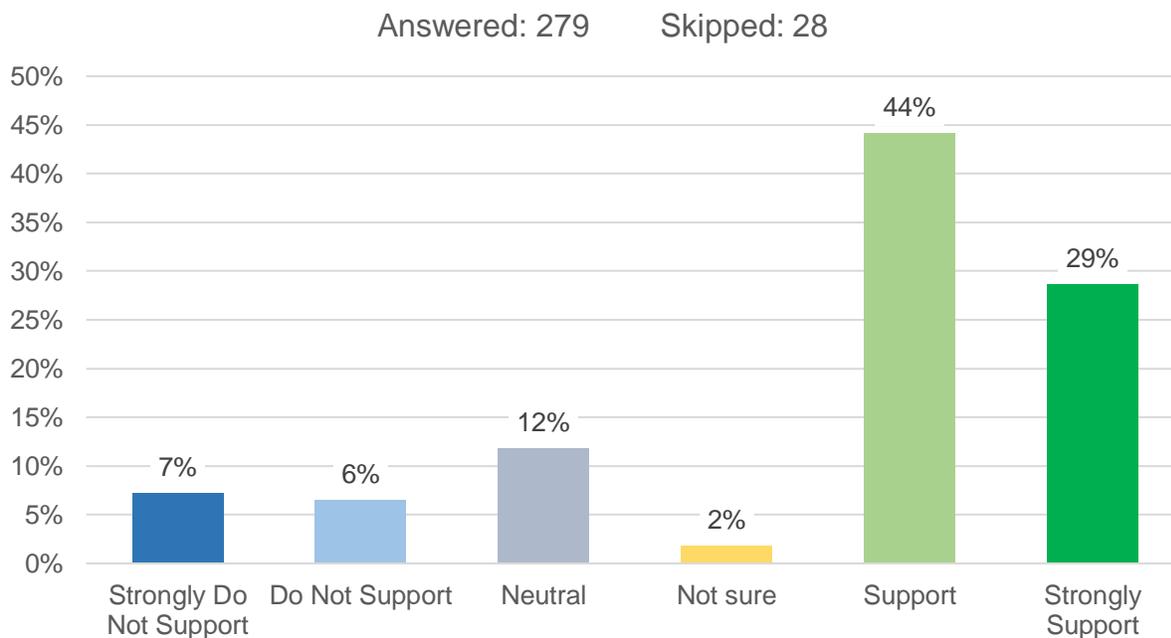
The most common comment themes of responses were:

- Support the vision overall
- Support more development and density
- Keep Cadboro Bay Village as it is
- Keep density low and keep semi-rural feel
- Preserve and keep natural and green spaces, take climate change seriously

Top Ten Comment Themes (Answered: 129 Skipped: 178)

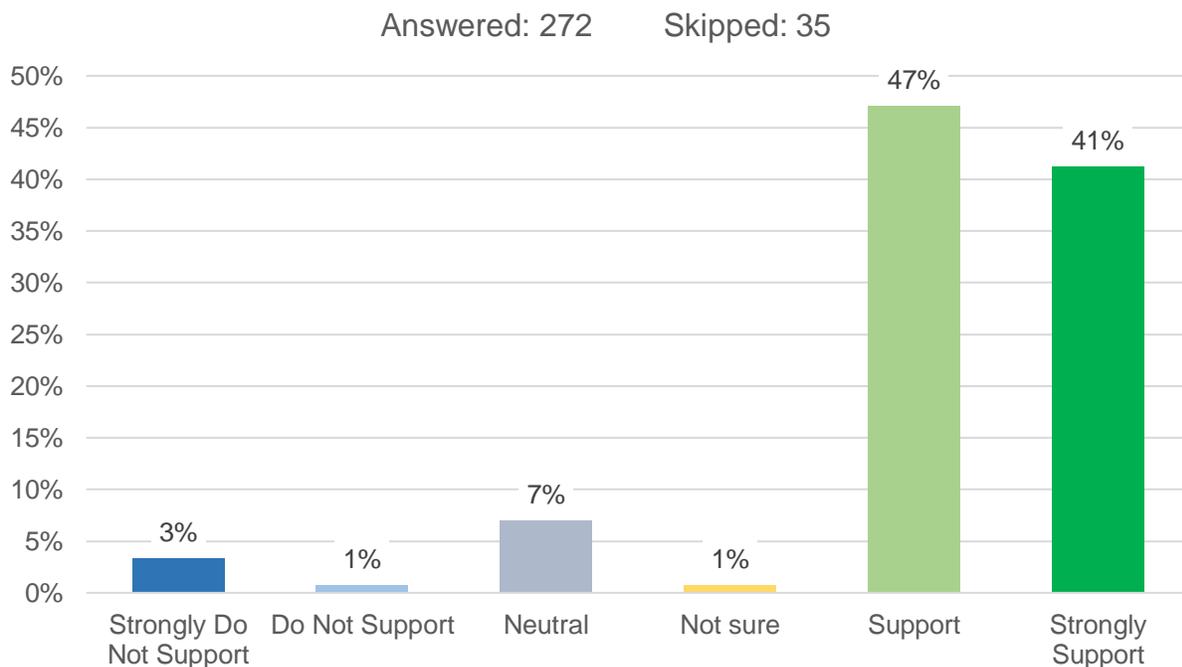
RANK	Theme / Value	Frequency
1	Support the vision overall.	30
2	More development & density, especially in Queenswood and Ten Mile Point.	17
3	Do not support the vision, keep Cadboro Bay Village as it is.	13
4	Keep density low, keep the semi-rural feel, and don't want major changes.	8
5	Preserve and keep natural and green spaces. Take climate change seriously.	8
6	Improve/add sewage system in Ten Mile Point and Queenswood.	5
7	Off-leash dog area/park is needed.	4
8	Max height for village should be 3 storeys, surrounding streets 2. Keep it low rise.	4
9	Keep village feel.	4
10	Want more details on plan.	3
11	Affordable housing is needed.	3
12	Improve pedestrian and cycling infrastructure.	3
13	Don't include UVic in the vision, stick UVic to the Ring for future development.	3

Q3: Support for overall direction of the Draft Cadboro Bay Local Area Plan.



Answer choices	Responses	
Strongly Support	80	29%
Support	123	44%
Neutral	33	12%
Do Not Support	18	6%
Strongly Do Not Support	20	7%
Not sure	5	2%
Total	279	100%

Q4: Support the Draft Plan’s Environment and Sustainability policy direction.



Answer choices	Responses	
Strongly Support	112	41%
Support	128	47%
Neutral	19	7%
Do Not Support	2	1%
Strongly Do Not Support	9	3%
Not sure	2	1%
Total	272	100%

Q5: Are there other Environment and Sustainability goals that should be considered?

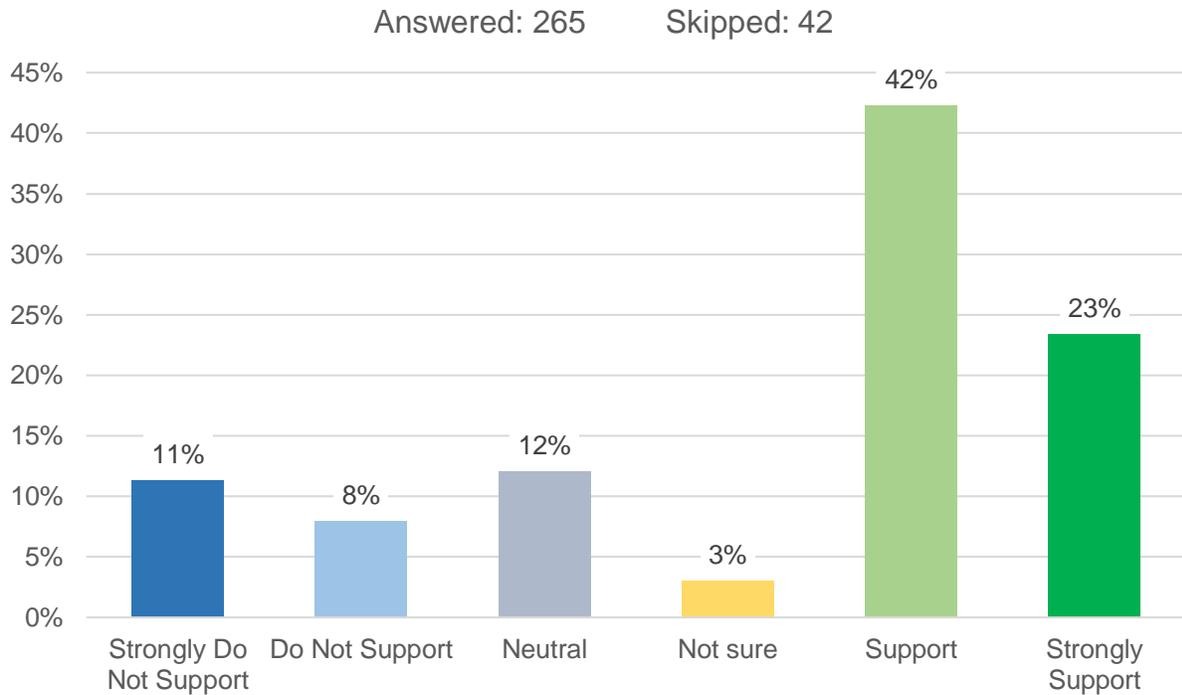
The most common themes of responses were:

- Preserve and protect trees, encourage planting of native trees and plants.
- Improve pedestrian and cycling infrastructure.
- Protect Migratory Bird Sanctuary, especially from dogs.
- Protect natural environment, natural habitat, and ocean.
- Keep density low, less development.

Top Ten Comment Themes (Answered: 110 Skipped: 197)

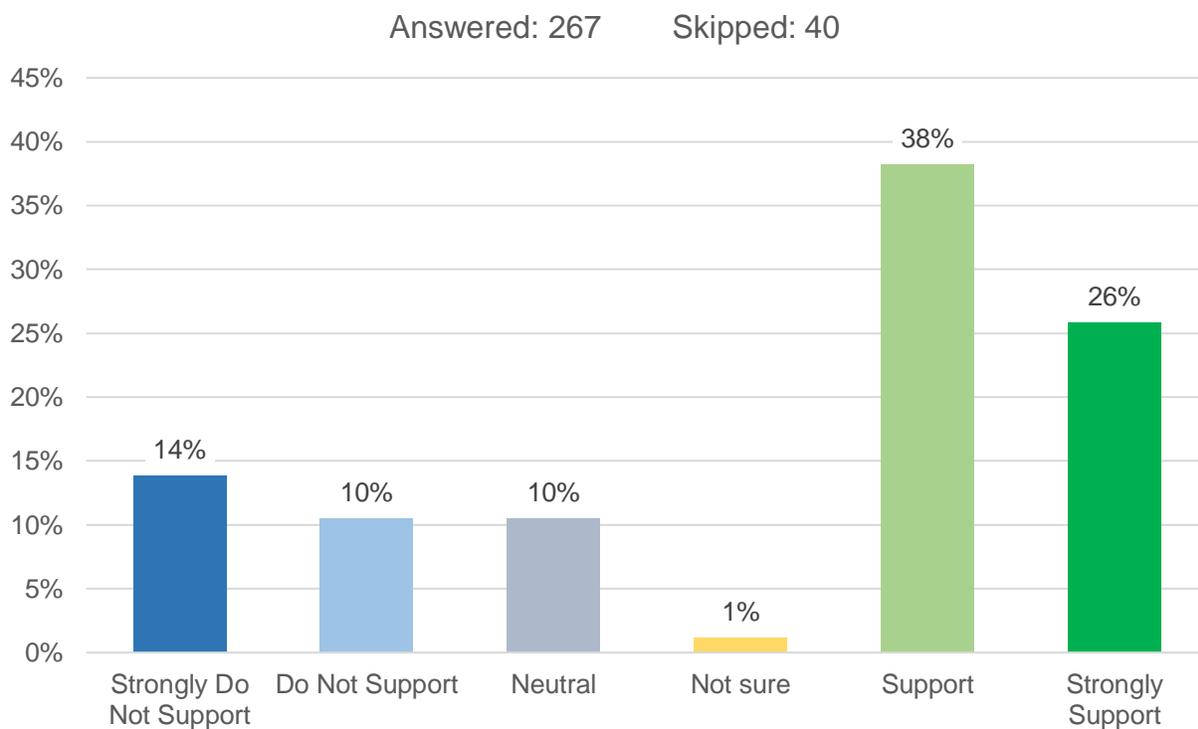
RANK	Theme / Value	Frequency
1	Preserve and protect trees, encourage planting of native trees and plants.	17
2	Improve pedestrian and cycling infrastructure.	9
3	Protect Migratory Bird Sanctuary, especially from dogs	9
4	Protect natural environment, save and maintain trees, natural habitat, and ocean.	7
5	Keep density low, less development.	6
6	Study climate change. Gyro Park is a flood plain. Introduce off-leash dog park.	6
7	Watersheds must include streams and creeks. Restore wetlands in Gyro Park.	6
8	Sewers in Ten Mile Point (especially Lockeaven Dr). Sewage treatment needed.	6
9	Dog-friendly off-leash park or fenced area needed.	6
10	No blastings during new developments. Prevent flooding due to sea level rise.	4

Q6: Throughout the planning process, we heard about housing challenges, such as those for younger people and people looking to downsize. The Plan looks to provide a modest expansion of housing diversity and supply to address these needs.



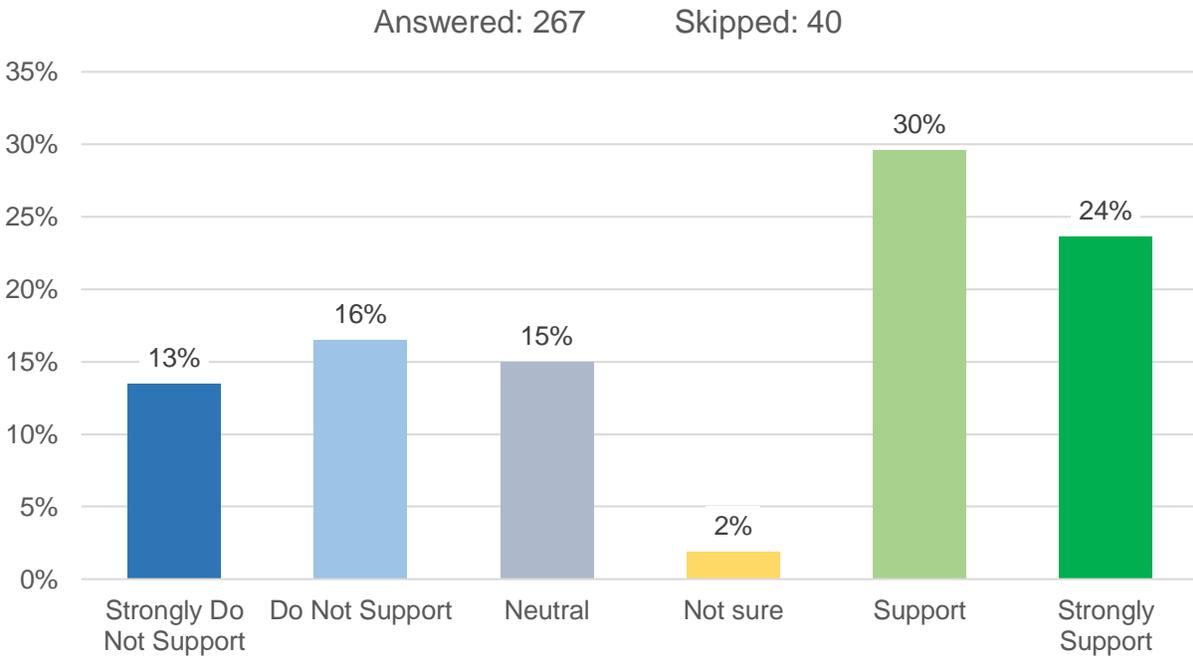
Answer choices	Responses	
Strongly Support	62	23%
Support	112	42%
Neutral	32	12%
Do Not Support	21	8%
Strongly Do Not Support	30	11%
Not sure	8	3%
Total	265	100%

Q7: The majority of new housing opportunities will be focused in the Village Centre in building forms that maintain the Village’s small scale character.



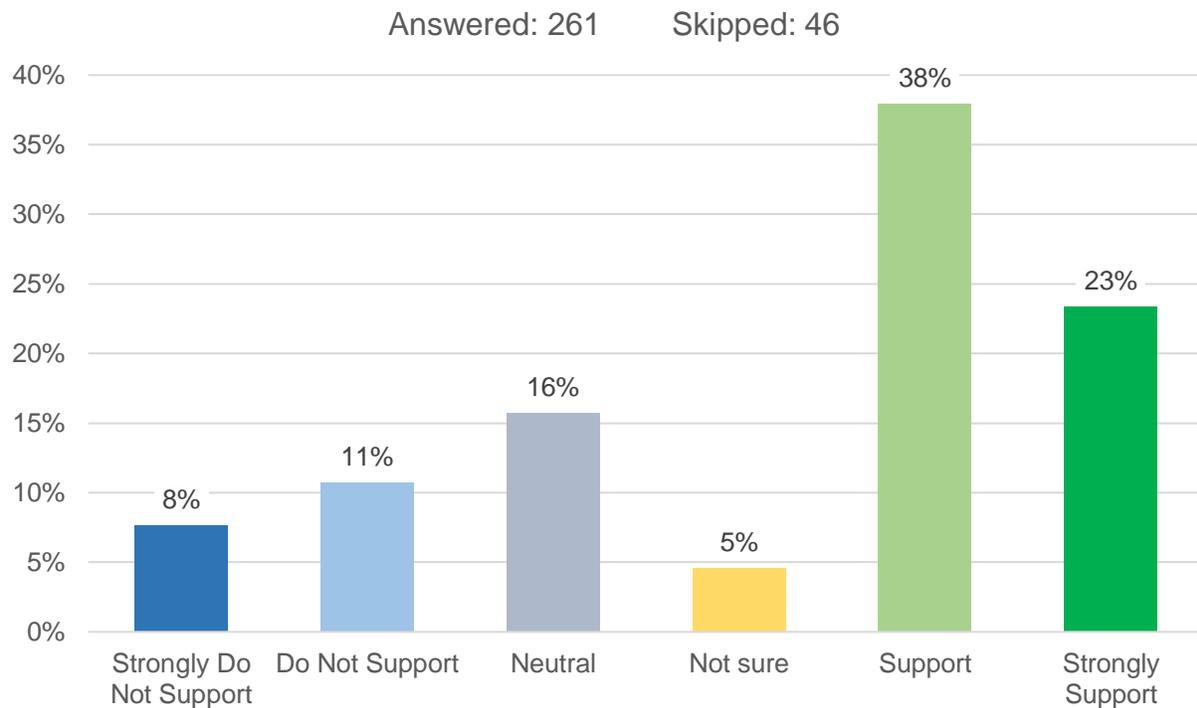
Answer choices	Responses	
Strongly Support	69	26%
Support	102	38%
Neutral	28	10%
Do Not Support	28	10%
Strongly Do Not Support	37	14%
Not sure	3	1%
Total	267	100%

Q8: In order for infill development (such as duplex, tri-plex, four-plex, and attached housing) to be feasible and to minimize impacts on landscaping and trees, reduced parking requirements are needed. The Draft Plan generally supports reduced parking requirements (i.e. one parking stall per dwelling unit), for infill development.



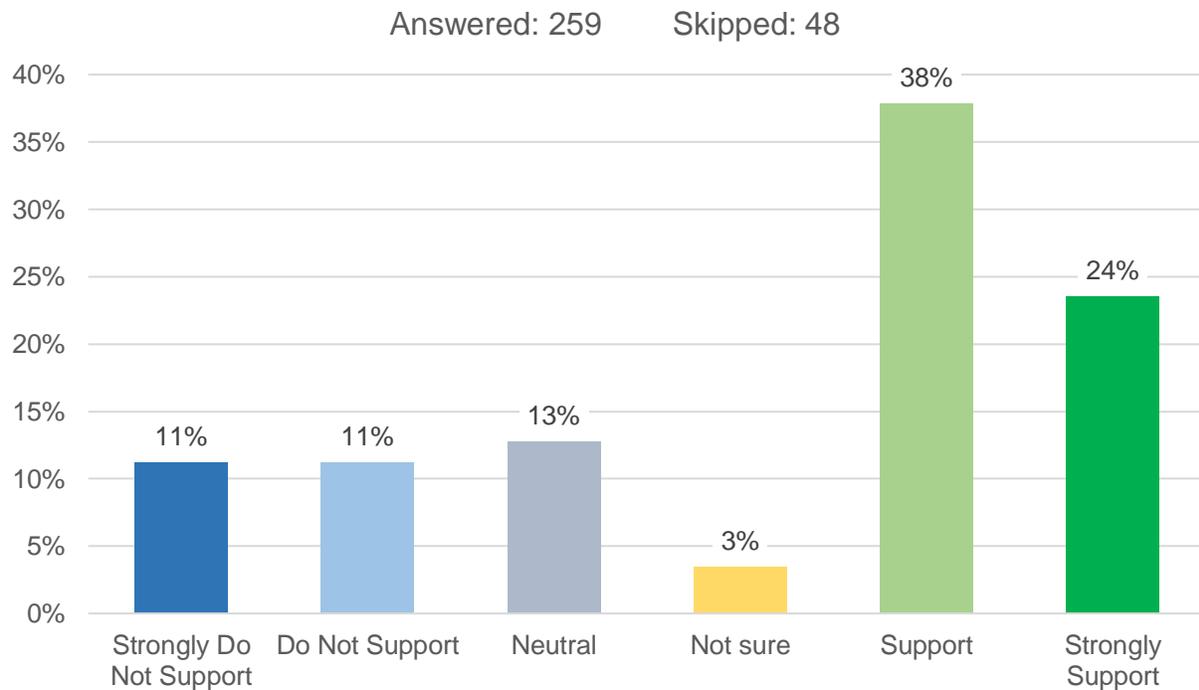
Answer choices	Responses	
Strongly Support	63	24%
Support	79	30%
Neutral	40	15%
Do Not Support	44	16%
Strongly Do Not Support	36	13%
Not sure	5	2%
Total	267	100%

Q9: Please indicate your level of support for the following land use direction: Maintain minimum lot sizes on RS lots (4000 m2 in the northern area; 2020 m2 in the central area; and 930 m2 in the southern area).



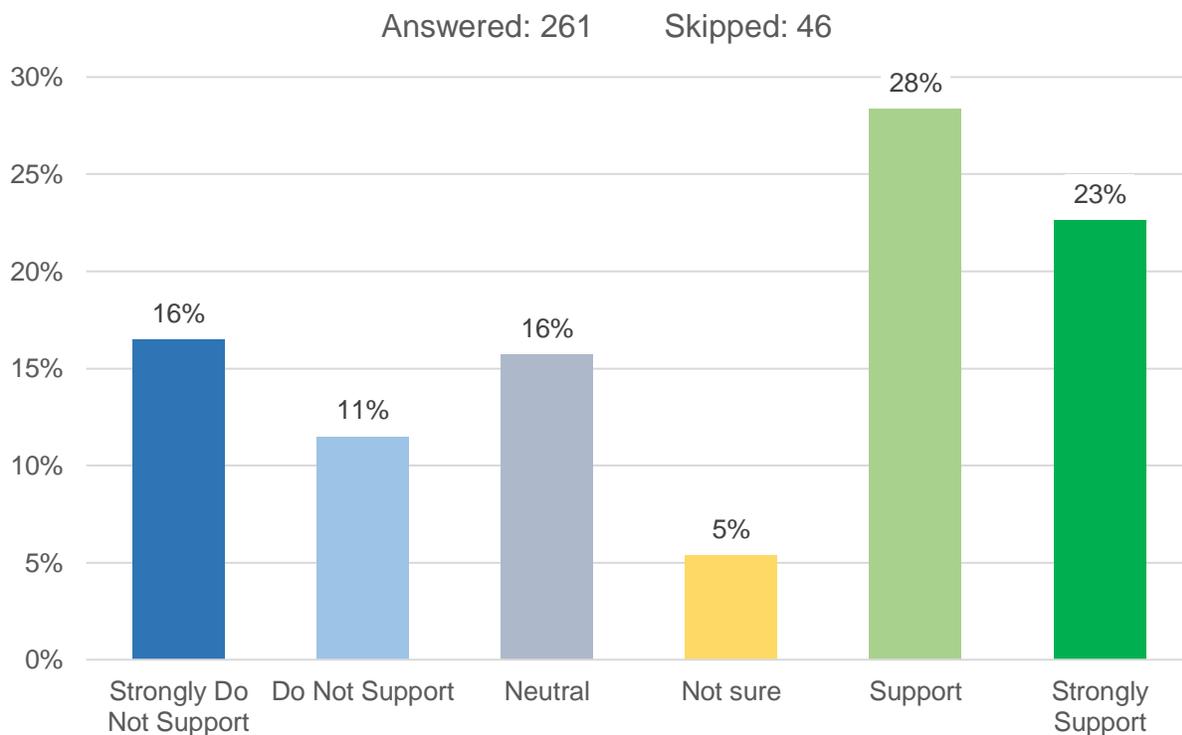
Answer choices	Responses	
Strongly Support	61	23%
Support	99	38%
Neutral	41	16%
Do Not Support	28	11%
Strongly Do Not Support	20	8%
Not sure	12	5%
Total	261	100%

Q10: Please indicate your level of support for the following land use direction: Retaining single detached housing as the primary land use, with limited infill opportunities, including secondary suites and garden suites as supported by Saanich-wide policy.



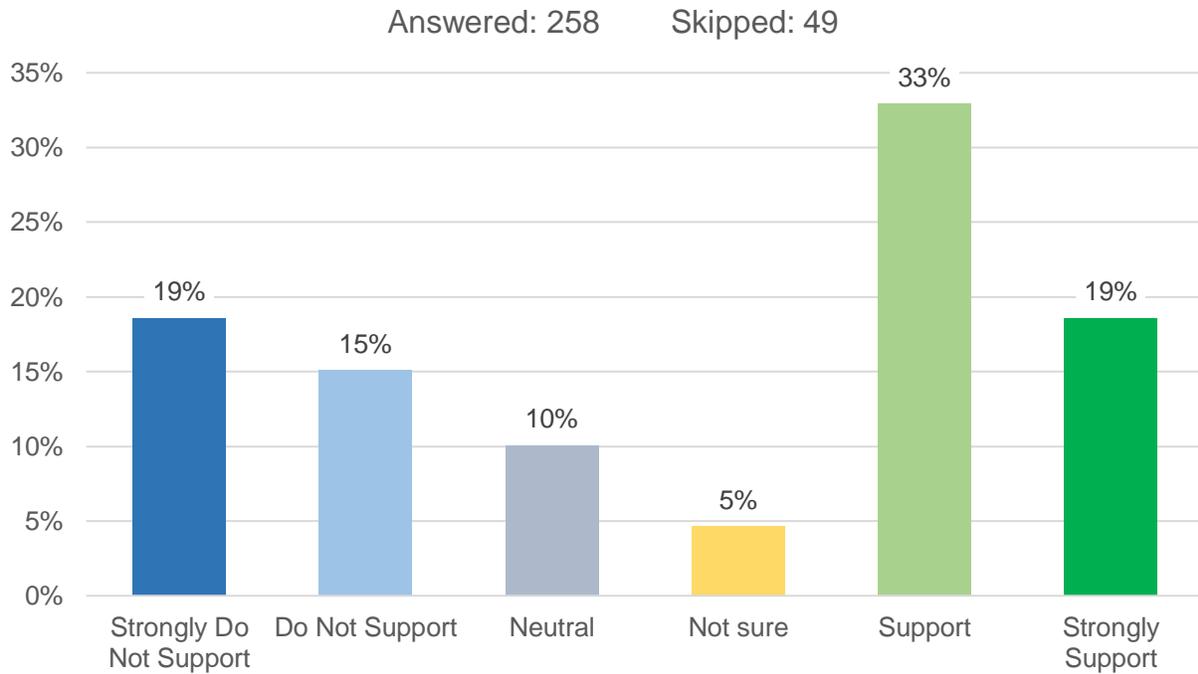
Answer choices	Responses	
Strongly Support	61	24%
Support	98	38%
Neutral	33	13%
Do Not Support	29	11%
Strongly Do Not Support	29	11%
Not sure	9	3%
Total	259	100%

Q11: Please indicate your level of support for the following land use direction: Including housing as a component of redevelopment on Institutional Properties (i.e. Queen Alexandra, UVIC - Queenswood Campus).



Answer choices	Responses	
Strongly Support	59	23%
Support	74	28%
Neutral	41	16%
Do Not Support	30	11%
Strongly Do Not Support	43	16%
Not sure	14	5%
Total	261	100%

Q12: Would you be supportive allowing, through a rezoning process, more housing units on residential (RS) properties (i.e. duplex, triplex, fourplex) if minimum lot sizes were maintained and the overall floor space of the building did not exceed what is permitted under current single family zoning?



Answer choices	Responses	
Strongly Support	48	19%
Support	85	33%
Neutral	26	10%
Do Not Support	39	15%
Strongly Do Not Support	48	19%
Not sure	12	5%
Total	258	100%

Q13: What else should be considered in the Queenswood Neighbourhood?

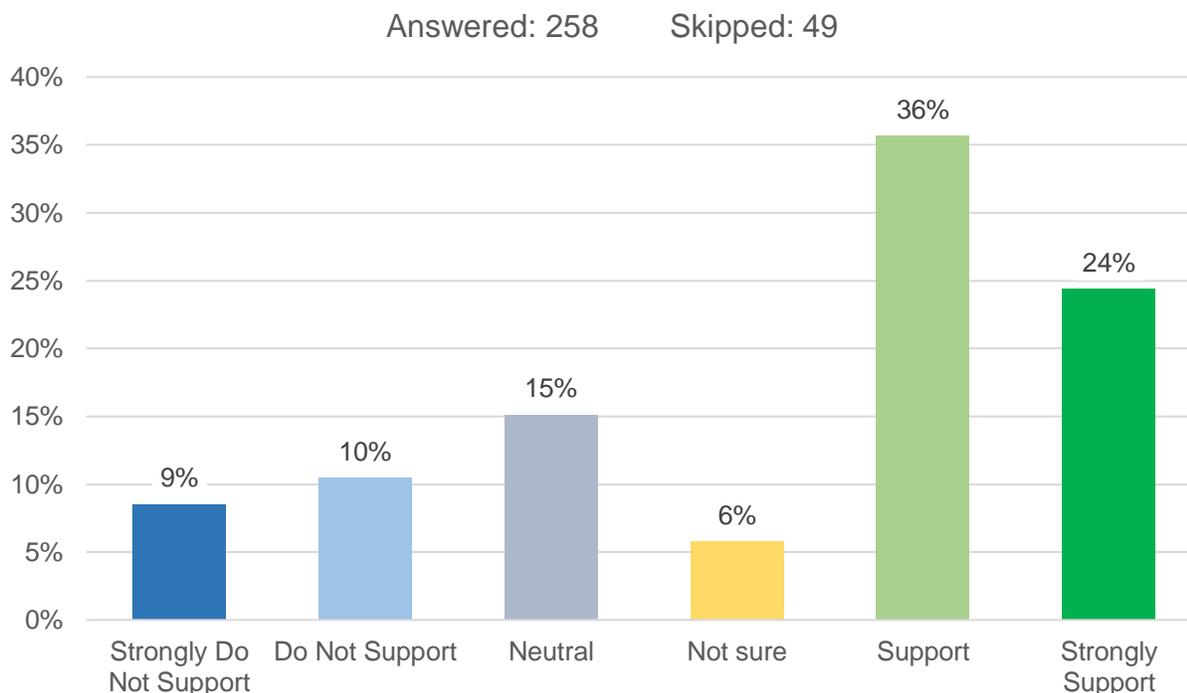
The most common themes of responses were:

- More densification needed. Subdivide large lots. More townhouses, duplexes.
- Preserve and maintain trees during development, more native trees and plants.
- No densification needed. Maintain large lots, but support garden suites.
- Leave the area as it is, nothing should be changed.
- Allow garden suites, more family and seniors-oriented housing.

Top Ten Comment Themes (Answered: 114 Skipped: 193)

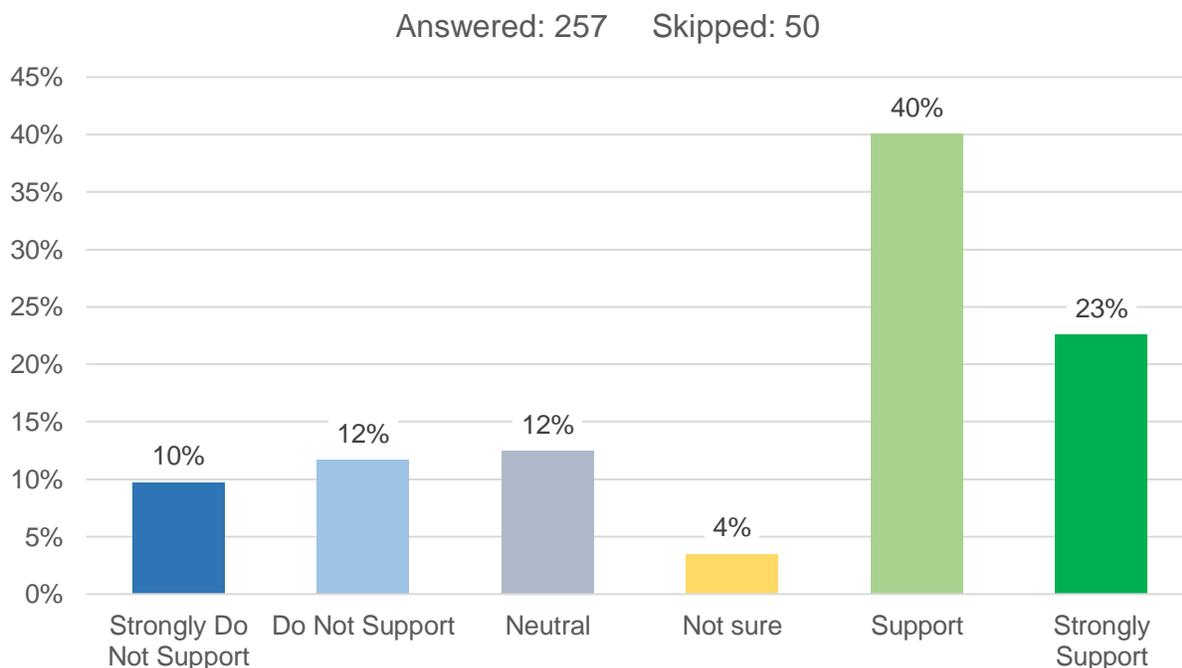
RANK	Theme / Value	Frequency
1	More densification needed. Subdivide large lots. More townhouses, duplexes.	27
2	Preserve and maintain trees during development, more native trees and plants.	18
3	No densification needed. Maintain large lots, but support garden suites.	10
4	Leave the area as it is, nothing should be changed.	9
5	Allow garden suites, more family and seniors oriented housing.	6
6	More public access to beaches, and improve the access.	4
7	More details needed on the plan.	4
8	Provide access to municipal sewage system where there is none.	4
9	Improve pedestrian and cycling infrastructure, but keep the semi-rural feel.	4
10	Affordable housing, rental and housing diversity is needed.	4
11	Maintain semi-rural feel, pathways, no concrete sidewalks, dark skies.	3

Q14: Please indicate your level of support for the following land use directions: Maintain a minimum lot size of 4000 m2 in the eastern and northern parts (excluding the Wedgewood Estates Land Use Contract area) and 930 m2 on a portion of the western part.



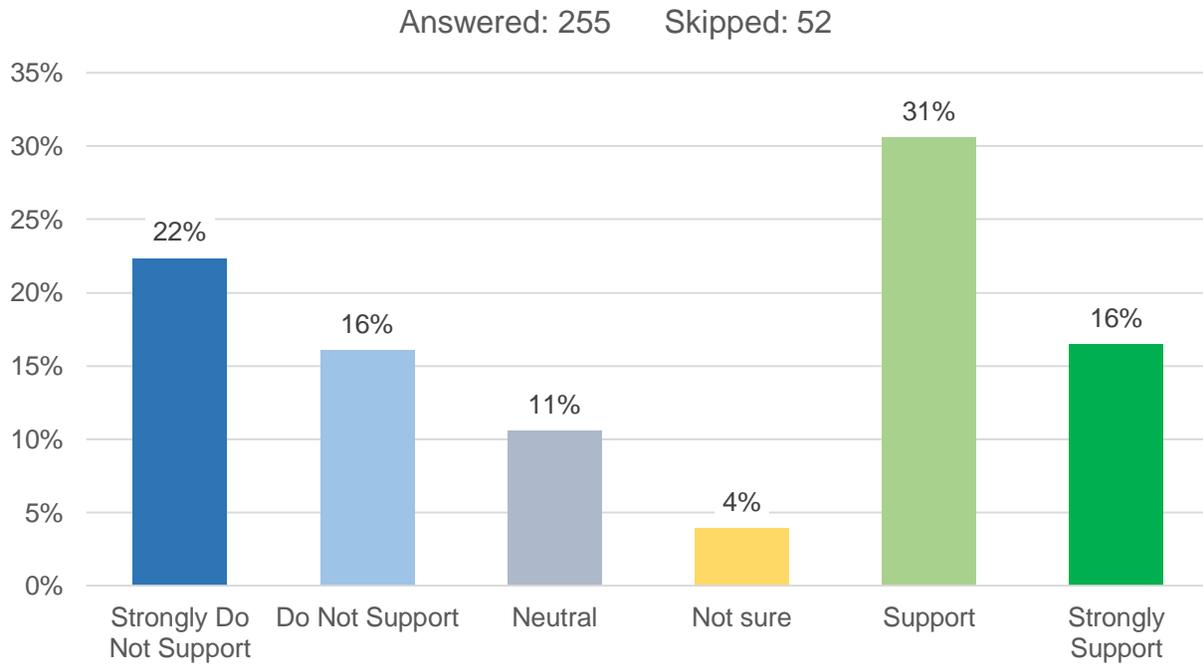
Answer choices	Responses	
Strongly Support	63	24%
Support	92	36%
Neutral	39	15%
Do Not Support	27	10%
Strongly Do Not Support	22	9%
Not sure	15	6%
Total	258	100%

Q15: Please indicate your level of support for the following land use directions: Retaining single detached housing as the primary land use, with limited infill opportunities, including secondary suites and garden suites as supported by Saanich-wide policy.



Answer choices	Responses	
Strongly Support	58	23%
Support	103	40%
Neutral	32	12%
Do Not Support	30	12%
Strongly Do Not Support	25	10%
Not sure	9	4%
Total	257	100%

Q16: Would you be supportive allowing, through a rezoning process, more housing units on residential (RS) properties (i.e. duplex, triplex, fourplex) if minimum lot sizes were maintained and the overall floor space of the building did not exceed what is permitted under current single family zoning?



Answer choices	Responses	
Strongly Support	42	16%
Support	78	31%
Neutral	27	11%
Do Not Support	41	16%
Strongly Do Not Support	57	22%
Not sure	10	4%
Total	255	100%

Q17: What else should be considered in the Ten Mile Point Neighbourhood?

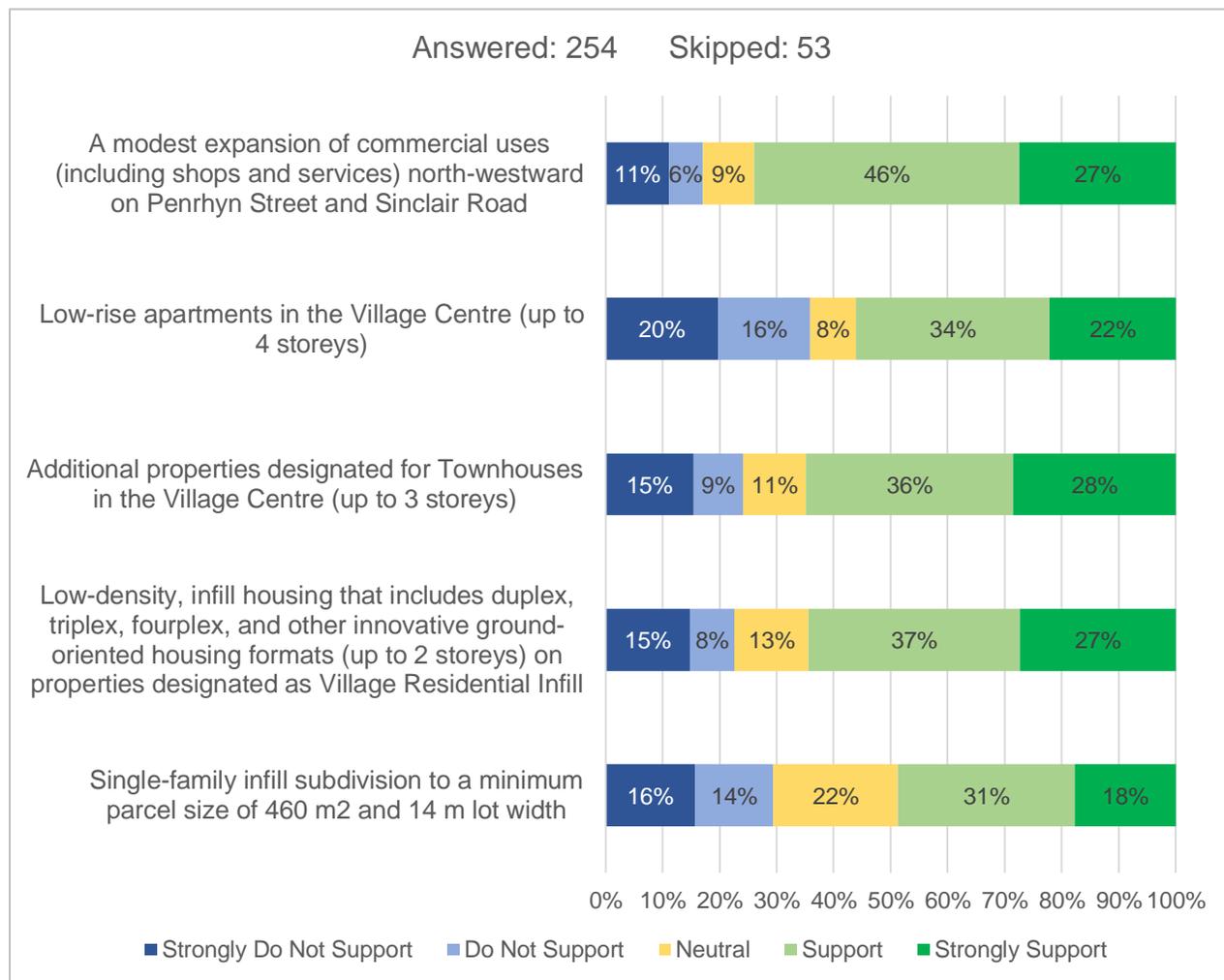
The most common themes of responses were:

- More densification. Subdivide large lots and densify with multi-family housing.
- Preserve and maintain trees during development, more native trees and plants.
- Affordable housing, rental housing and housing diversity is needed.
- No densification and new development needed. No big monster homes.
- Provide access to municipal sewage system where there is none.

Top Ten Comment Themes (Answered: 111 Skipped: 196)

RANK	Theme / Value	Frequency
1	More densification. Subdivide large lots and densify with multi-family housing.	25
2	Preserve and maintain trees during development, more native trees and plants.	11
3	Affordable housing, rental housing and housing diversity is needed.	10
4	No densification and new development needed. No big monster homes.	9
5	Provide access to municipal sewage system where there is none.	9
6	More trails and sidewalks. Improve pedestrian and cycling infrastructure and safety.	9
7	Keep the area natural and semi-rural. No concrete sidewalks. No light pollution.	8
8	Leave Ten Mile Point as it is. Nothing should be changed.	8
9	More public access to beaches, and improve the access.	3
10	Unsure. More details needed.	3
11	Improve/add street lights and some sidewalks.	3
12	Better traffic management, add public transit.	3

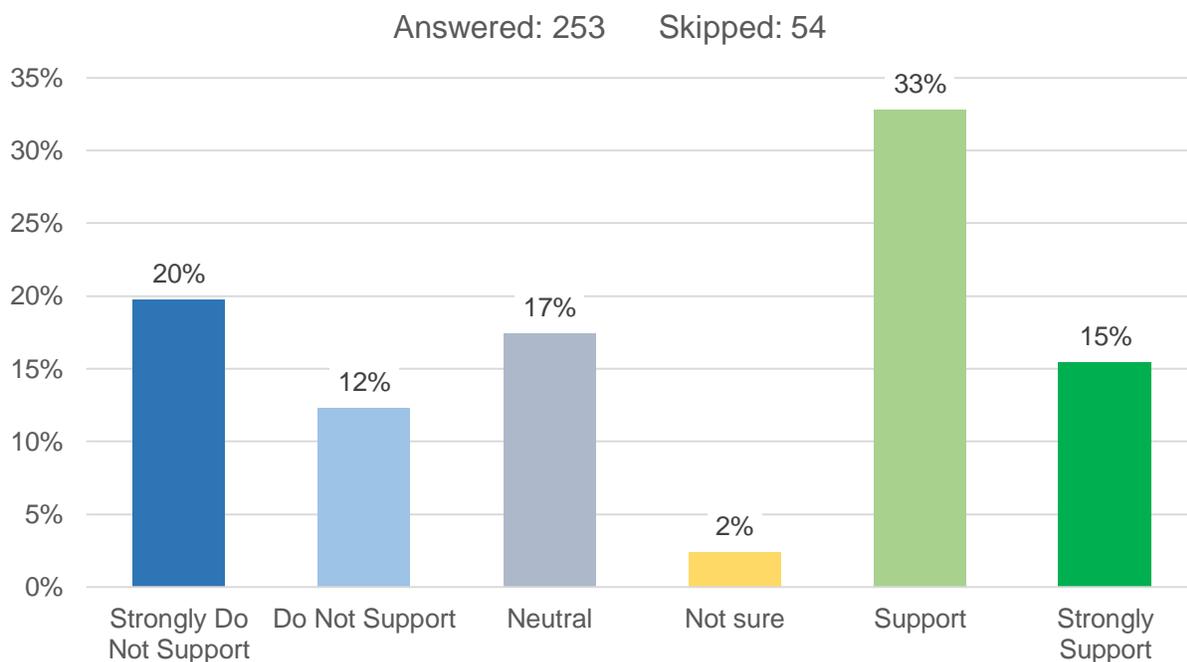
Q18: Please indicate your level of support for the following land use directions:



Note: For better visual representation of above graph “Neutral” and “Not Sure” responses were combined into one “Neutral” category due to the small number of “Not Sure” responses. See the table on the next page for full responses data.

Land Use Directions	Strongly Do Not Support	Do Not Support	Neutral	Not Sure	Support	Strongly Support	Total
A modest expansion of commercial uses (including shops and services) north-westward on Penrhyn Street and Sinclair Road	28	15	20	3	117	69	252
Low-rise apartments in the Village Centre (up to 4 storeys)	50	41	18	3	86	56	254
Additional properties designated for Townhouses in the Village Centre (up to 3 storeys)	39	22	25	3	92	72	253
Low-density, infill housing that includes duplex, triplex, fourplex, and other innovative ground-oriented housing formats (up to 2 storeys) on properties designated as Village Residential Infill	38	20	27	5	95	70	255
Single-family infill subdivision to a minimum parcel size of 460 m ² and 14 m lot width	40	35	47	7	79	45	253

Q19: Would you support moving the heart of the Village Centre (and higher density uses) towards Hobbs Street to help adapt to future conditions?



Answer choices	Responses	
Strongly Support	39	15%
Support	83	33%
Neutral	44	17%
Do Not Support	31	12%
Strongly Do Not Support	50	20%
Not sure	6	2%
Total	253	100%

Q20. What else should be considered in the The Village Neighbourhood?

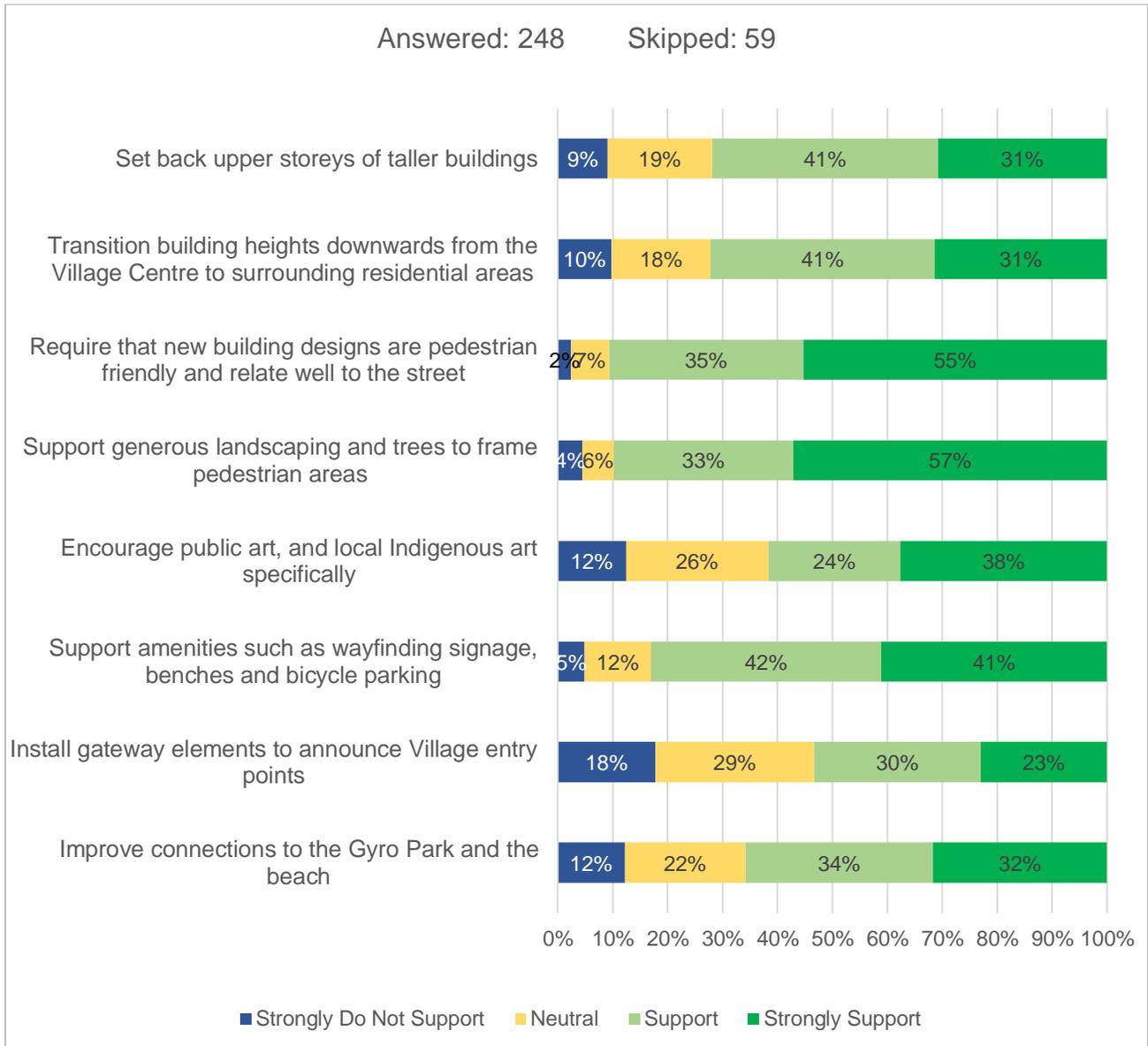
The most common themes of responses were:

- Support max of 3 storeys building heights in the village. Limit townhouses to 2 storeys.
- Keep village the same. No changes needed.
- Village needs a public community gathering space. Town square / piazza concept.
- Maintain and improve parking in the village core, especially on commercial sites.
- Support smaller lots, townhouses and mixed commercial developments in the centre.

Top Ten Comment Themes (Answered: 133 Skipped: 174)

RANK	Theme / Value	Frequency
1	Support max of 3 storeys building heights in the village. Limit townhouses to 2 st.	18
2	Keep village the same. No changes needed.	14
3	Village needs a public community gathering space. Town square / piazza concept.	9
4	Maintain and improve parking in the village core, especially on commercial sites.	9
5	Support smaller lots, townhouses and mixed commercial developments in the centre.	8
6	Support taller buildings, around 4-6 storeys. It will add more density.	7
7	Support higher land use densities and diversity.	6
8	Plan and prepare for future sea level rise and climate change adaption.	6
9	Make village car-free for pedestrians and cyclists. Traffic calming needed.	6
10	Improve safe pedestrian and cycling infrastructure and experience.	6

Q21: Please indicate your level of support for key urban design considerations for the Village contained in the Draft Plan and Village Design Guidelines:



Note: “Strongly Do Not Support” and “Do Not Support” responses were combined in the graph above for better visual representation, so as “Neutral” and “Not Sure” responses. See the table on the next page for full quantitative responses data.

Q22: What else about urban design for the Village should be considered?

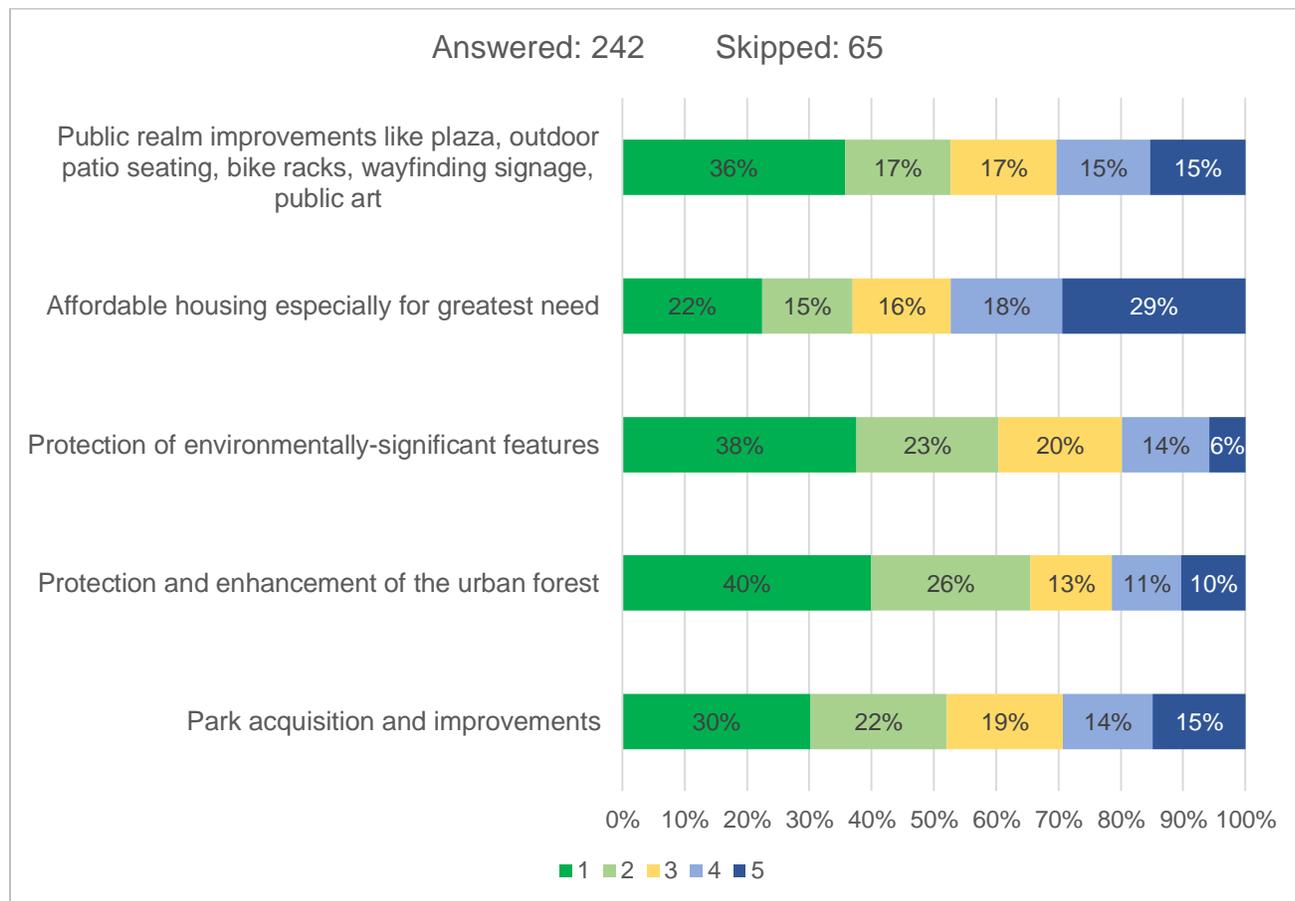
The most common themes of responses were:

- Keep lower height in the village, max 2-3 storeys.
- Keep village as it is, don't support pedestrian oriented concept, no housing needed.
- Need more parking in the centre.
- Protect and save trees during developments, more green spaces.
- Improve safe pedestrian and cycling infrastructure and experience.

Top Ten Comment Themes (Answered: 112 Skipped: 195)

RANK	Theme / Value	Frequency
1	Keep lower height in the village, max 2-3 storeys.	8
2	Keep village as it is, don't support pedestrian oriented concept, no housing needed.	8
3	Need more parking in the centre.	8
4	Protect and save trees during developments, more green spaces.	7
5	Improve safe pedestrian and cycling infrastructure and experience.	7
6	More density needed, more commercial and mixed use areas.	5
7	Off-leash dog park is needed.	5
8	More attention and acknowledgement of First Nations and their heritage.	5
9	Support the plan, fine as it is.	5
10	Create community gathering place, community garden.	4
11	Support and incorporate more public art, events, signage.	4
12	Keep seaside village feel. Consider underground parking.	4

Q23: With new development, developers are asked to make a community contribution to pay for new neighbourhood facilities. We heard the following are priorities for Cadboro Bay residents. How would you rank them?



Note: See the table on the next page for full quantitative responses data.

Community Amenity Contributions Ranking	1	2	3	4	5	Total
Public realm improvements like plaza, outdoor patio seating, bike racks, wayfinding signage, public art	89	41	41	36	37	244
Affordable housing especially for greatest need	54	35	38	43	71	241
Protection of environmentally-significant features	91	55	48	34	14	242
Protection and enhancement of the urban forest	97	62	32	27	25	243
Park acquisition and improvements	73	53	45	35	36	242

Q24: What might they (Community Amenity Contributions) be?

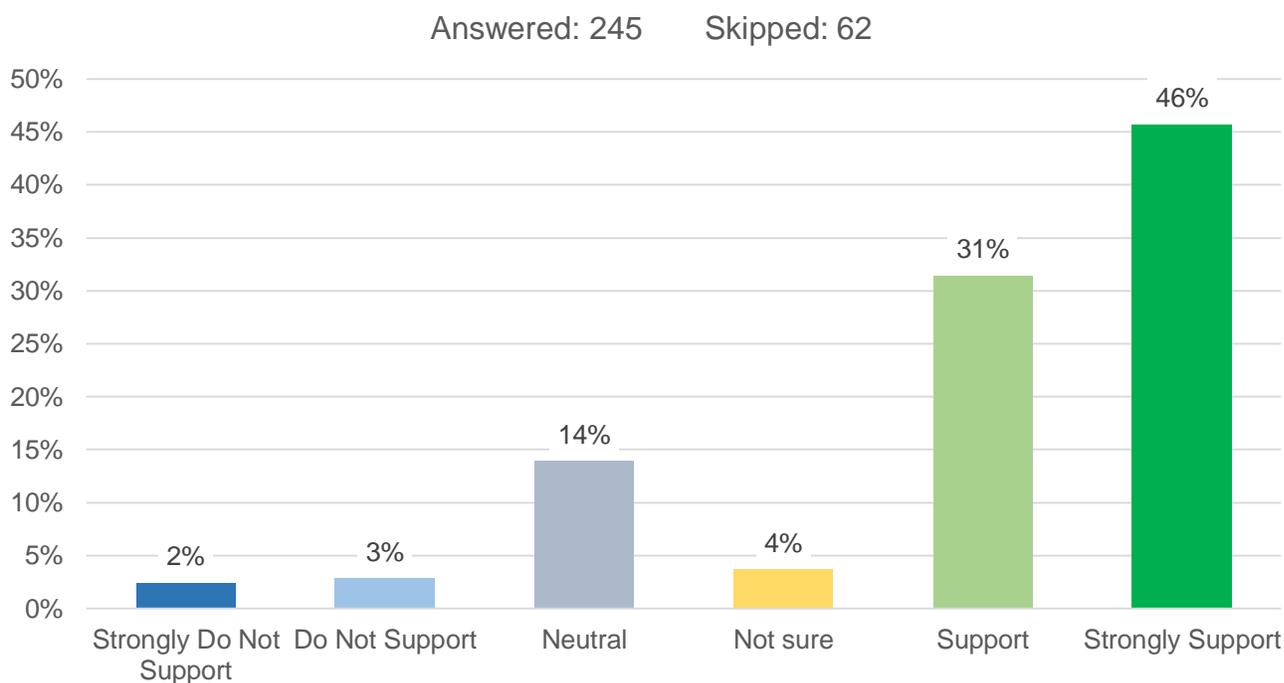
The most common themes of responses were:

- Create community gather space / library / recreation centre.
- Improve safe pedestrian and cycling infrastructure and experience.
- Need off-leash dog-friendly park / fenced area.
- Improve/add more parking. New developments should meet parking requirements.
- Developers should be paying taxes to give back to community. Abide requirements.

Top Ten Comment Themes (Answered: 105 Skipped: 202)

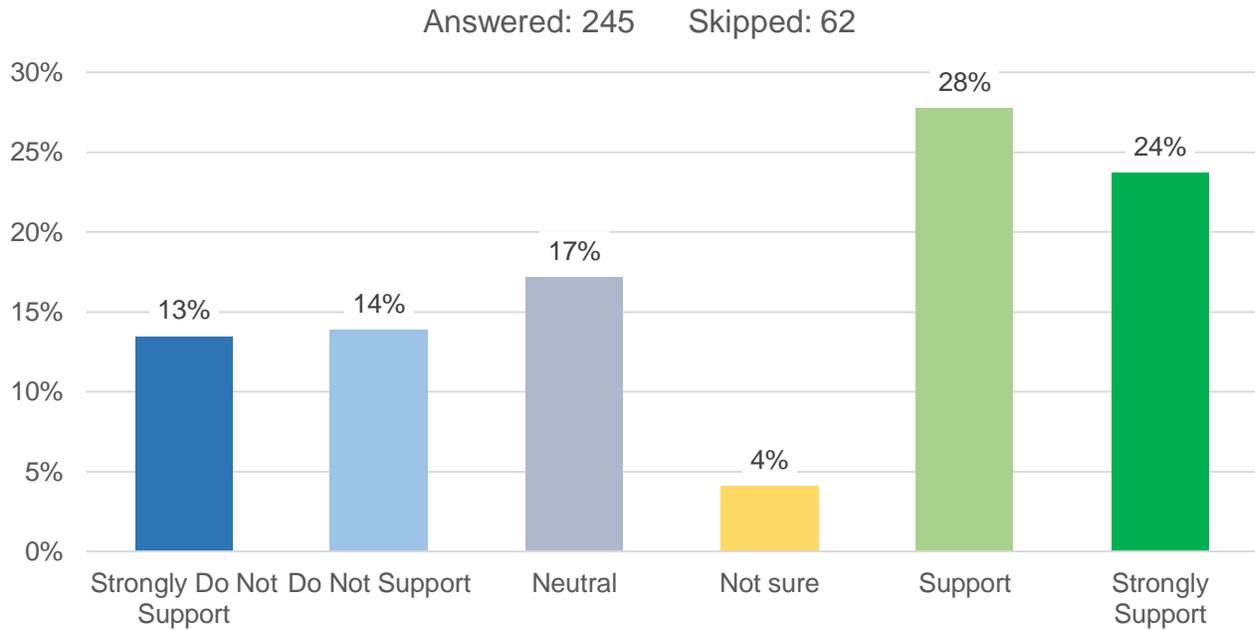
RANK	Theme / Value	Frequency
1	Create community gather space / library / recreation centre.	9
2	Improve safe pedestrian and cycling infrastructure and experience.	9
3	Need off-leash dog-friendly park / fenced area.	7
4	Improve/add more parking. New developments should meet parking requirements.	6
5	Developers should be paying taxes to give back to community. Abide requirements.	5
6	Don't overdevelop area. Less development is good.	4
7	Affordable housing: rentals, seniors housing and for low to moderate incomes.	4
8	Public art, dedicated art space. Enhanced streetscape improvements.	4
9	More protected/separated bike lanes.	3
10	Listen to community residents and association, don't serve interests of developers.	3
11	Indigenous history and participation. Information centre, interpretative signages.	3
12	Retain, maintain and protect trees during new developments.	3
13	Improve utilities and infrastructure, including storm and sanitary sewers.	3
14	Strong design guidelines for exterior buildings architecture and frontage properties.	3

Q25: Do you support the requirement for Master Plans prior to major redevelopment of University of Victoria Queenswood Campus and Queen Alexandra Centre for Children’s Health sites?



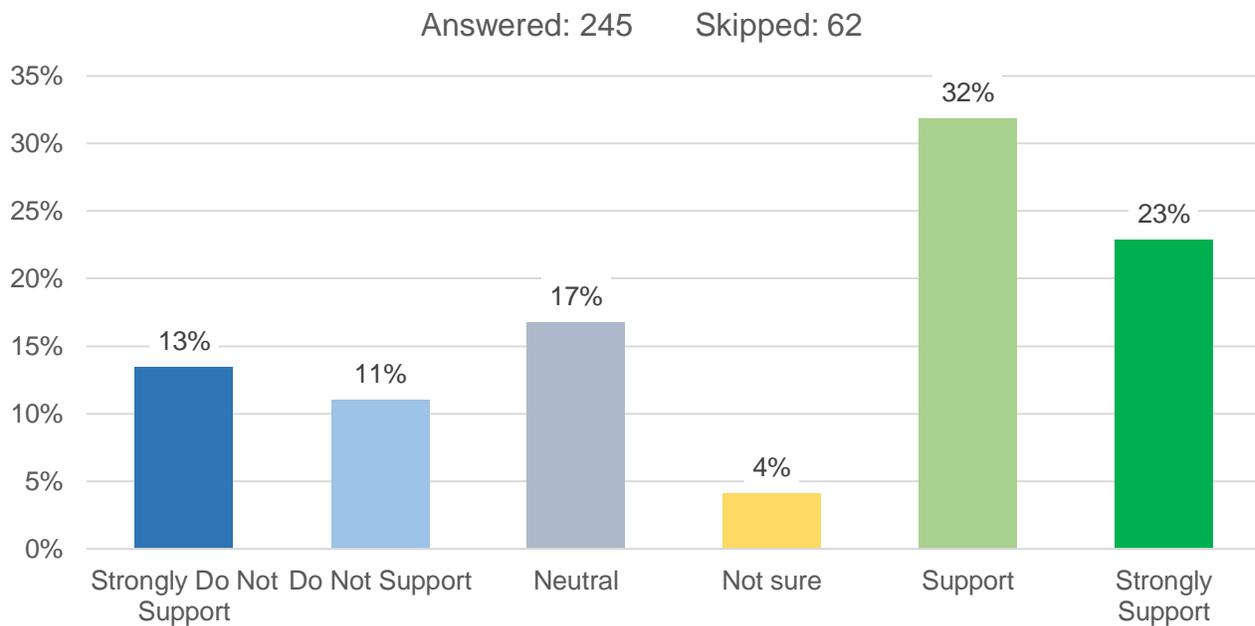
Answer choices	Responses	
Strongly Support	112	46%
Support	77	31%
Neutral	34	14%
Do Not Support	7	3%
Strongly Do Not Support	6	2%
Not sure	9	4%
Total	245	100%

Q26: Do you support the provision of housing as a component of redevelopment on major institutional properties?



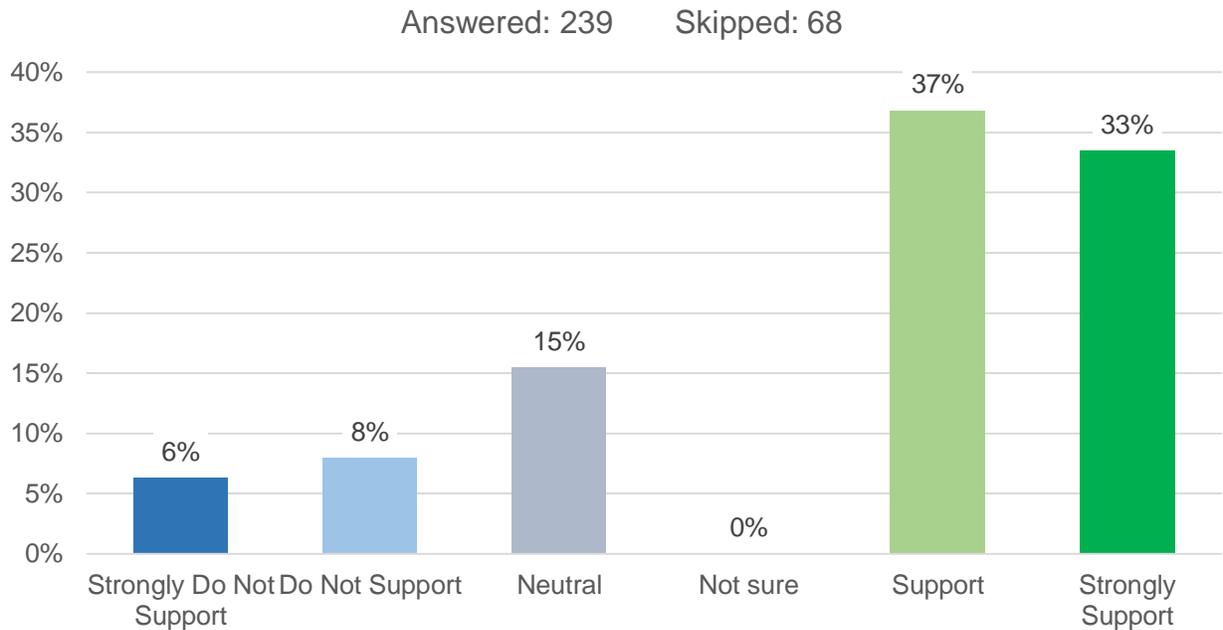
Answer choices	Responses	
Strongly Support	58	24%
Support	68	28%
Neutral	42	17%
Do Not Support	34	14%
Strongly Do Not Support	33	13%
Not sure	10	4%
Total	245	100%

Q27: Do you support the provision of non-market (affordable) housing on church sites in Cadboro Bay?



Answer choices	Responses	
Strongly Support	56	23%
Support	78	32%
Neutral	41	17%
Do Not Support	27	11%
Strongly Do Not Support	33	13%
Not sure	10	4%
Total	272	100%

Q28: Do you support the design concept and proposed improvements?



Answer choices	Responses	
Strongly Support	80	33%
Support	88	37%
Neutral	37	15%
Do Not Support	19	8%
Strongly Do Not Support	15	6%
Not sure	0	0%
Total	239	100%

Q29: Please tell us what comments you have about the proposed Sinclair Road improvements?

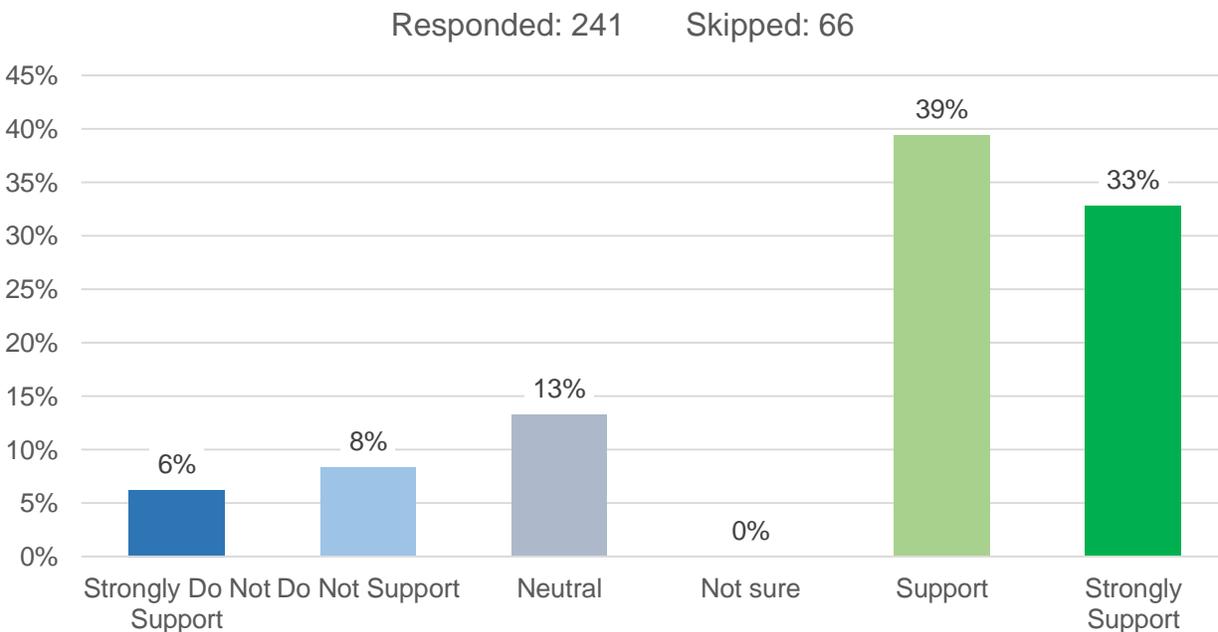
The most common themes of responses were:

- Support the improvements, make sure safety is a priority.
- Don't support bike lanes. Hill is steep and not safe, re-route through Frank Hobbs.
- Don't support these improvements. Leave Sinclair Road as it is now.
- Support pedestrian and cycling infrastructure, but separate bike lanes and sidewalks.
- Protect trees during developments. Design to preserve trees.

Top Ten Comment Themes (Answered: 130 Skipped: 177)

RANK	Theme / Value	Frequency
1	Support the improvements, make sure safety is a priority.	29
2	Don't support bike lanes. Hill is steep and not safe, re-route through Frank Hobbs.	17
3	Don't support these improvements. Leave Sinclair Road as it is now.	14
4	Support pedestrian and cycling infrastructure, but separate bike lanes and sidewalks.	13
5	Protect trees during developments. Design to preserve trees.	10
6	Don't support multi-use pathway. Separate them for safety reasons.	7
7	More underground parking for higher village density and commercial places.	7
8	Driving safety first, too many stops on hill. Places for cars to drop off passengers.	6
9	Minimize or eliminate parking, more place for pedestrians. Move parking off Sinclair.	5
10	Improve and make sidewalks wider. Buffer between traffic and sidewalks.	4
11	Include traffic calming to reduce speed.	4

Q30: Are you supportive of this direction for Cadboro Bay Road?



Answer choices	Responses	
Strongly Support	79	33%
Support	95	39%
Neutral	32	13%
Do Not Support	20	8%
Strongly Do Not Support	15	6%
Not sure	0	0%
Total	241	100%

Q31: Please tell us what comments you have about the priorities for Cadboro Bay Road improvements?

The most common themes of responses were:

- Surface parking is needed to promote local businesses. Wayfinding signages.
- Protected bike lanes needed but concerned it might reduce parking options.
- Improve walkability and sidewalks, along with separated bike lanes.
- Leave the village as it is, no changes needed.
- Do not support protected bike lanes, if road width is reduced.

Top Ten Comment Themes (Answered: 108 Skipped: 199)

RANK	Theme / Value	Frequency
1	Surface parking is needed to promote local businesses. Wayfinding signages.	19
2	Protected bike lanes needed, but concerned it might reduce parking options.	15
3	Improve walkability and sidewalks, along with separated bike lanes.	13
4	Leave the village as it is, no changes needed.	9
5	Do not support protected bike lanes, if road width is reduced.	7
6	Improve sidewalks and make them wider.	7
7	Not enough space to do everything, right of way is too small.	5
8	Protect trees, retain large trees, plant more native plantings, trees, flowers.	4
9	Increase and improve public transit service.	4
10	Traffic calming, reducing speed limits needed.	4

Q32: Are there any additional crossings or connections that should be a priority?

The most common themes of responses were:

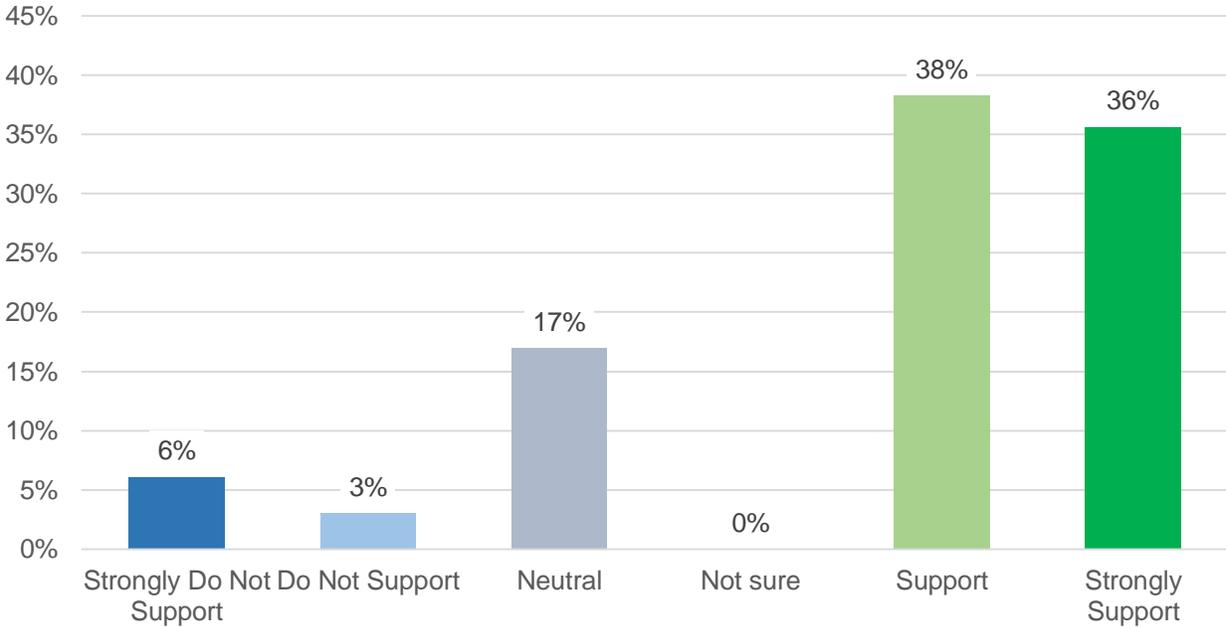
- Crossing where Cadboro Bay Rd meets Telegraph Bay Rd at east beach access.
- No additional crossings needed.
- Add flashing pedestrian lights at crossings.
- Improve/add natural pedestrian and cycling pathways.
- Consider crossing at Cadboro Bay Rd and Penrhyn St. Add flashing lights.

Top Ten Comment Themes (Answered: 90 Skipped: 217)

RANK	Theme / Value	Frequency
1	Crossing where Cadboro Bay Rd meets Telegraph Bay Rd at east beach access.	26
2	No additional crossings needed.	10
3	Add flashing pedestrian lights at crossings.	9
4	Improve/add natural pedestrian and cycling pathways.	7
5	Consider crossing at Cadboro Bay Rd and Penrhyn St. Add flashing lights.	4
6	New pedestrian pathway connections between Arbutus Rd and Cadboro Bay Rd, between Lockehaven and Phyllis Park, between Queenswood Dr and Haro Rd.	4
7	PedX, Arb, Haro	3
8	Don't support mobility vision. Opposite to Robin St to Queenswood connector.	2
9	Unsure.	2
10	More crossings and connections in Queenswood.	2
10	Safer crossings at Haro Rd and Sinclair Rd, Queenswood and Hobbs.	2
10	Remove crossing at Seaview Rd and Cadboro Bay Rd, remove one crossing on Sinclair Rd.	2

Q33: The Draft Plan supports implementation of pedestrian improvements on Tudor Avenue and Telegraph Bay Road that maintain the semi-rural character, including exploring the use of pathways as an alternative to concrete sidewalks. Do you support this approach?

Answered: 230 Skipped: 77



Answer choices	Responses	
Strongly Support	82	36%
Support	88	38%
Neutral	39	17%
Do Not Support	7	3%
Strongly Do Not Support	14	6%
Total	230	100%

Q34: Feedback on Tudor & Telegraph Bay Rd

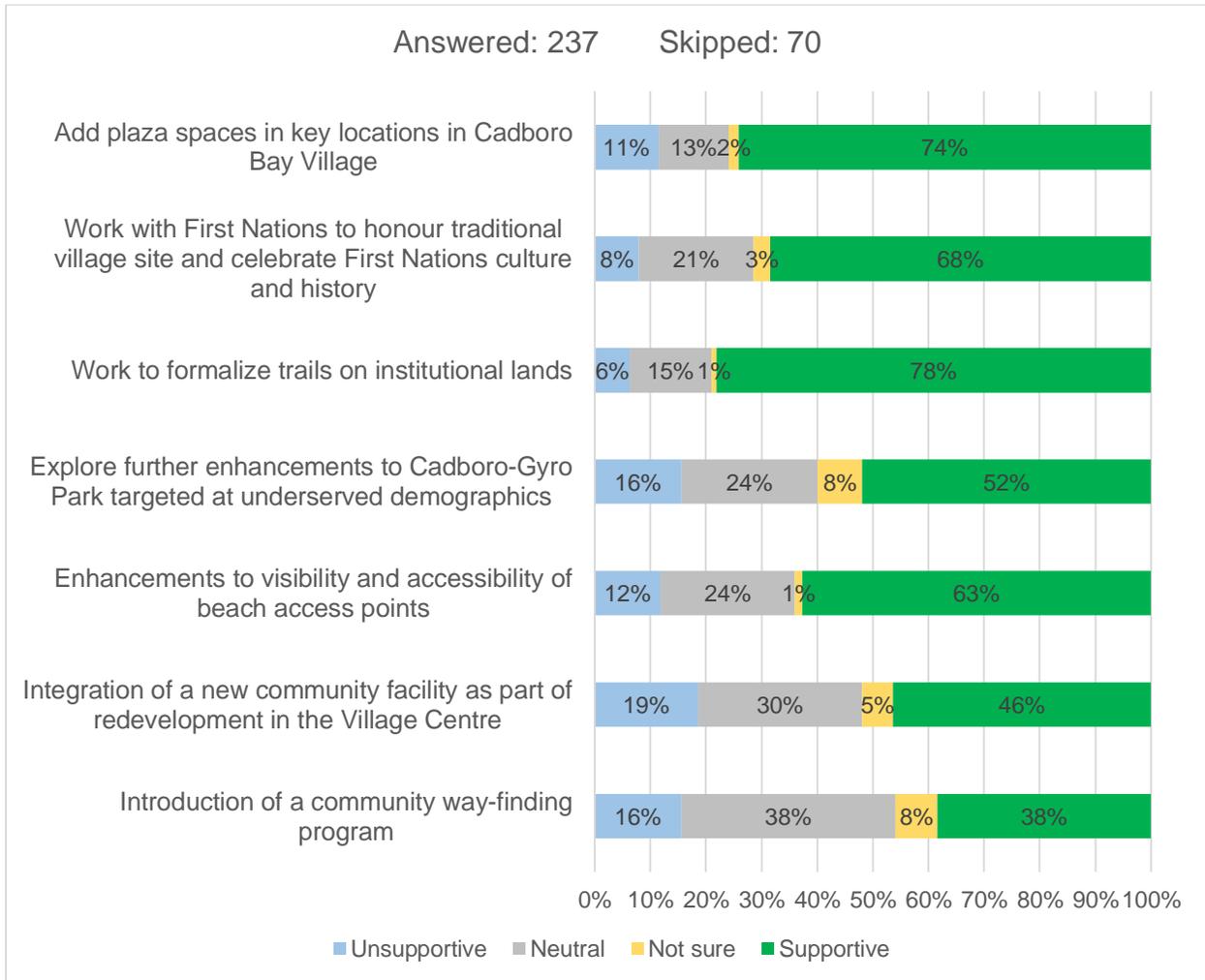
The most common themes of responses were:

- Prefer wider natural pathways to asphalt/concrete sidewalks.
- Prefer paved sidewalks.
- Crossing where Cadboro Bay Rd meets Telegraph Bay Rd at east beach access.
- Improve pedestrian experience and walkability.
- Reduce speed limit to 30 kmh. Needs traffic calming.

Top Ten Comment Themes (Answered: 91 Skipped: 216)

RANK	Theme / Value	Frequency
1	Prefer wider natural pathways to asphalt/concrete sidewalks.	26
2	Prefer paved sidewalks.	13
3	Crossing where Cadboro Bay Rd meets Telegraph Bay Rd at east beach access.	8
4	Improve pedestrian experience and walkability.	5
5	Reduce speed limit to 30 kmh. Needs traffic calming.	5
6	Add bike lanes.	4
7	Most residents avoid walking along Tudor because it's dangerous. Improve walkability.	4
8	Leave as it is, no changes needed, don't support the plan.	3
9	Don't spend money on Tudor Ave and Telegraph Bay Rd.	2
10	Add pedestrian controlled signal crossings with flashlights.	2
10	Narrow pathways along Queenswood require road markings, especially blind corners.	2
10	No sidewalks or streetlights needed.	2

Q35: The Draft Plan includes priorities for parks, and community facilities. Indicate the level of your support for each of the following 237 respondents



Note: In the above graph “Strongly Do Not Support” and “Do Not Support” responses were combined into “Unsupportive”, “Support and Strongly Support” were combined into “Supportive” for better visual representation. See the table on the next page for full quantitative responses data.

Parks, community facilities priorities	Strongly Do Not Support	Do Not Support	Neutral	Not Sure	Support	Strongly Support	Total
Add plaza spaces in key locations in Cadboro Bay Village	11	16	30	4	91	84	236
Work with First Nations to honour traditional village site and celebrate First Nations culture and history	9	10	49	7	79	84	238
Work to formalize trails on institutional lands	8	7	35	2	99	87	238
Explore further enhancements to Cadboro-Gyro Park targeted at underserved demographics	18	19	58	19	78	45	237
Enhancements to visibility and accessibility of beach access points	11	17	57	3	83	65	236
Integration of a new community facility as part of redevelopment in the Village Centre	21	23	70	13	64	46	237
Introduction of a community way-finding program	18	19	91	18	64	27	237

Q36: What have we missed with regards to the Draft Plan’s policies for enhancing relationships with Indigenous people?

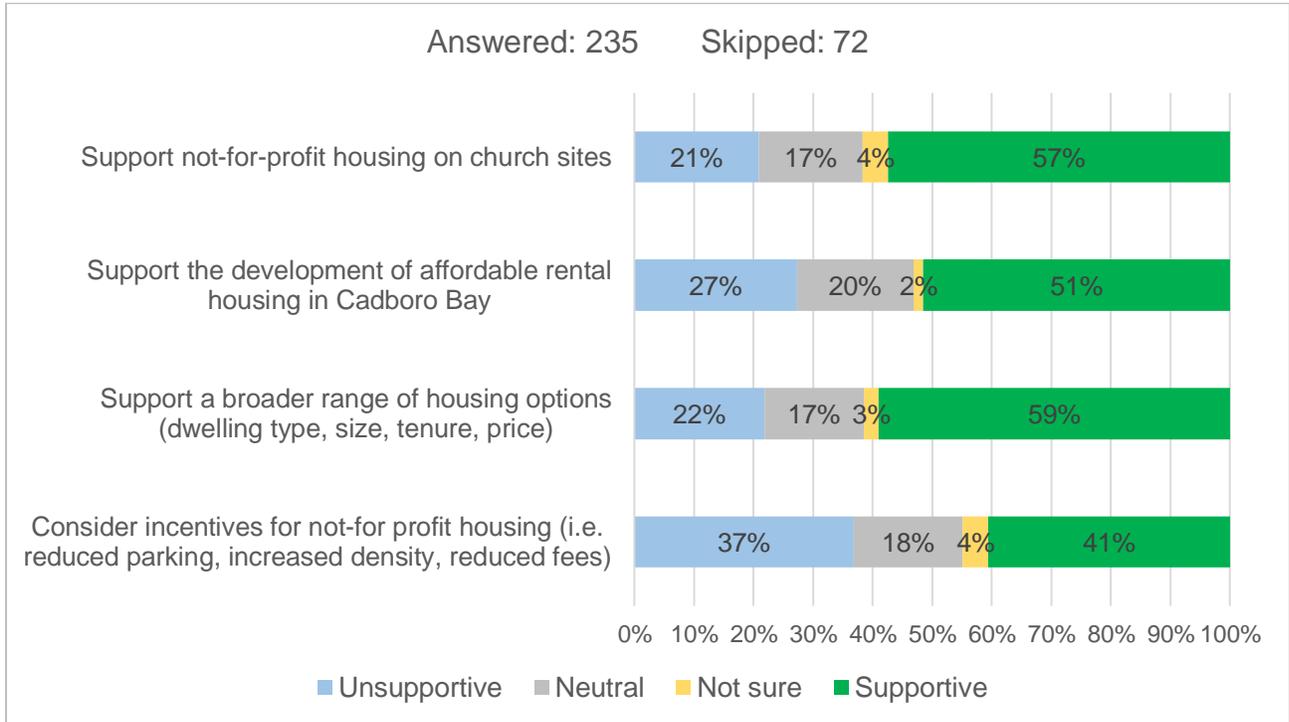
The most common themes of responses were:

- Engage and consult with Indigenous people to get their input and opinion.
- Create community facility or info kiosk with the historical displays. Tours led by FN.
- Plan good as it it.
- Rename geographic features and some streets with Indigenous names. Add signages.
- No need for this, nothing should be done.

Top Ten Comment Themes (Answered: 78 Skipped: 229)

RANK	Theme / Value	Frequency
1	Engage and consult with Indigenous people to get their input and opinion.	22
2	Create community facility or info kiosk with the historical displays. Tours led by FN.	9
3	Plan good as it it.	9
4	Rename geographic features and some streets with Indigenous names. Add signages.	9
5	No need for this, nothing should be done.	7
6	Unsure, need more details.	6
7	Add more Indigenous public art, e.g. their tools, housing, dresses, etc.	4
8	Acknowledge it is their lands and stop developing their lands.	3
9	Establish economically beneficial uses of lands, that Indigenous people can manage.	3
10	Protect natural environment instead. Have an Indigenous “day” at Gyro Park.	2

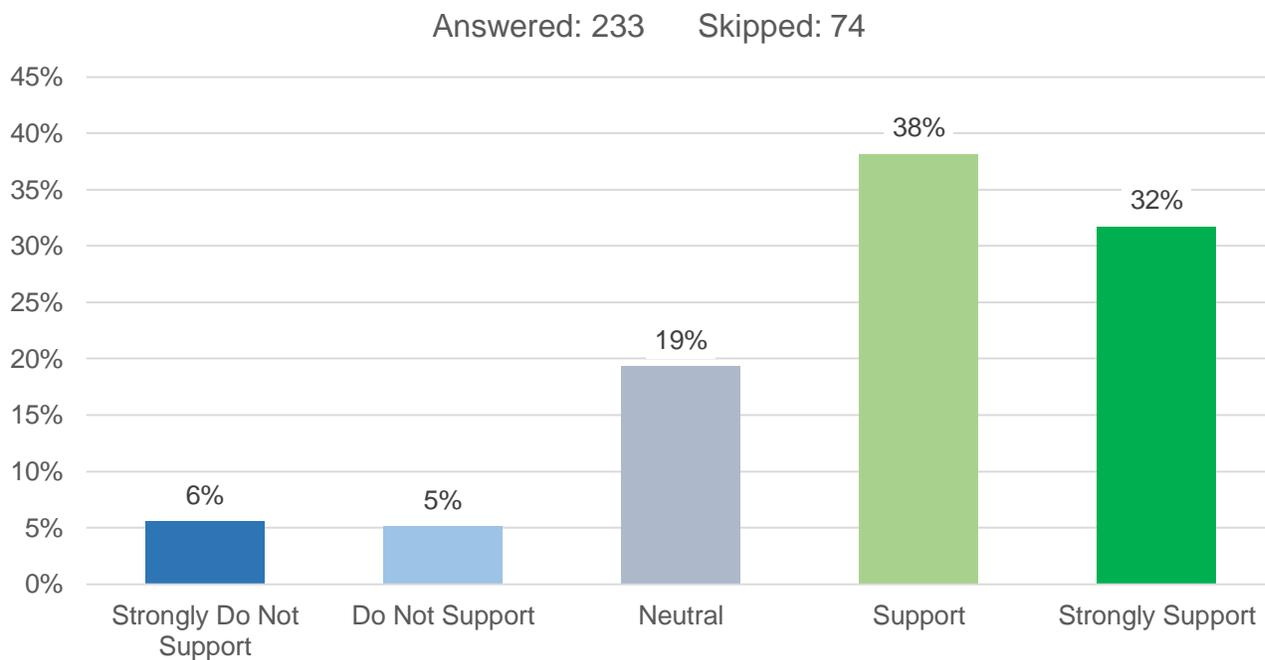
Q37: The Draft Plan contains support for affordable housing. Please indicate your level of support for each of the below:



Note: In the above graph “Strongly Do Not Support” and “Do Not Support” responses were combined into “Unsupportive”, “Support” and “Strongly Support” were combined into “Supportive” for better visual representation. See the table on the next page for full quantitative responses data.

Affordable Housing Directions	Strongly Do Not Support	Do Not Support	Neutral	Not Sure	Support	Strongly Support	Total
Support not-for-profit housing on church sites	28	21	41	10	72	63	235
Support the development of affordable rental housing in Cadboro Bay	25	39	46	4	68	53	235
Support a broader range of housing options (dwelling type, size, tenure, price)	21	30	39	6	69	69	234
Consider incentives for not-for profit housing (i.e. reduced parking, increased density, reduced fees)	37	49	43	10	39	56	234

Q38: Do you support this policy direction?



Answer choices	Responses	
Strongly Support	74	32%
Support	89	38%
Neutral	45	19%
Do Not Support	12	5%
Strongly Do Not Support	13	6%
Total	233	100%

Q39: Please tell us about any additional thoughts you may have on economic vibrancy directions:

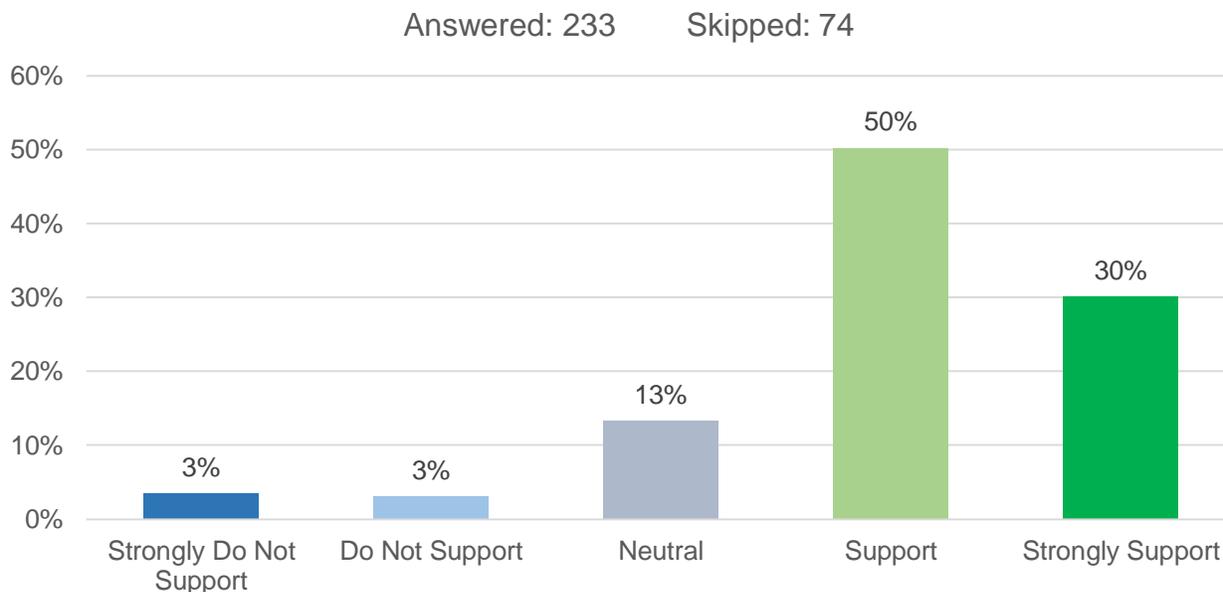
The most common themes of responses were:

- Appropriate mix of businesses needed, attract more small local businesses.
- Don't support plan, keep it as it is.
- Don't support more development, housing and density.
- Need more focus on community needs and services (family clinic, amenities, etc).
- Changes, density, design, all this needs more details.

Top Ten Comment Themes (Answered: 81 Skipped: 226)

RANK	Theme / Value	Frequency
1	Appropriate mix of businesses needed, attract more small local businesses.	12
2	Don't support plan, keep it as it is.	8
3	Don't support more development, housing and density.	6
4	Need more focus on community needs and services (family clinic, amenities, etc).	5
5	Changes, density, design, all this needs more details.	5
6	Increasing density in village core will enhance economic vibrancy.	5
7	Unsure to agree or disagree.	4
8	Ensure adequate parking is present for businesses.	3
9	Need more restaurants, local retail or food-related businesses.	3
10	Don't support institutional properties.	2
10	Pay attention on climate change impacts.	2
10	Limit building heights to 3 storeys.	2
10	Provide tax incentives to attract more businesses.	2
10	Keep village small scale and its village charm.	2

Q40: The Draft Plan identifies a program to monitor and evaluate the progress of the Cadboro Bay Local Area Plan at five year intervals, and report to Council with the findings. Do you support this program for monitoring and evaluating the progress of the Local Area Plan?



Answer choices	Responses	
Strongly Support	70	30%
Support	117	50%
Neutral	31	13%
Do Not Support	7	3%
Strongly Do Not Support	8	3%
Total	233	100%

Q41: Please share any comments you may have about implementation and monitoring:

The most common themes of responses were:

- 5 years is too long, make it 2-3 years or more frequent if needed.
- Support, as long as it is done good.
- Public and community association should have input.
- Need more details.
- Don't support the plan.

Top Five Comment Themes (Answered: 67 Skipped: 240)

RANK	Theme / Value	Frequency
1	5 years is too long, make it 2-3 years or more frequent if needed.	21
2	Support, as long as it is done good.	12
3	Public and community association should have input.	11
4	Need more details.	4
5	Don't support the plan.	4

Q42: Do you have any additional comments or suggestions regarding the Draft Local Area Plan that you would like to be considered?

The most common themes of responses were:

- Great work and thank you for putting this together!
- Increase density, but overall support for the plan.
- Protect area from climate change and sea level rise impacts, protect natural environment.
- Don't support the density increase.
- Lockeaven Dr and Palmetto PI area needs gravity sewer connection.

Top Ten Comment Themes (Answered: 125 Skipped: 182)

RANK	Theme / Value	Frequency
1	Great work and thank you for putting this together!	11
2	Increase density, but overall support for the plan.	8
3	Protect area from climate change and sea level rise impacts, protect nat.environment	8
4	Don't support the density increase.	6
5	Lockeaven Dr and Palmetto PI area needs gravity sewer connection.	6
6	Parking is important for local businesses; reduced parking requirements encourage on-street parking. Make sure parking requirement are met for new developments.	6
7	Preserve natural beauty at Gyro Park, but it also needs landscape and lighting improvements, and some other recreational opportunities, like shelter, facilities, floating dock to launch kayaks, paddle boards.	5
8	Keep as it is, no changes needed.	5
9	Instead of telling community and residents what to do, let them choose and collaborati	4
9	Vision is ok, but details are not. Need more details, plans implementation will require careful study.	4
9	3-4 storeys are too high, more density conflicts with plan's "feel good" statements.	4
9	Traffic calming needed, reduce speed limits, traffic circle needed at Cadboro Bay Rd and Sinclair Rd, at Hobbs and Arbutus, traffic control needed at Telegraph Bay and Arbutus.	4
10	Developers like overreach, stick to the vision. 4 storey buildings are too high.	3

Demographic Data from Survey Respondents

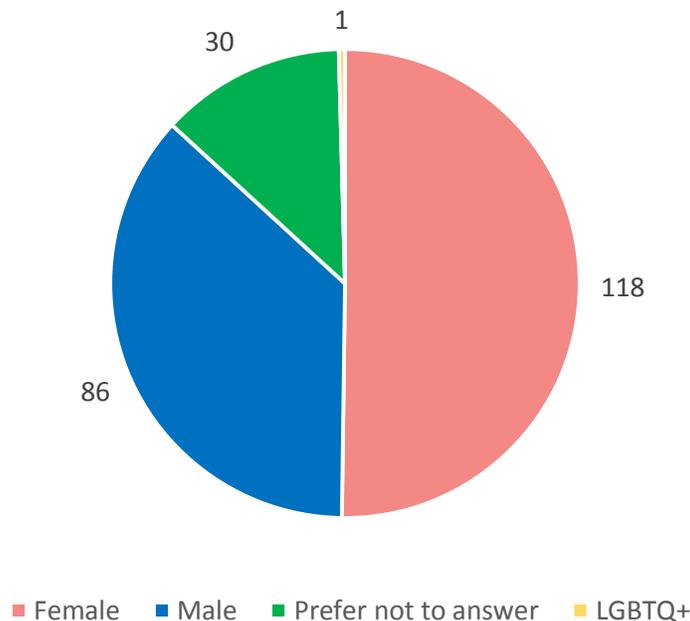
OVERVIEW

The Cadboro Bay LAP Update Survey asked 8 demographic related questions to help staff determine if survey respondents were representative of Cadboro Bay’s population. Not all of the 307 total survey respondents answered the demographic questions so the percentages in the below analysis are representative of the number of people who responded to the specific question, not the total number of survey respondents. The demographic questions show that while not a perfect representation of the general population, the survey respondents are generally representative of Cadboro Bay residents.

TELL US ABOUT YOURSELF

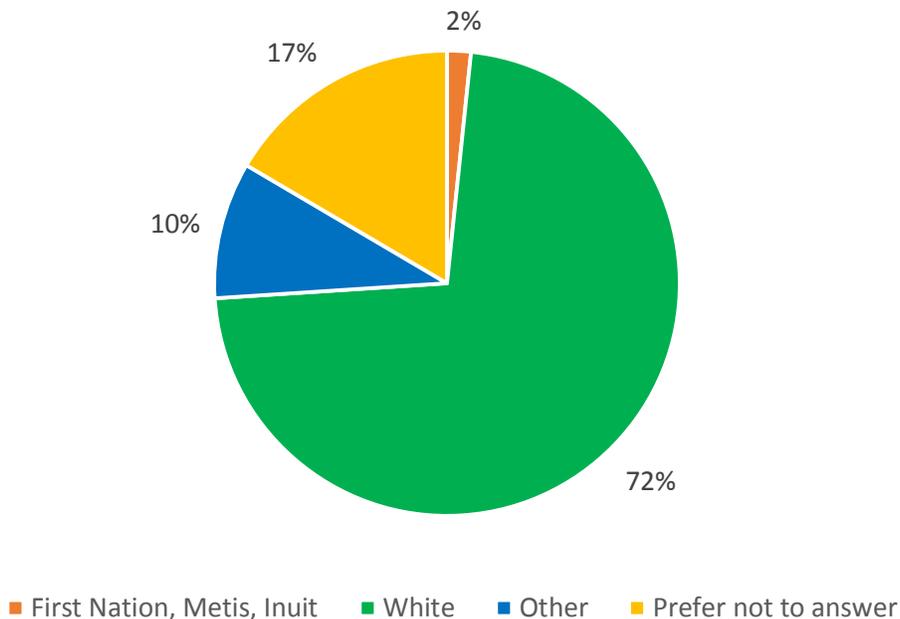
More people identifying as women (118) took the survey than those who identify as men (86). With another 30 preferring not to answer and slightly less than 1 identifying as part of the LGBTQ+ community.

235 respondents identify themselves as:



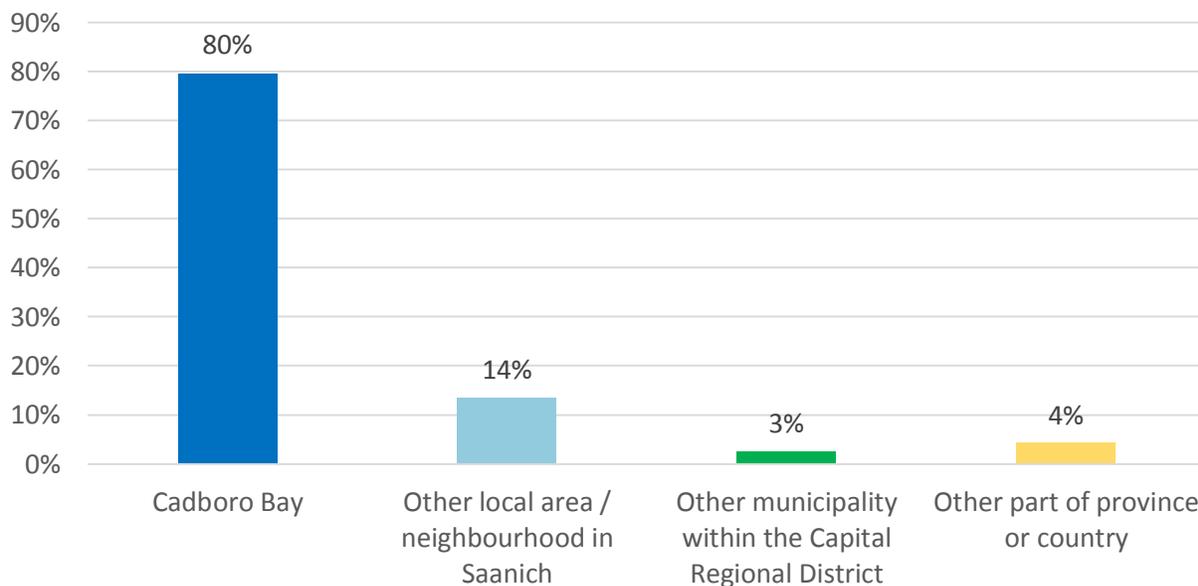
For the question regarding race and ethnicity, 72% of respondents are Caucasian of European descent, preferred not to answer - 17%, other (Chinese, Korean, South Asian, West Asian, Black, Latin American, Arab) - 10%, First Nations, Metis, Inuit – 2%.

230 respondents consider themselves to be:



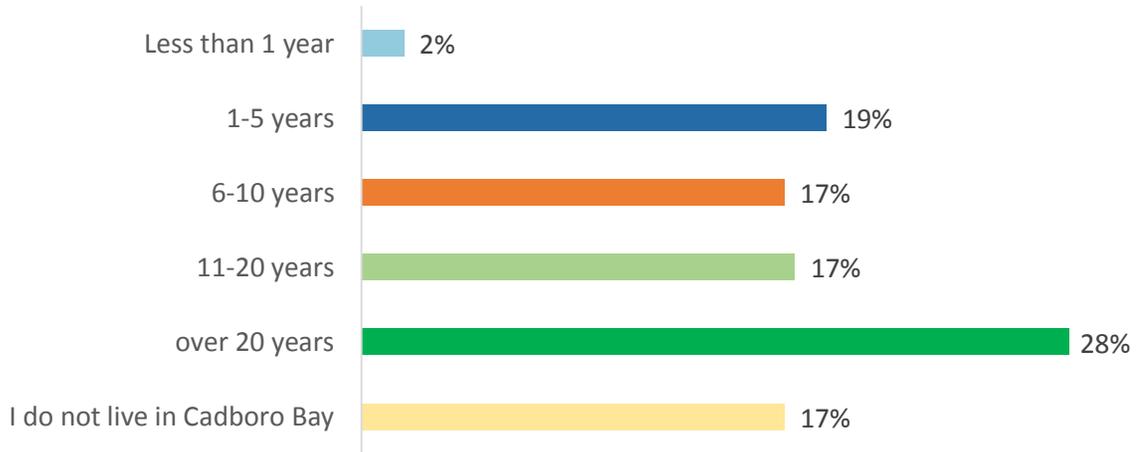
80% of respondents currently live within the Cadboro Bay area. 14% are from the other local areas in Saanich. 3% are from other municipality within the Capital Regional District, and 4% are from other parts of province and country.

236 respondents live in:



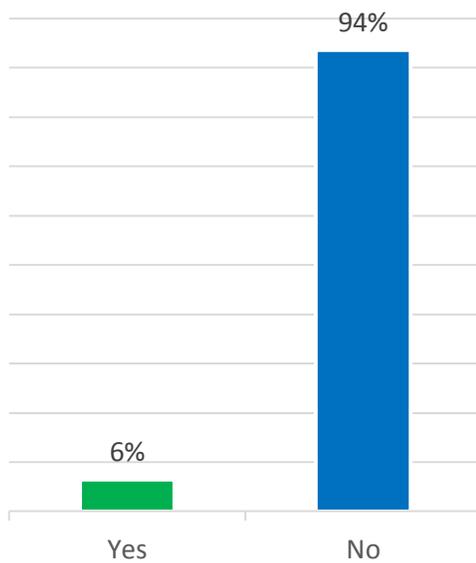
28% of respondents live in Cadboro Bay for more than 20 years, other 53% of residents almost equally split between 1-5 years, 6-10 years, and 11-20 years of residence time in the area. Minority of 2% lived there only for less than 1 year. And remaining 17% of respondents do not live in Cadboro Bay.

234 respondents live in Cadboro Bay for:

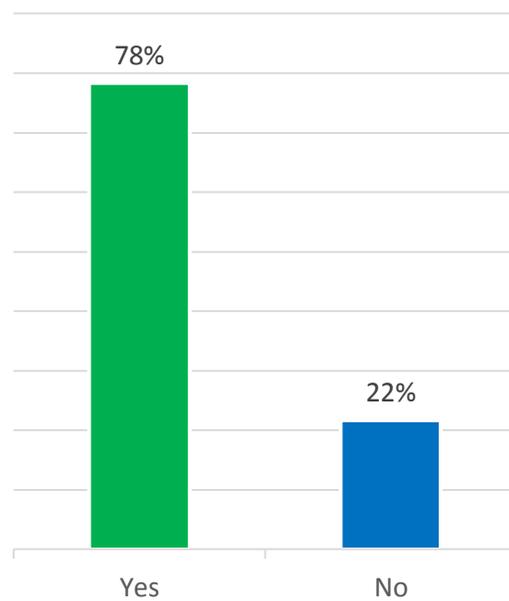


Only 15 people out of 232 total responded that they own or operate a business in Cadboro Bay. 184 out of 235 respondents own a property in Cadboro Bay.

232 people responded if they own/operate a business.

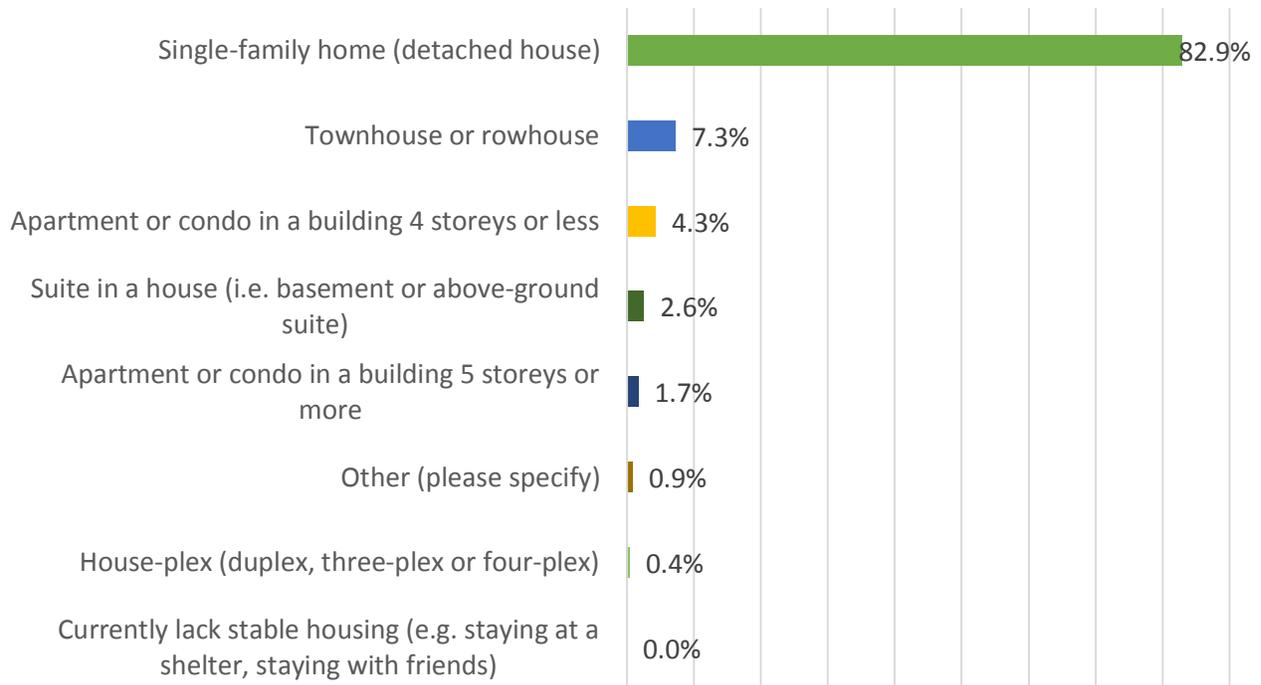


235 people responded if they own a property.



Most of the respondents, 83%, indicated that they are residing in single family homes, 7% of residents are living in townhouses, 4% in 4 storey condo/apartment buildings, 3% in secondary suites, 2% in 5 storey condo/apartment buildings, 1% live in other types of housing.

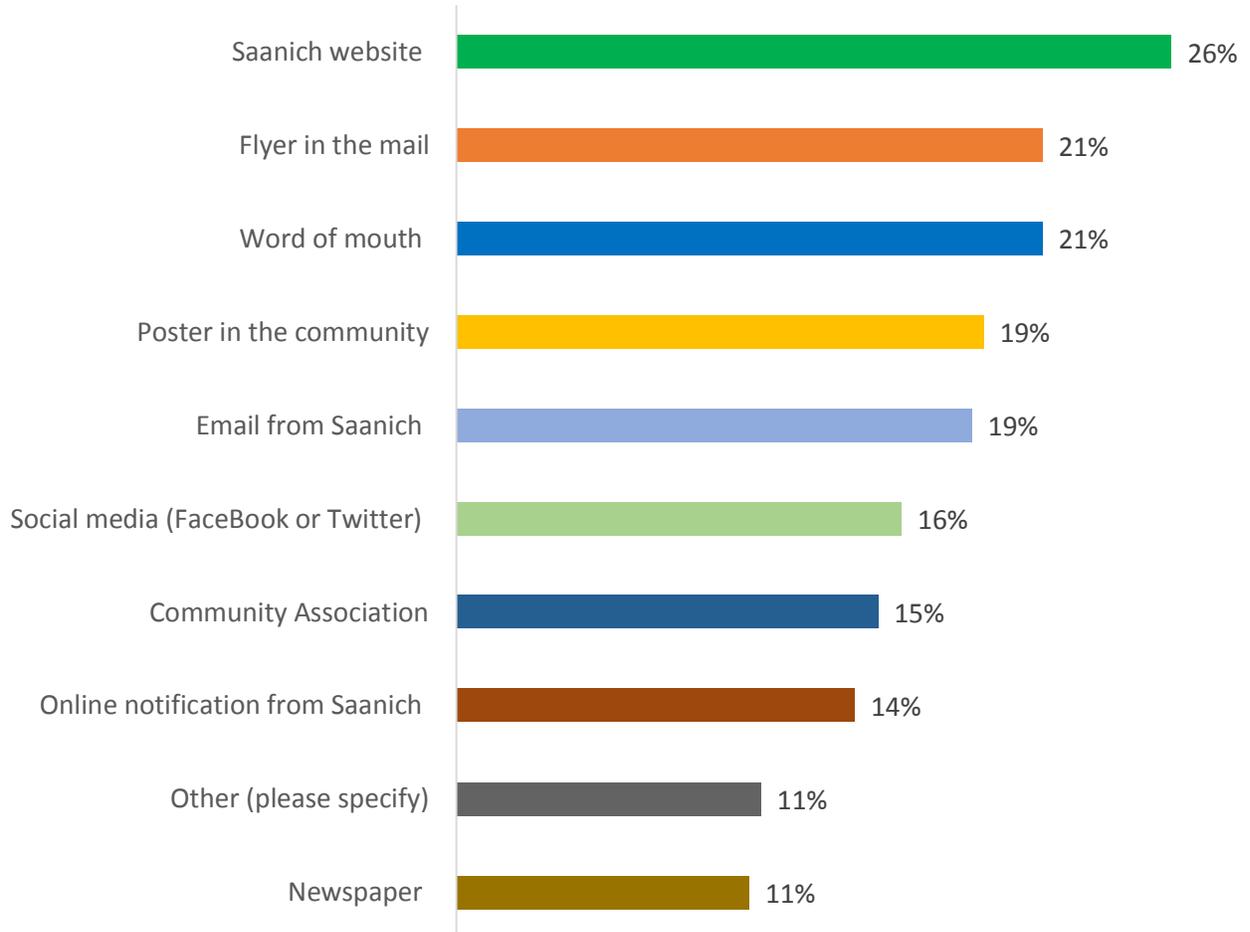
234 respondents live in:



ADVERTISING REACH

The survey was advertised on the realm of Saanich’s social media platforms, website homepage and banners, newspaper advertisements, and multiple posters were erected throughout the community. While a number of these advertisements were successful, it is clear that website (26%), flyer in the mail (21%), word of mouth (21%), community posters (19%) and email from Saanich (19%) were how most people heard about the survey.

236 respondents heard about the survey from:





saanich.ca/cadboro

April 2022

Appendix A: Additional Comments Received Summary

Written Comments

A number of emailed or written comments were received in addition to the surveys that were submitted by community members as part of the Draft Plan Review. Written feedback, in the form of email submissions and hard copy letters, was invited throughout the planning process. This provided community members an opportunity to provide more direct feedback on specific issues or craft a longer response that enabled in the survey format. 58 emails and 3 formal letters from the Penrhyn Close, Croft and Glen Undine Stratas including a petition from the Penrhyn Close Strata members were received during this phase of engagement.

The following provides a summary of combined common comment themes among the submissions regarding the Draft Cadboro Bay Local Area Plan:

Reconsideration of Future Land Use Designation / Penrhyn Complex (36 + petition)

- Request re-designation of Penrhyn Close to “townhouse” and consider substitution of “lost” mixed use residential (apt) by up-zoning at Hobbs and Sinclair. These changes make sense considering the density and potential for high groundwater conditions and seismically induced geotechnical issues in the Cadboro Bay Road area, which do not exist in the Hobbs Street area. For same reasons, consider moving the proposed apartment on Cadboro Bay Road between Kilarny and Sinclair to Hobbs Street.

Residents and strata proposed to:

1. Revising Maps 5.2, 5.4 and 9.2 to include Penryn Close in the “townhouse” category as displayed for Glen undine and Croft complexes.
2. Changing designation of a site on nearby Hobbs St. currently occupies by older houses to compensate for lost opportunity for apartment style housing.

(29 submissions and one petition from Penrhyn Close Strata including 25 signatures)

- Support Penryn close re-designation, no land use changes are foreseen at this location. LAP maps fail to recognize that during the multi-decade duration of typical life cycle of these options (well beyond 20 years) potential for ground water conditions and possibility for seismically induced geotechnical problems in the Cadboro Bay Road area to increase significantly.
(Glen Undine, Croft and Penrhyn Close Strata presidents and membership)
- Residents are very concerned and would like reassurance and clarity that the current zoning for the Penrhyn Close Townhouse complex retain “townhouse” as opposed to “low-rise mixed-use residential”. Understand that 6 out of the 16-unit complex could become a 3 storey condo building with shops on the ground floor. This is very concerning as the townhouse complex is highly maintained and exemplary. Residents are afraid the designation would negatively impact their property and affect their unit value. (3 submissions)

Cadboro Bay Village /local business considerations (24)

- Businesses appreciate the recognition of Cadboro Bay Village as the focal point of the community hub whose character needs to be respected. It is a unique, one-block village that is the commercial core for over 5,000 people
- Support that development should contribute to the pedestrian scale. However, the Plan needs to recognize that businesses in the Village are the reason why people come to the village.
- Comment noting: the three new plazas can only be created by cannibalizing space that currently provides parking within easy walking distance to shops.
- *Better exterior lighting, banners and signage in the Village.*
(Cadboro Bay Village BIA - 24 businesses)

Cadboro Bay Village /parking and transportation (26)

- Cadboro Bay Village needs places to park. Recognizing the fact that currently and in the future people come to the village centre primarily by car. Walkability, transit access, navigability by bicycle and planned densification are laudable goals but they will take more than decades. In the meantime, the village will continue to be primarily accessed by motor vehicles. And if vehicles don't have no place to park with easy access to shops, they will go elsewhere at the detriment of village businesses. (Cadboro Bay Village BIA)
- Why more than one plaza – if implemented before housing densification within walking distance of the Village and increased cycling and transportation links, could only act to the detriment of existing businesses who need parking.
- Rather than installing bicycle paths, bikes can share the road with vehicles and widen sidewalks for pedestrians.
- Better crossings at Cadboro Bay Road/Sinclair and Penrhyn intersections are urgently needed to render the village safer and more pedestrian friendly.
(Cadboro Bay Village BIA + 2 submissions)
- Wider sidewalks and traffic calming in the Village (Cadboro Bay Village BIA + 2)

Environment and Natural Areas (7)

- Need stronger environmental policy (4 submissions)
- EDPA dies several years ago, no appropriate replacement environmental protection policy has replaced it.
- Loss of urban forest and green character. Ten Mile Point trees between development and water are disappearing. Replacement trees are dramatically smaller and fewer, located at the back or side of property. (3 submissions)

Sewer Enterprise Boundary (5)

- Request to expand the Sewer Enterprise Boundary (SEB) to include Lockehaven Drive in Ten Mile Point, noting issues and concern with water table and septic field.
(5 submissions)

Other comments received

- LAP does not address water issues and moorage live-abroad issues *(1 submission)*
- Short on Indigenous engagement and reconciliation. ‘Tactics such as making indigenous art more visible pale beside the call to actually repatriate land that were stolen from the local tribes.’ *(1 submission)*
- Density to lower costs, help with affordability and improve transit service at ten Mile Point. *(1 submission)*
- Add policy to “discourage construction of structures and hedges and tree growth that blocks views and take away from the seaside character. *(1 submission)*
- Support policy recommendation 4.2.6 *(1 submission)*
- Uncomfortable attending, afraid to speak publicly because of others. *(1 submission)*
- Please verify is it accurate that the Draft has removed the requirement to limit overshadow of neighbouring homes? *(1 submission)*

Note: a number of submissions included one-off and detailed edits to the Draft Plan. This information will be included, as with all comments receive, to inform the planning process and considerations for the Draft Plan.

Appendix B: Community Survey Questionnaire



Cadboro Bay Local Area Plan Community Survey

Welcome!

About This Survey

The following Survey is an opportunity for you to provide feedback and to indicate your level of support for the Draft Cadboro Bay Local Area Plan. Your feedback is important to help inform revisions before the proposed Draft Plan is considered by Saanich Council.

Thank you for taking the time to provide feedback. The Survey will take approximately 20 minutes.

Community Planning
District of Saanich
(250) 475-5471
planning@saanich.ca

Privacy Protection

We welcome your feedback and take protection of privacy seriously. Information collected in this survey will be stored on SimpleSurvey's servers located within Canada. Please do not provide any third-party information (e.g. talk about others) in your responses.

Your survey responses are being collected for the purpose of engagement and data analysis for developing the updated Cadboro Bay Local Area Plan. This collection of personal information is authorized under the Local Government Act, Community Charter, and section 26(c) of the Freedom of Information and Protection of Privacy Act.

Questions about privacy can be directed to the District of Saanich Privacy Officer at:

770 Vernon Ave, Victoria, BC V8X 2W7
(250)-475-1775
foi@saanich.ca

Survey Overview

The Survey asks questions about the objectives and policies contained in the [Draft Cadboro Bay Local Area Plan](#).

You are encouraged to review the Draft Local Area Plan and/or attend a virtual or in-person Open House prior to completing this Survey in order to understand the rationale behind the policy directions. You can do this in the following ways:

- View the online [Virtual Open House](#)
- Review the [Draft Cadboro Bay Local Area Plan](#)
- Review the [Village section](#) (only) of the Draft Plan and the [Draft Village Design Guidelines](#) (only).
- Attend an upcoming in-person [Open House](#)

The Survey is organized into sections that reflect the sections in the Draft Plan. The Survey asks your level of support for policy directions and whether anything is missing or needs to be changed.

Key sections covered in the survey include:

- Community Vision
- Environment and Sustainability
- Land Use
- Neighbourhood Sub-Areas
- Urban Design for Cadboro Bay Village
- Transportation and Mobility
- Parks, Open Space and Community Facilities
- Social and Cultural Well-Being
- Economic Vibrancy
- Taking Action, Tracking Progress
- Additional Comments
- Demographics

Community Vision

The vision for the future of the Cadboro Bay Local Area builds on existing conditions that already make Cadboro Bay a great place and reflect the community's values and aspirations for the next 20-30 years.

Cadboro Bay offers an unparalleled natural setting that supports an active lifestyle and sustains community connections. The area is infused, but not overwhelmed by the University of Victoria. Natural ecosystems are preserved, maintaining the green character and the community's noted "beach vibe".

Cadboro Bay Village continues to be the vibrant commercial and recreation centre of the community. The small-scale beachside Village core area provides for local community needs, culture, and recreation in a pedestrian and bicycle-friendly environment. A diversity of more compact housing types surround the Village core and adjoining neighbourhood areas provide much needed housing options for aging in place and younger families, while conserving the village scale and its unique character.

The Ten Mile Point and Queenwood Neighbourhoods, remain as larger lot residential neighbourhoods, conserving their semi-rural feel and natural amenities, which include walking trails and beach accesses offering panoramic vistas of Haro Strait and Cadboro Bay.

Current and future generations have the opportunity to stay and experience this serene area that preserves its green character, offering a unique setting of being in nature, yet steps from the urban core.

1) How strongly do you support this vision for Cadboro Bay?

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Do Not Support
- Not sure

2) Please share any comments you may have about the proposed Vision:

Support for Draft Cadboro Bay Local Area Plan

The Draft Cadboro Bay Local Area Plan sets out a framework to guide growth and change in the area over the next 20-30 years.

The Plan addresses a comprehensive range of topics and includes the following key directions:

- Retain and enhance the unique character of the Village core as the heart of the community
- Diversify transportation links and be more welcoming to pedestrians and cyclists
- Plan for sea level rise and climate change impacts.
- Provide more housing forms in the village neighbourhood suitable for all ages and stages of life.
- Enhance Gyro Park as an integral part of the community heart and place of natural beauty
- Recognize local First Nations culture and history.
- Green the village and surrounding streets
- Ensure new buildings and public spaces are in harmony with the Village scale and character.
- Enhance Sinclair Road as a safe and enjoyable walking and cycling route

3) Do you support the overall direction of the Draft Cadboro Bay Local Area Plan?

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Do Not Support
- Not sure

Environment and Sustainability

The Draft Plan contains goals for the natural environment including support for:

- Protect and enhance natural features and natural areas
- Enhance biodiversity and habitat
- Protect and enhance the marine shoreline and coastal upland
- Improve watershed health and the condition of watercourses
- Maintain the urban forest and green character of neighbourhoods
- Increase resiliency and capacity to adapt to climate change impacts
- Reduce energy consumption and greenhouse gas emissions
- Continue to support local groups and encourage community stewardship of natural places

4) Do you support this policy direction?

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

5) Are there other Environment and Sustainability goals that should be considered?

Land Use

The Draft Plan proposes to maintain Cadboro Bay as a primarily residential area within the 20 to 30 year time frame of the plan. The key changes to land use will be to expand housing choices in the Village and explore opportunities to enhance employment, housing and community uses on institutional lands. In the broader Village Neighbourhood, the Draft Plan provides policy support for expanding housing choice while maintaining neighbourhood character.

The following questions ask about your level of support for some of the key land use concepts that are contained within the Draft Plan. (Please indicate your level of support for the following key Draft Plan concepts.)

6) Throughout the planning process, we heard about housing challenges, such as those for younger people and people looking to downsize. The Plan looks to provide a modest expansion of housing diversity and supply to address these needs.

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

7) The majority of new housing opportunities will be focused in the Village Centre in building forms that maintain the Village's small scale character.

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive

Not sure

8) In order for infill development (such as duplex, tri-plex, four-plex, and attached housing) to be feasible and to minimize impacts on landscaping and trees, reduced parking requirements are needed. The Draft Plan generally supports reduced parking requirements (i.e. one parking stall per dwelling unit), for infill development.

Strongly Support

Support

Neutral

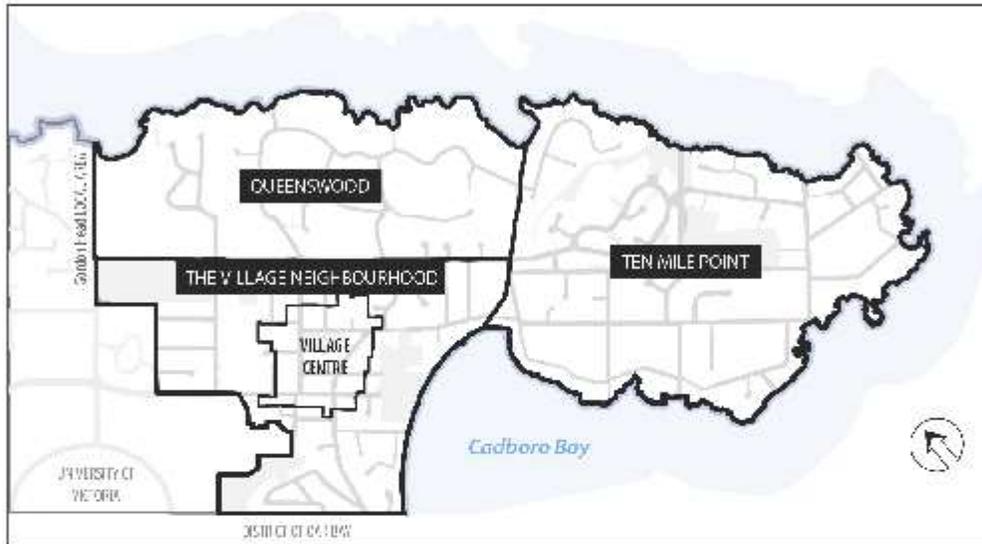
Not Supportive

Strongly Not Supportive

Not sure

Neighbourhoods

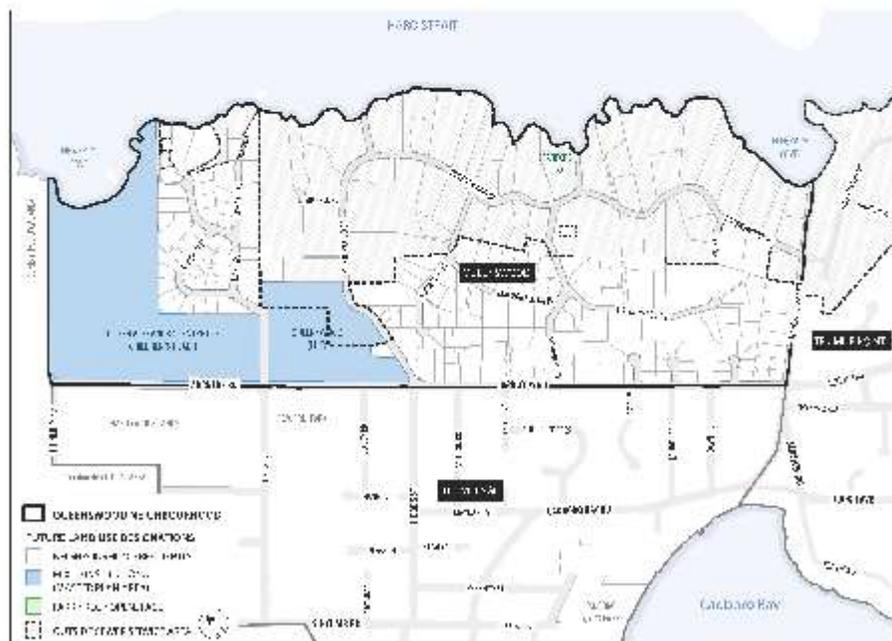
In the Draft Plan, Cadboro Bay has been divided into three neighbourhoods as shown in the Map below. The Draft Plan contains policies that provide a consistent approach to each neighbourhood. The questions that follow concern land use policy direction for each neighbourhood in the Draft Plan.



Queenswood Neighbourhood

The Queenwood Neighbourhood contains a number of large lot single-family residential properties and maintains a semi-rural feel. Larger institutional properties cover a significant portion of the neighbourhood including the Queen Alexandra Centre for Children and the University of Victoria's Queenswood Campus, both located in the southwest part of the neighbourhood.

The community has expressed a strong desire to maintain the large lot size, trees, water views and the semi-rural feel of this neighbourhood. Changes in the single family residential area of this neighbourhood will be limited, with the incremental introduction of infill housing through municipal-wide programs, such as the permitting of secondary suites or garden suites. Additionally, the large institutional parcels provide opportunity for employment and housing growth.



9) Please indicate your level of support for the following land use direction:

- Maintain minimum lot sizes on RS lots (4000 m² in the northern area; 2020 m² in the central area; and 930 m² in the southern area).

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

10) Please indicate your level of support for the following land use direction:

- Retaining single detached housing as the primary land use, with limited infill opportunities, including secondary suites and garden suites as supported by Saanich-wide policy.

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

11) Please indicate your level of support for the following land use direction:

- Including housing as a component of redevelopment on Institutional Properties (i.e. Queen Alexandra, UVIC - Queenswood Campus).

- Strongly Support

- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

12) Would you be supportive allowing, through a rezoning process, more housing units on residential (RS) properties (i.e. duplex, triplex, fourplex) if minimum lot sizes were maintained and the overall floor space of the building did not exceed what is permitted under current single family zoning?

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

13) What else should be considered in the Queenswood Neighbourhood?

Ten Mile Point Neighbourhood

The Ten Mile Point Neighbourhood is comprised primarily of single-family homes and maintains a semi-rural, coastal character

In Ten Mile Point the retention of large single-family lots, trees, and water views are of paramount importance. No major development is anticipated in this area. Incremental growth is anticipated to occur through municipal-wide infill programs, such as those that permit secondary suites and garden suites.



14) Please indicate your level of support for the following land use directions:

- Maintain a minimum lot size of 4000 m² in the eastern and northern parts (excluding the Wedgewood Estates Land Use Contract area) and

930 m2 on a portion of the western part.

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

15) Please indicate your level of support for the following land use directions:

- Retaining single detached housing as the primary land use, with limited infill opportunities, including secondary suites and garden suites as supported by Saanich-wide policy.

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

16) Would you be supportive allowing, through a rezoning process, more housing units on residential (RS) properties (i.e. duplex, triplex, fourplex) if minimum lot sizes were maintained and the overall floor space of the building did not exceed what is permitted under current single family zoning?

- Strongly Support

- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

17) What else should be considered in the Ten Mile Point Neighbourhood?

The Village Neighbourhood

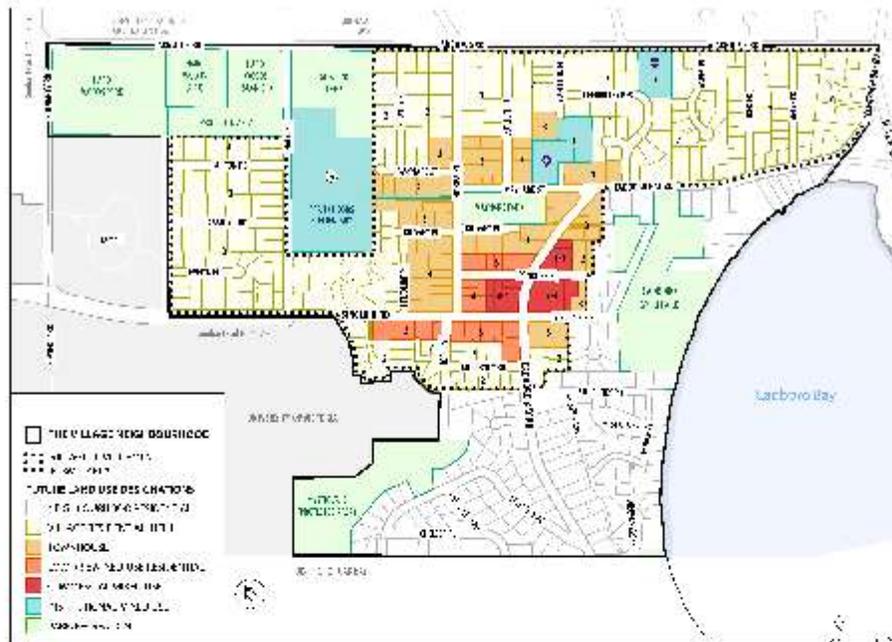
The Village has historically been the hub for community activity and commercial core of Cadboro Bay. The Village is closely linked to the Cadboro-Gyro Park and contains a mix of uses including shops, offices, restaurants, townhouses and apartments.

The Village Sub-Area Plan provides direction for future redevelopment to broaden the range of housing choices and provide for the incremental expansion of commercial shops and services in a manner that retains the intimate scale of the Village and enhances pedestrian and bicycle mobility. The Draft Plan proposes improvements to the public realm, and more public spaces for residents to meet and connect. Draft design guidelines set a high standard of design and promote Village-scale development.

The **Village Centre** includes commercial, mixed use, apartment and townhouse core of the **Village Neighbourhood**, which is the larger neighbourhood and extends to Arbutus Road to the north, Oak Bay to the south, Cadboro Bay to the east and UVIC to the north. Surrounding the Village Centre, a Village Residential Infill area is proposed to allow lower density infill options consistent with neighbourhood character.

Review the [Village Sub-Area Plan](#), section 9 of the Draft Plan.

The Map and Table below provide land use designations for the Village which will be used to assess the suitability of future development proposals.



Land Use Designation	Building Type and Use	Building Height	Floor Space Ratio
Neighbourhood Residential	Single Family Residential, secondary suites, garden suites	Up to 2 storeys	per zoning
Village Residential Infill	Low-density, infill housing that includes duplex, triplex, fourplex, courtyard and other innovative ground-oriented housing formats including secondary suites and garden suites	Up to 2 storeys	0.45 - 0.65
Townhouse	Ground-oriented attached residential units,	Up to 3 storeys	0.6 - 1.0
Low-Rise Mixed-Use Residential	Low-rise residential apartment, commercial, townhouse	3 storeys	1.2

Commercial Mixed-Use	Retail commercial, office and residential uses	Up to 4 storeys	1.0 - 1.6
Institutional Mixed	Institutional, community and residential uses	Site specific	Site specific
Park / Recreation /Open Space	Park, playground recreation, natural areas	n/a	n/a

18) Please indicate your level of support for the following land use directions:

A modest expansion of commercial uses (including shops and services) north-westward on Penrhyn Street and Sinclair Road

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not Sure

Low-rise apartments in the Village Centre (up to 4 storeys)

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not Sure

Additional properties designated for Townhouses in the Village Centre (up to 3 storeys)

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not Sure

Low-density, infill housing that includes duplex, triplex, fourplex, and other innovative ground-oriented housing formats (up to 2 storeys) on properties designated as Village Residential Infill

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not Sure

Single-family infill subdivision to a minimum parcel size of 460 m² and 14 m lot width

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not Sure

19) A key component of the plan involves adapting future land use to sea level rise projections. The most significant impacts will generally be on

properties closer to Cadboro-Gyro Park. While development is still possible, there are elements, such as incorporating underground parking that can make development more challenging.

Would you support moving the heart of the Village Centre (and higher density uses) towards Hobbs Street to help adapt to future conditions?

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

20) What else should be considered in the The Village Neighbourhood?

Urban Design for Cadboro Bay Village

The Draft Plan contains important urban design considerations for Cadboro Bay Village. Paramount is retaining the seaside character and village-scale. Equally important is the shift away from a car-oriented environment to a pedestrian-oriented environment with better connections, streets, and public spaces.

The [Village Sub-Area Plan](#), section 9 of the Draft Plan, contains urban design considerations for new buildings, streets, and the public realm. As well, [Draft Village Design Guidelines](#) for new development in the Village have been created to ensure a positive fit for new buildings to meet the vision for the Village.

21) Please indicate your level of support for key urban design considerations for the Village contained in the Draft Plan and Village Design Guidelines:

Set back upper storeys of taller buildings

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Transition building heights downwards from the Village Centre to surrounding residential areas

- Strongly support
 - Support
 - Neutral
 - Not supportive
 - Strongly not supportive
 - Not sure
-

Require that new building designs are pedestrian friendly and relate well to the street

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Support generous landscaping and trees to frame pedestrian areas

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Encourage public art, and local Indigenous art specifically

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Support amenities such as wayfinding signage, benches and bicycle parking

- Strongly support
- Support

- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Install gateway elements to announce Village entry points

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

Improve connections to the Gyro Park and the beach

- Strongly support
- Support
- Neutral
- Not supportive
- Strongly not supportive
- Not sure

22) What else about urban design for the Village should be considered?

Community Contributions

23) With new development, developers are asked to make a community contribution to pay for new neighbourhood facilities. We heard the following are priorities for Cadboro Bay residents. How would you rank them?

Public realm improvements like plaza, outdoor patio seating, bike racks, wayfinding signage, public art

- 1
- 2
- 3
- 4
- 5

Affordable housing especially for greatest need

- 1
- 2
- 3
- 4
- 5

Protection of environmentally-significant features

- 1
- 2
- 3
- 4
- 5

Protection and enhancement of the urban forest

1

2

3

4

5

Park acquisition and improvements

1

2

3

4

5

24) Are there other community contribution priorities that should be considered?

Yes

No

Not sure

What might they be?

Institutional Properties

Cadboro Bay is home to a number of institutions, including an elementary school, private kindergarten, a specialized children’s health campus, a university campus, churches, community facilities and an activity centre for seniors. Institutional uses play an important role in community life and provide a range of services and activities. A number of larger institutional lands are located in the northwestern portion of the local area and many of these properties have older buildings on site and have the potential for redevelopment.

The Local Area Plan supports institutions as regional employers and providers of services and programs that benefit Cadboro Bay and Greater Victoria. The Local Area Plan aims to provide policy direction and support to ensure the success and growth of these institutions over the next 20-30 years in a manner that respects and integrates with surrounding neighbourhoods.

25) Do you support the requirement for Master Plans prior to major redevelopment of University of Victoria Queenswood Campus and Queen Alexandra Centre for Children’s Health sites?

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive
- Not sure

26) Do you support the provision of housing as a component of redevelopment on major institutional properties?

- Strongly Support
- Support
- Neutral
- Not Supportive
- Strongly Not Supportive

Not sure

27) Do you support the provision of non-market (affordable) housing on church sites in Cadboro Bay?

Strongly Support

Support

Neutral

Not Supportive

Strongly Not Supportive

Not sure

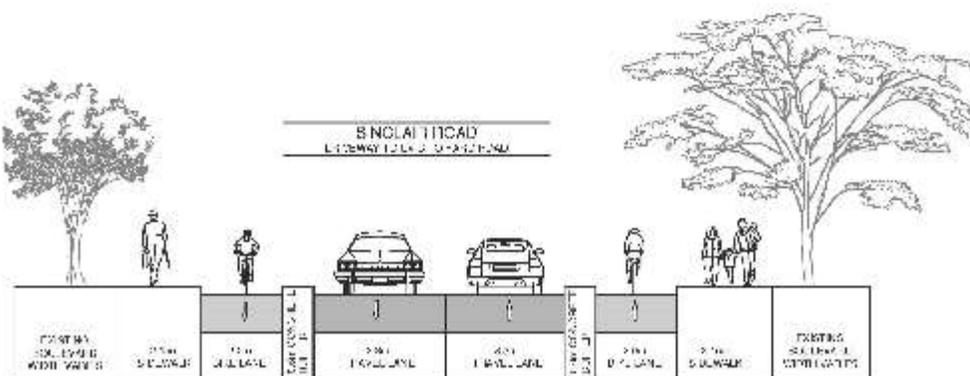
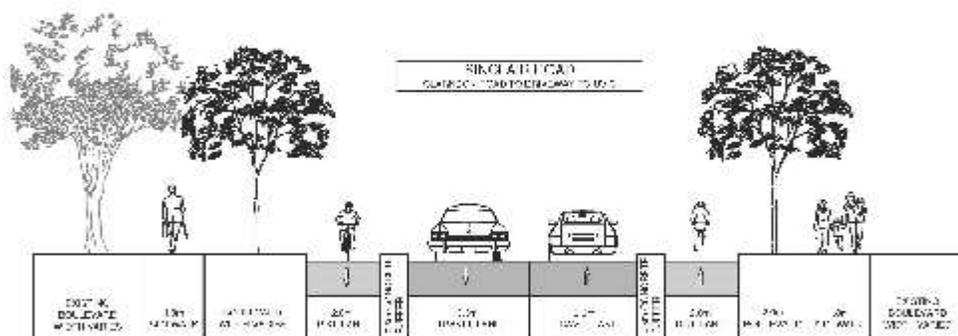
Sinclair Road

Sinclair Road provides a vital link into the community. Upgrades to Sinclair Road are identified as a short-term priority in the Active Transportation Plan. A process is now underway to develop a detailed design, with improvements based on Draft LAP policy and anticipated to be constructed in 2022.

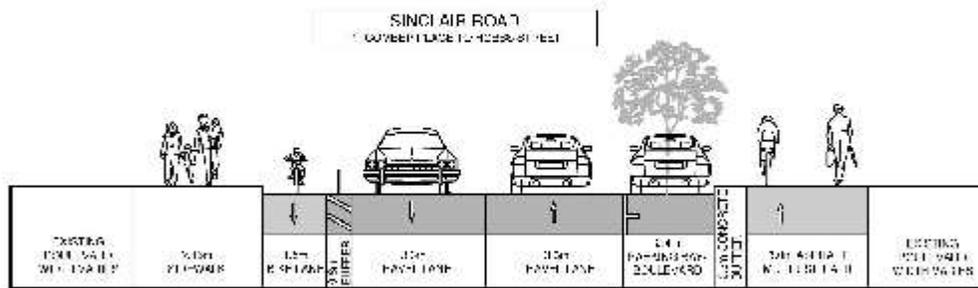
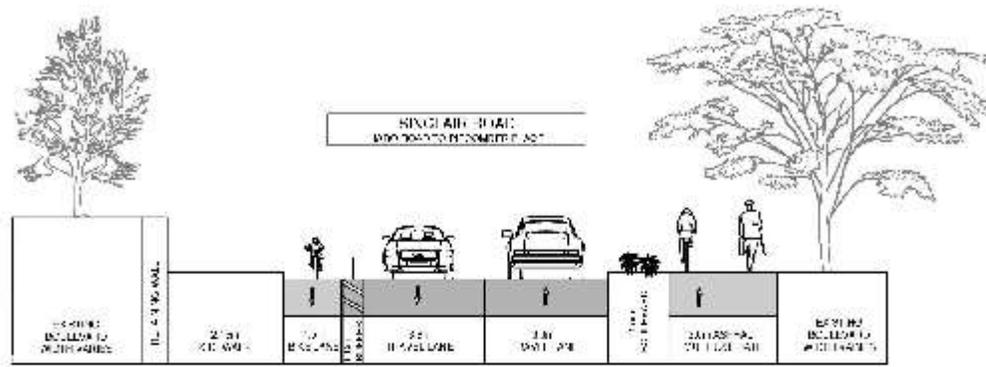
Design concepts have been developed for Sinclair Road that to promote safety and multi-modal travel and address road and land use characteristics.

Design concepts for Sinclair Road

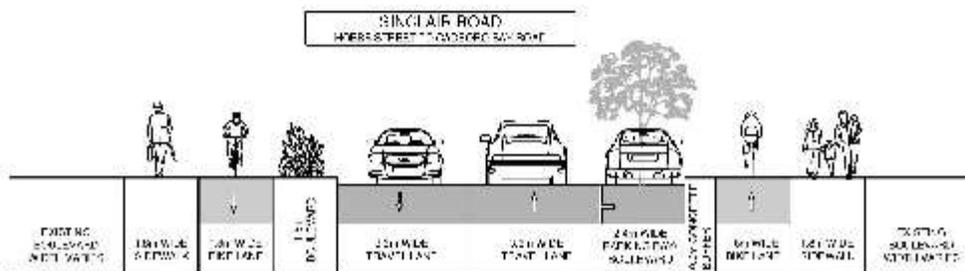
Sinclair Road Design Concept - Upper Section (Segment 1)



Sinclair Road Design Concept - Middle Section (Segment 2)



Sinclair Road Design Concept - Village Centre Area (Segment 3)



The Vision for Sinclair Road is a complete street that improves safety and accessibility for all modes of travel. The Draft Plan supports:

- Adding a bike facility on both sides of the street that is separated from traffic
- Upgrading sidewalks and separating from traffic through planted boulevards and/or bike lanes
- Adding new pedestrian crossings at Clarndon Rd., Hobbs St. and Haro Rd.
- Design modifications to preserve mature trees near Cadboro Bay Road
- Alternating between parking and boulevard areas in the Village Core Centre area

28) Do you support the design concept and proposed improvements?

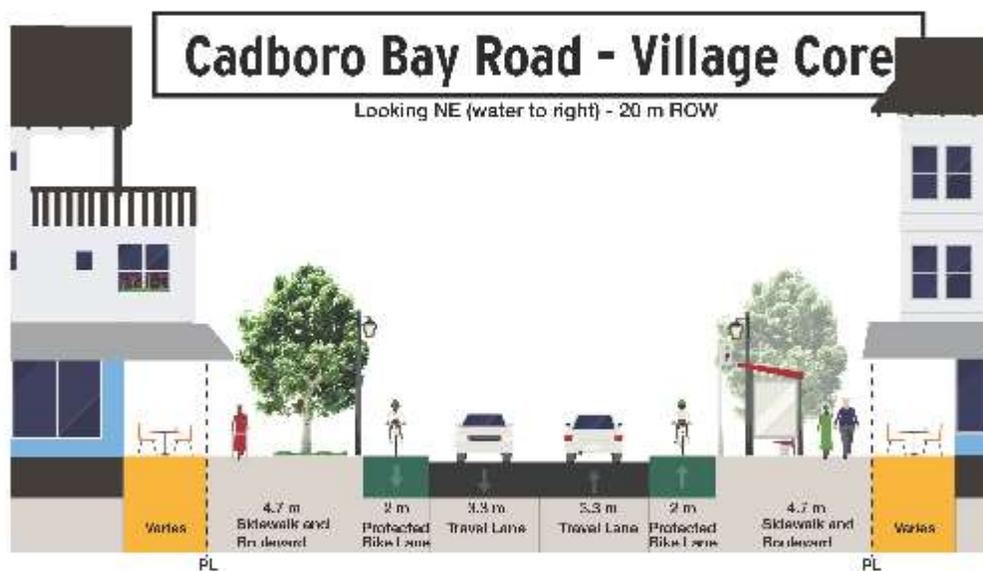
- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

29) Please tell us what comments you have about the proposed Sinclair Road improvements?

Cadboro Bay Road

Cadboro Bay Road runs through the Village Centre and in many ways serves as the heart of the community. Design concepts have been developed to guide future improvements, with some variation to respond to conditions inside the Village Core (Killarney to Penrhyn) and outside the Village Core. The Draft Plan envisions an enhanced Cadboro Bay Road with wider sidewalks, new bike lanes, plaza spaces and buildings that engage the street.

Cadboro Bay Road Design Concept - Inside Village (Segment 1)



Cadboro Bay Road Design Concept - Outside Village (Segment 2)

Cadboro Bay Road - Outside Village

Looking NE (water to right) - 20 m ROW



The Draft Plan proposes to further highlight the role of Cadboro Bay Road as a pedestrian corridor and focus future improvements on:

- Wider sidewalks and pedestrian spaces
- Pedestrian-oriented building design and new plaza spaces in the Village
- Protected bike lanes
- A balance between boulevards with tree and on-street parking (outside the Village)

30) Are you supportive of this direction for Cadboro Bay Road?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

31) Please tell us what comments you have about the priorities for Cadboro Bay Road improvements?



Iudor Avenue and Telegraph Bay Road that maintain the semi-rural character, including exploring the use of pathways as an alternative to concrete sidewalks. Do you support this approach?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

34) Please tell us if you have any comments?

Parks, Open Space and Community Facilities

35) The Draft Plan includes priorities for parks, and community facilities. Indicate the level of your support for each of the following

Add plaza spaces in key locations in Cadboro Bay Village

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Work with First Nations to honour traditional village site and celebrate First Nations culture and history

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Work to formalize trails on institutional lands

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable

Not Sure

Explore further enhancements to Cadboro-Gyro Park targeted at underserved demographics

Strongly Support

Support

Neutral

Do Not Support

Strongly Unsupportable

Not Sure

Enhancements to visibility and accessibility of beach access points

Strongly Support

Support

Neutral

Do Not Support

Strongly Unsupportable

Not Sure

Integration of a new community facility as part of redevelopment in the Village Centre

Strongly Support

Support

Neutral

Do Not Support

Strongly Unsupportable

Not Sure

Introduction of a community way-finding program

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Social and Cultural Well-Being

The Draft Plan makes a commitment to move toward a future of reconciliation with First Nations by:

- Acknowledging and promoting local Indigenous history and culture
- Collaborating to protect cultural sites and resources
- Working with local First Nations to make this area of their ancestors more welcoming to them
- Working together to develop protocol agreements and memorandums of understanding.

36) What have we missed with regards to the Draft Plan's policies for enhancing relationships with Indigenous people?

Affordable Housing

37) The Draft Plan contains support for affordable housing. Please indicate your level of support for each of the below:

Support not-for-profit housing on church sites

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Support the development of affordable rental housing in Cadboro Bay

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Support a broader range of housing options (dwelling type, size, tenure, price)

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Consider incentives for not-for profit housing (i.e. reduced parking, increased density, reduced fees)

- Strongly Support
- Support
- Neutral
- Do Not Support
- Strongly Unsupportable
- Not Sure

Economic Vibrancy

The Draft Plan contains policy supporting the economic sustainability of Cadboro Bay, including through:

- Supporting an incremental expansion of commercial uses in the Cadboro Bay Village to broaden range of goods and services
- Support a greater variety and density of housing options within walking distance of the Village Centre as a means to help boost the viability of local businesses.
- Continuing to support the work of the Cadboro Bay Village Business Improvement Association (BIA)
- Supporting institutional properties in their role as major regional employers
- Improving the public realm and community spaces

38) Do you support this policy direction?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

39) Please tell us about any additional thoughts you may have on economic vibrancy directions:

Taking Action, Tracking Progress

40) The Draft Plan identifies a program to monitor and evaluate the progress of the Cadboro Bay Local Area Plan at five year intervals, and report to Council with the findings. Do you support this program for monitoring and evaluating the progress of the Local Area Plan?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

41) Please share any comments you may have about implementation and monitoring:

Additional Comments

42) Do you have any additional comments or suggestions regarding the Draft Local Area Plan that you would like to be considered?

Demographics

Tell Us About Yourself

We're asking these demographic questions to determine if survey respondents are representative of Saanich and Cadboro Bay population. Responses will also help us understand and analyze the data within the community for Cadboro Bay Local Area Plan Update.

43) Where do you live?

- Cadboro Bay
- Other local area / neighbourhood in Saanich
- Other municipality within the Capital Regional District
- Other (please specify)

44) Do you own/operate a business in Cadboro Bay?

- Yes
- No

45) Do you own a property in Cadboro Bay?

- Yes
- No

46) How long have you lived in Cadboro Bay?

- Less than 1 year
- 1-5 years
- 6-10 years
- 11-20 years
- over 20 years

I do not live in Cadboro Bay

47) Which of the following best describes the type of building you are living in?

- Single-family home (detached house)
- Suite in a house (i.e. basement or above-ground suite)
- House-plex (duplex, three-plex or four-plex)
- Townhouse or rowhouse
- Apartment or condo in a building 4 storeys or less
- Apartment or condo in a building 5 storeys or more
- Currently lack stable housing (e.g. staying at a shelter, staying with friends)
- Other (please specify)

Demographics

Tell Us About Yourself

48) Do you identify as:

Female

Male

Prefer not to answer

My gender identity is (please specify)

49) Do you consider yourself to be (check all that apply)?

First Nation

Metis

Inuit

White (European descent)

Chinese

Japanese

Korean

South Asian (e.g. East Indian, Pakistani, Sri Lankan)

Southeast Asian (e.g. Vietnamese, Cambodian, Malaysian, Laotian)

West Asian (e.g. Iranian, Afghan)

Black (e.g. African or Caribbean)

Filipino

Latin American/Hispanic

Arab

Prefer not to answer

Other (please specify)

50) How did you hear about this survey (Select all that apply)?

Social media (FaceBook or Twitter)

Saanich website

Online notification from Saanich

Flyer in the mail

Newspaper

Email from Saanich

Poster in the community

Community Association

Word of mouth

Other (please specify)

End of Survey

Thank you for completing this survey. Join the [Cadboro Bay LAP Update List](#) to receive email notifications and be notified when the results are available. Your input is important and will help inform changes to the Draft Plan before it is presented to Council for consideration.

If you would like to view background material and the draft plan, and see survey results, please visit: saanich.ca/cadboro

If you have any questions, please contact Community Planning:

planning@saanich.ca
(250) 475-5471

Thank you for participating!

Powered by [SimpleSurvey](#)

Appendix C: Community Survey All Open-ended Comments Received

Q2: Please share any comments you may have about the proposed Vision:

1. Want more details
2. I think keeping the min lot sizes of Queenswood / Ten Mile Point is still limiting
3. I support building walkable neighbourhoods and a bit more density in the village however, I believe there to be too broad a scope on keeping Large lots in Queenswood and Ten Mile Point. There is room for sensible infill in these areas. In Queenswood there mapping area close to Arbutus was up zoned at some point which meant over 85% of the lots don't conform to the current zoning. Some are RS12 and Rs13 and then there are large vacant parcels that are not utilized.
4. Ten Mile Point and Queenswood can still retain a 'semi-rural' feel and natural amenities without having to be 'larger lot residential neighbourhoods'
5. As a vision for the next 20-30 years I find it very short sighted with respect to the sacrifices we are all going to have make to meet our climate change commitments. Specifically the designation of Queenswood and Ten Mile point neighbourhoods as having larger residential lots. I think this will become a luxury we as a society will no longer be able to sustain. More though needs to be given to allow infill within those neighbourhoods down to 1/2 acre sized (or less) subdivided lots.
6. Two gaps that I identified. As there is recent controversy regarding off leash dog walking locally and at council meetings lately, I would strongly support Saanich working with other municipalities to establish a number of fenced in off leash dog walking areas. I have sent a summary of my experiences in a letter already to the councils of Saanich and Victoria...on an extended trip across Canada seeing what other cities have already established in this regard. It will promote community harmony.
7. love the maintenance of our world-class natural environment AND the focus on ACTIVE TRANSPORTATION facilitation
8. While it is true that Ten Mile Point and Queenswood which to conserve the current feel, the term "semi-rural" is no longer accurate and more to the point has been misused by Saanich planning and engineering to justify denying access to sewer. Please update this statement and correct Saanich planning and engineering on this issue.
9. Main concern: height of new buildings up to 4-storeys in village and up to 3-storeys on surrounding streets. As was expressed by almost all groups at the LAP sessions 2+ years ago, this is too high. The maximum for village should be 3, and surrounding streets 2. We wanted to maintain the village feel, and low-rise character - not have it look like downtown. Concerning secondary suites and garden suites, strict limits on square footage and height should be maintained.
10. I think a 20-30 year outlook might be a bit ambitious given the speed at which populations are increasing, putting pressure on our natural and built environments.
11. Within the life of this plan -20+ years - I expect that climate change requirements, housing needs and the price of land may create pressure for increased density over that presented.

- That may include increased building height in the Village core, and another story or two in the Village centre environs in those areas designated for mixed use and/or multi-family. I.e., those areas within walking distance of the village. .
12. While Ten Mile Point and Queenswood want to retain the character of the neighborhood this DOES NOT mean they do not want access to municipal sewer. Residents in both 10 Mile Point and Queenswood strongly support adding municipal sewage to those streets that do not currently have access. This in NO WAY changes the character of the neighborhood. It reduces health and environmental risk to the area. The residents of these neighborhood strongly support the addition off municipal sewer
 13. This plan goes too far in pushing an increase in population density in the "Village Core" area. There should not be any 4-story buildings in Cadboro Bay Local Area. Apartment style buildings should be limited to next to the Village Centre on Cadboro Bay Road only - but I would ask the residents of that area what their feelings are first before supporting any changes.
 14. CB is great the way it is - I don't want it to change. I get very wary about usage of words like "unparalleled" and "vibrant". "bicycle-friendly" suggests foolish, expensive changes like what was done on Finnerty Rd. I'm very much against "much needed" housing options.
 15. Support with qualification. I think we need to be careful about how much and type of 'compact housing' is in the Village core, but more specifically for the 'adjoining neighbourhood'. I do not support the proposal for 3 story townhomes along Rowley, or past Rowley on Hobbs. These are single family homes and it would not be a good change to have a townhouse go up next door to these homes. Maybe duplex/triplex but nothing larger.
 16. It is comprehensive
 17. We would want the 'small-scale' beachside Village Core area to remain small, i.e. no enlargement for more shops or it would lose its present charm as a 'village' and simply become a shopping mall or strip mall; and also require more land taken in parking, the larger the village core becomes.
 18. The vision for Ten Mile Point is not shared. Ten Mile has a variety of different population densities. The current "large lot" configuration is reflective of system discrimination wrought by our colonial/settler past. It isn't something that we want to arbitrarily propagate. The reality is that the land should be repatriated to the degree possible to the indigenous tribes it was taken from. Other than ALR, no land should be restricted to large lots to ensure we can address affordability
 19. In order for this vision not to seem elitist, the opportunity to live in a serene area next to nature should be available to all Saanich residents!
 20. I would like to see the area currently occupied by townhouses on Penrhyn Street designated townhouse use from the proposed Low rise mixed use residential
 21. I think it makes sense to keep the multi-housing centered on the village, keep the larger lots in the Queenswood area and enhance the pedestrian access to the beach. The one thing I see no mention of whatever in the proposal is a dog park. I think that is a critical need for the Cadboro Bay area.
 22. We have great privilege to live here. We are very white and upper middle class and not

- diverse. This area shows little respect or acknowledgement of its First Nations history. All you see, hear and read is about our white, colonial past with the names of streets and places.
23. I do not support the plan because the sewage situation is not addressed in the Lockehaven Dr (Ten Mile Point) area. The implementation of a sewage system is long overdue.
 24. Included in your proposal ought to be a consideration to extend sanitary sewers to the end of Telegraph Bay Road and Lockehaven Drive. Thirty years ago the rest of 10 Mile Point was serviced with a sewer at no cost to them except their individual hook-ups to the sewer. Septic tanks are subject to failure and can cause health issues and ecological damage. When the rest of 10 Mile Point has been safeguarded with the sewer installation, why not offer the same protection to all the residents?
 25. Do not support lack of densification in Queenswood: Install sewers, split lots, get with the 21st Century (quit being elitist)
 26. I was hoping there would be some element of support for the arts or an incorporation of the arts in the proposed Vision.
 27. Avoid abrupt changes to lot sizes and property uses; use transition zones wherever possible.
 28. I would support some smaller lot development in Queenswood & Ten Mile. I don't think the village area zoning should be exclusive to that area. I think the relationship with UVic needs more definition. The village and beach are highly affected by students, parties, traffic, speeding...
 29. Please see my letter to council, planning and the planner SE November 8, 2021
 30. I support increased townhouse and condo development
 31. Building and rebuilding continues in the known (and scientifically documented) Tsunami inundation zone — that makes no sense.
 32. More upscale Senior condo housing and apartments so they don't have to live from the village after selling their house.
 33. Leave it alone
 34. I have concerns about infill/ use of institutional lands
 35. Many of the issues are around accommodating vehicles, both parked and in motion. The two four-way stops should be enough to mitigate interactions between pedestrian and vehicles, but there are often conflicts between the two. Drivers doing rolling taxi stops thru the stop signs, pedestrians leaping in front of vehicles. Stupidity on both sides. The sidewalk infrastructure is terrible and the poorly thought out impacts of forcing cyclist into traffic down the Cadboro Bay Rd hill is not good.
 36. Strongly support maintenance of Queenswood, Lockehaven semi-rural character, with larger lots, forest areas etc. Strongly support current SEB boundaries, I hope they can be maintained. Do not want expansion of sanitary sewer to this area.
 37. I have concerns that the drive for housing will result in overcrowding, insufficient local services, too many dogs and too many cars fighting for parking
 38. With the many changes proposed, this will become a densely populated area similar to White

- Rock which has lost all of its charm and characteristics.
39. Feel the small village atmosphere with be lost with more dense housing and major changes as Saanich is proposing.
 40. There is no social housing in the plan, yet we expect services i.e. workers
 41. I like the vision, but when it comes to practical implementation, zoning determines where development will happen, not nice words about sustainability, urban forest, or community values. As long as plans follow lot lines and zoning lines, instead of geographical features (water courses, topography, forests), these ideals sound rather hollow (not to mention that nature might catch us out if we don't respect natural features).
 42. We think Ten Mile Point and Queenswood should also be up for densification for the very reason that the lots are large there.
 43. The section involving the village does not appear practical and involves the sacrifice of 3 townhouse complexes that are a core enhancement of the village. My further comments were excised by the plan.
 44. Keep Queenswood and Ten Mile Point filled with green space
 45. I like the vision except for land use. Residents of Queenswood and 10 Mile Point can build virtually whatever they want on their large lots (the design suggestions for new housing is “voluntary”. The village centre on the other hand is pictured with a large number of 4-storey buildings. This vision not only didn't come out of the community consultations but was actively opposed
 46. The over development being rammed down our throats by Saanich is purely to benefit developers/realtors and does nothing to benefit the existing community.
 47. Pedestrian and "bicycle-friendly environment. Is an erroneous claim and needs massive work.
 48. I am concerned about development on the south side of Sinclair, re: “Village Neighbourhood Infill-housing”, that will negatively impede on its connection to Mystic Vale watershed. It seems that the protective nature covenant that the Hobbs Creek watershed should apply to this area as well. It only makes sense to protect the watershed in its entirety while we have the opportunity. No development in this area of the Village.
 49. I would like to see improved pedestrian and cycling infrastructure in the village area. There is currently no sidewalk on the north side of Sinclair Road and no safe road space for cyclists.
 50. Keep it the way it is and what makes it good now. If the formula is working why change it. Don't ruin it by overdeveloping and expanding the village core.
 51. Please keep the cement play structures (octopus, gyro-saurus, pirate ship, etc)
 52. I mostly support the proposed vision, but would encourage more thought on an expanded village to enhance the walkability and usability for all residence.
 53. The University of Victoria should not be mentioned in the Community Vision section. This plan is for Cadboro Bay rather than for the University. To be sure, part of the University, including in particular the Queenswood property, is in Cadboro Bay, but UVic should not be singled out for mention here, any more than churches, the Queen Alexandra Centre, Goward House, or other institutions. The University should stick to The Ring for future development, as a

- previous plan stipulated.
54. More housing on Institutional Land, finish the 10 Mile Point sewers
 55. No carbon means testing
 56. Remove University of Victoria in the Vision Statement! It just doesn't fit. If the University is mentioned, it should be just one of the many institutions and businesses in Cadboro Bay. e.g. Schools, daycares, Goward House, Queen Alexandra for Children's Health etc.
 57. I want to leave everything as it is right now.
 58. Please remove University of Victoria from the Vision Statement. It doesn't belong there. If UVic is named, then the other institutions and businesses in Cadboro Bay e.g. Schools, Daycares, Churches, Goward House QA for Children's Health etc. must also be mentioned.
 59. All of Saanich needs denser housing models.
 60. Seems vision seems to include a vision mixed with a description of different areas. I recommend removing the descriptive comments.
 61. Villages to survive need a certain amount of density. I think the works small-scale are too limiting. Medium density should be considered. I agree that High density would detract from the village feel.
 62. I'm very pleased with the environmental platform and conservation efforts I learned about at the open house.
 63. Love it and thank you for preserving Ten Mile Point
 64. Nicely worded vision. It is good to see that it is an actual vision statement (describing a desirable future condition).
 65. Seems perfect if you want to keep this community primarily single family, low density and rich. Consider removing single family zoning, allow subdivision of the larger lots for increased population density and let's not forget your share of supportive housing.
 66. My concerns are that it would end up being subsidized housing for street people. While I absolutely love getting housing for them, the problem arises when the people who just take advantage of it start making the area unsafe. I work in an area that once they brought in subsidized housing for street people, drugs and fighting moved in and we now have to check our entire parking lot every morning before opening for needles, remove human feces from our driveway up the side of the building and more.
 67. Very good LAP! It is visionary and will ensure the component Cadboro Bay neighbourhoods are jewels for the entire region.
 68. I like how this LAP build on this area's strengths and unique features rather than trying to turn this area into something that it is not.
 69. The area has so many positives that do not need change. Keeping housing as is and do not add any more condos or apartments!!!
 70. Entirely wrong-headed. Densification should be at the centre, not in a cup-de-sac with limited communications. See Central Place Theory.
 71. it focus in increasing higher density housing, which contradicts its earlier statement

72. More for young people/students
73. Very positive statement
74. No changes are needed.
75. Not a word about safe, off-leash dog parks. As we age, we tend to have a dog for company. In a dog park, there is social interaction for everyone, including seniors.
76. Semi-rural feeling and large lots are anything but green and should be eliminated completely
77. Why make a village into a city. There are other areas in Saanich to diversify & have housing options.
78. there needs to be more density in the core
79. Need more tall condos
80. Will the infrastructure be able to handle the increased vehicle traffic
81. Overall I'm quite happy with the vision. I felt it took too long to get to this place and that many delays over the past 11-yrs, often political in nature, have left me sceptical of whether anything will come of this.
82. I do wish that the small scale is maintained, as you mention in the third paragraph.
83. concern about congestion and slowing going through the village to work and for my kids to school. Also worried about losing the nice feel of the village and have 4, 5, 6, 7-storey buildings to house the rich and make profits for a few companies.
84. Love the vision. Would like to see more focus on diversity, accessibility, intercultural understanding, and affordability. The vision should include stewardship for future generations to thrive.
85. Looks great
86. Please aim for all of Cadboro Bay to have a semi-rural feel. I am concerned that singling out 10-mi point and Queenswood suggests that the rest of our neighbourhood will end up looking more urban than it currently does.
87. The vision is not supported by the plan. I agree with the author of the letter to the editor in the Saanich News. You are changing the character of this beautiful little oasis. As another participant at a meeting said, this is plan for a place that doesn't exist.
88. Missing any comment about the majority of housing in Cadboro Bay. What is the vision for maintaining them?
89. Thinking that you should use Jitney styled buses (open with covered roofs) like the ones they use on El Paseo in Palm Desert to transport people to and from the beach. The cars need to get off the road so you can create bike friendly and pedestrian roads (especially down Sinclair Road). You could then turn the parking lot into a rose garden or adult sitting area as the area with the playground really only works for families with children not adults and seniors.
90. Having read the plan, attended one of the open houses and spoke with Saanich staff there, I am still unsure about the actual effects of the plan. On paper, it sounds responsible - it is certainly in line with current urban planning rhetoric - but details are lacking. The specter of Cordova Bay and its unsuitable dense development, all in the name of a vibrant village

atmosphere but apparently resulting in the opposite, disconcerts. What does 'a diversity of more compact housing types' mean?

91. I would strongly disagree with any plan that includes subdividing lots or replacing existing residences with multi-family housing. No condos in this unique area please.
92. The Vision is well thought out.
93. Congratulations on articulating and curating so well what you heard from Cadboro Bay residents
94. There really needs to be an increase in family-sized and family friendly housing. This means townhouses, not condos, 3-bedrooms at minimum.
95. I would like to see the Village area stay as is too much developing brings in more housing loss of trees
96. I would like to see the Village area to stay not increase housing, buildings, wider roads, etc; all this is not needed as I still would like to see the area stay as green as possible
97. from sweet village to tall buildings
98. Don't agree with more housing in the Village and surrounding areas
99. Greater emphasis on keeping the natural spaces and fostering biodiversity would be valuable. Biodiversity is an important missing element from this vision. Additionally we have the opportunity to be green leaders and it would be helpful to add climate change mitigation elements into the plan including keeping wild places and supporting home owners to make green choices.
100. A policy environment that is conducive to new development to provide housing density as well as mixed use & commercial development that is adaptable to demographic changes & needs in addition to the commercial needs of the Village and the communities served by the village.
101. This is "mother and apple pie" so it is not appropriate to disagree with it. But we are NOT going to preserve this semi- paradise if we do not take decisive action now to get rid of invasive plants on public, university and also private land. We also have to prohibit cutting down of major trees. BOTH major in
102. Support the general concepts except for the density planned for the Village and some of the restrictions put on the surrounding areas. I hope there will be a place for comments at the end.
103. There are parts we support & parts we don't. Proposed density & building height is too big. Cars will continue to be main mode of transport for next 10-20 years at least. Line up of cars along Cad Bay Rd. waiting to come down the hill & into the village is long. Parking difficult -do not support underground parking (water flow and "city size" building result).Traffic, including those going through to Queenswood & Ten Mile will increase. Any density increase cannot happen with traffic the way it is
104. I support the propose vision for maintaining the semi-rural, "small-scale" character of the village but this will not be achieved with many of the elements proposed in the plan. Your renderings of the new commercial areas are completely out of scale. Four story buildings are too large, will be too imposing so close to the road. It will increase traffic dramatically,

- exacerbate an already significant parking issue and contribute tenfold to the overwhelming heavy vehicle noise pollution.
105. Support, as in, the neighborhood and particularly the village need to remain relatively unchanged.
 106. It's a good vision, the test over time will be how well the Council's uphold the vision and how many exceptions are made.
 1. But I'm unclear why "future generations", (essentially anyone: investors/developers/someone from Arizona) are open taking this survey and potentially tilting the balance in favour of a development that could destroy the neighbourhood for neighbours that live there. For those of us who have loved this community for years, there is much more at stake in losing our "small scale beachside village".
 107. While the Public Engagement Plan document is massive, and a great deal to digest and some very good content, my primary concerns are the development plans for the village. I'm unclear why "future generations", (essentially anyone: investors/ developers / someone from Arizona) are open taking this survey and potentially tilting the balance in favour of a development that could destroy the village for neighbours that live there. For those of us who have loved this community for years, there is much m
 108. Provides a thoughtful approach to needed densification and housing supply, while retaining village character.
 109. We need affordable housing in cadboro bay
 110. This vision is exactly as I would like the area to remain
 111. This vision as described above is very vague and mostly describe what now exists, which I agree is wonderful. It's the "builds on" vision that I strongly disapprove of as per the LAP.
 112. A-encourage small farms B-"A diversity of more compact housing types surround the Village core and adjoining...areas provide much needed...options" is unnecessary: Saanich re-zoned the whole District for "granny suites", adding compact housing all places: do not jam it all into the Village. C-"infused, but not overwhelmed by the University": UVic is not part of CaddieBay but overwhelms it via student housing. D-BAN development below climate change forecast tide levels.
 113. Wondering if both sides of Arbutus Road will be included in the potential in-fill zone?
 114. Why do the wealthy property owners in Queenswood not bear the burden of infilling? Unfair to the rest of us.
 115. Why do the wealthy property owners in Queenswood and Ten Mile Point not share the burden of the expansion of the village borne by the rest of the residential properties in the area
 116. In the vision: add the word safety to pedestrian and bicycle friendly environment. Also add supporting/policies to encourage small-scale agriculture (e.g. food gardens, fruit trees, farm stands, bees)
 117. I appreciate and support most of the vision but I am not in favour of the decision to exclude Ten Mile Point from any densification. There are areas which would be well suited for more compact housing - most especially where the rural feel and natural amenities no longer exist

- in favour of large houses with manicured lawns as opposed to much of Queenswood which still presents as forest. I fear this decision has more to do with the NIMBY of the wealthy inhabitants.
118. Would love to see housing cooperatives, car free living options, community gardens, a library, pedestrian and bike only streets as part of these densification changes. Priority to the existing fabulous old trees. No development given the right to take these boulevard trees down.
 119. The resistance to change lot size restrictions in Queenswood / Ten Mile Point neighbourhoods are a troubling reflection of colonial attitudes that continue to divide communities, Wedgewood estates has set a precedent. To imply higher density in the village area will somehow be offset by the 'rural feel' of surrounding areas large lots and interwoven trails is almost laughable. Higher density planning is essential everywhere in a modern community.
 120. I support the proposed Vision, however believe that more urban design work is needed to fully realize the potential in the Village Core. I think there is such potential to make Cadboro Bay Village more vibrant by increasing density on the blocks of Penrhyn and Sinclair that approach the beach... Imagining retail shops at grade with residential above. Finally, I wish I could read the ideas and wishes of First Nation people throughout the plan, including in the vision for the future.
 121. I do not think this plan recognizes the unique character of Cadboro Bay and in some cases is financially irresponsible. For example there is a proposed bike lane on Sinclair from Cadboro Bay Road to Finnerty. I have lived here for over 20 years and driven that road at all times of the day. I can testify that I have seen no more than 3 - 4 bikes on that section of the road. Putting a bike lane there is not only a waste of taxpayers' money (mine) but creates a safety hazard on an already hazard
 122. We need a closed in dog park.
 123. Once the new condos are built on Penrhyn, I feel that the village is dense enough and Queenswood could be a bit denser. Not apartments, but smaller lot sizes to infill more homes. Traffic and parking is slowly starting to become an issue in the village.
 124. As agreed at the community consultations, the "village area" should not have 4-storey buildings except beside the existing shops. Ten Mile Point and Queenswood should allow for more density in areas where green space and character aren't paramount
 125. Development should not get too close to 10 Mile Point or Queenswood. Trees, rural, minimal sidearms and streetlights. Natural. Please do not allow developers to split large lots even if they are zoned RS-12. The trees, neighbours and overall community suffers. Thank you.
 126. Too much new height for the immediate area around the village. The plan does not take into account the view scape - the glimpses of the bay between buildings is what makes the village special.
 127. The vision is timely, facing the realities of increased growth, yet recognizing the need to retain the ambiance that appeals to Saanich residents and visitors alike.
 128. Need to maintain lot sizes everywhere - nobody goes to 10 Mile Point unless you live there mostly the maintaining those lot sizes although great, yes please! You need to ensure you don't equate lot size with allowing a rural feel that helps provide environment for local flora and fauna. And if you over encourage development in the rest of the bay then we lose so many

solid great homes, character homes, that are worth more \$\$ flattened than preserved. In-fill can be done sensitively or ...

129. Please work with the province/building code to change requirements for large lot builds to create an onus of proof on the developer when they cannot adapt building plans/footprint to established tree location. To take climate change seriously, building plans should be adapting to the natural landscape, not the other way around.

Q5: Are there other Environment and Sustainability goals that should be considered?

1. Protect migratory bird sanctuary from dogs on beaches
2. I did not see any mention of how parking will be addressed with the plan for further densification. Yes transportation options enhanced but I do not want to see Cadboro Bay looking like Fairfield with so much on street parking in a much sought after area to live
3. promote active transportation including new zero emission (electric) personal mobility options such as unicycles and scooters and bikes
4. Reduce the risk of septic failures to sensitive low frontage waterfront such as Lockehaven Driven. Septic failures then result in spills of sewage directly into Telegraph Bay. This has happened twice in the past month on our property. Access to municipal sewer is much more appropriate for the waterfront properties on Lockehaven Drive.
5. Not mentioned as far as I can tell but ensure any new development has a porous surround to cope with inevitable flooding due to climate change. Avoid development on lower Penrhyn - in potential flooding and liquefaction (following earthquake) zones.
6. I would like to see a greater recognition and respect for the Victoria Harbour Migratory Bird Sanctuary, which we are so fortunate to have Cadboro Bay's coastline included within. In particular, I would like to see dogs prohibited from this stretch of coastline as they're ongoing harassment of birds presents a significant threat. I would also very much like to see the restoration of the northwestern areas of Gyro Park restored to a natural wetland, with a boardwalk and education signage.
7. A program to control deer There's not much point in enhancing biodiversity if deer destroy replacement plants, be they native or climate-change-adapted. Stewardship programs - education and incentives for privately-owned land is important - in part because there is so much more of it. It should not be limited to natural places.
8. Extend the municipal sewer to Lockehaven Drive/Palmetto. It is the only street in 10 mile point without access to municipal sewer. This is no way changes the character of the neighborhood. It improves health and environment along an environmentally sensitive waterfront. The addition of municipal sewer is strongly supported by the community.
9. These are all good talking points, but it is how these items will be actually addressed that will be a problem
10. This is great, but let's make sure that when Planning is issuing building permits that a stricter eye is given to preserving and retaining existing tree and native shrubbery. When rezoning is considered, it should be contingent on maintaining and maybe even improving the greenery. At this point, it does not seem that new builds are doing enough to support the vision of "maintaining urban forest and green character of neighbourhood". There needs to be more follow through to ensure this happen
11. Installation of EV charging stations
12. Monitor and control population growth & subsequent vehicle increase to avoid taxing or overly infringing on the natural features, and to maintain the urban forest & green character of

- neighbourhoods,rs & areas, & to maintain
13. Ten mile point has no groundwater control infrastructure. Our property flooded with the "atmospheric river" because of this gap. With such climate events likely to occur more often - these infrastructure deficiencies need to be addressed.
 14. Food sustainability. The plan is silent on this, but much could be done to help residents grow food. Encouraging the use of the city land in front of each property and controlling deer. And more needs to be done for climate change adaptation and more quickly. The proposed developments east of the village, whether already approved or not, should be reexamined in light of the recent flood. The 1 metre sea level rise projected by the plan is a significant underestimate.
 15. Determine specific ways to reduce our local carbon footprint that will support environmental integrity.
 16. maintain the greenspace surrounding currently occupied residences
 17. I don't want to see the environment goals take away from family living, where we are considered trespassers to the many special interest groups.
 18. First Nation names for trails in Haro Woods and other natural features. Nature play areas (e.g., Tinkertown in Haro Woods like in Mt Doug).
 19. The lack of sanitary sewers to all of 10 Mile Point causes an environmental risk that should be rectified before there are septic tank failures.
 20. Many. many smaller lots and smaller houses would support sustainability...not monster houses on big lots in Queenswood & Ten Mile Point
 21. In two years I have seen at least 14 mature trees cut down within a one block radius, clearly this needs to be addressed more effectively
 22. Please please please use science and first-hand observation to define eco sensitive areas, rather than simply computer models without putting boots on the ground.
 23. Larger houses (new builds) are still replacing old ones and being squeezed onto small lots. Large trees are often removed to facilitate this. Huge buildings perched on the oceanside edge of Seaview road will inevitably impact the fragile beach wildlife zone by noise, increased runoff and increased lighting.
 24. EV charging stations.
 25. Limiting the size of new single family builds. Why you approve permits to build massive new homes where previously there were attractive, characterful homes is a seriously poor decision on Saanich's part. The clear fact is these massive homes are blocking views previously available to pedestrians & homes behind these massively polluting monsters. A walk along Cadboro Bay Rd w. speeding traffic, crappy sidewalks, poor lighting, limited spaces & severely reduced views continues unabated.
 26. I would like to see an end to boats anchoring offshore, perhaps that would end the boats washing up on the beaches when the weather is bad.
 27. The wetland at Gyro park must be restored

28. Great ideas, but not what is happening when subdivision or infrastructure is determined. In other words, I can only scoff cynically at points #1,2,4,5,6,8. What is the point of local stewardship if forest, watersheds, and green spaces are removed to accommodate development of increasingly dense housing? You can't have both the development that's happening now and the local area plan.
29. More walking trails if possible
30. Saanich should work with the federal government to remove at least the developed parts of Cadboro bay beach from the 1923 Migratory Bird Sanctuary. Action should also be taken to address the causes of periodic water contamination
31. Drop the double speak and actually protect the environment. Stop over developing the area. That also means protecting local trees that evolved in this region over thousands of years instead of allowing them to be cut down for development and replaced with whatever non local dwarf bonzai that can be found to substitute them.
32. Require Saanich to properly maintain municipal property such as parks and road allowances not yet constructed.
33. Protect migratory bird sanctuary by enforcing rules to protect wildlife; develop wetland in Cadboro Gyro Park
34. Gyro. Restore and protect wetlands. Stop gpv parades and fairs where cars park on grass... Please please for the love of insects, birds, and pollinators, create pollinator verges and pollinator pathways of native plants and STOP mowing and blowing unless it's a sports pitch like Maynard. Both GPLB and electric affect insect population and hence birds. They must be outlawed. Our notion of landscaping and gardening requires a Massive paradigm shift happening slowly globally
35. It is clear that there is a lot of UVic 'connectivity' planned for connecting trails through our neighbourhood, Queenswood Campus and VIHA property. I find it interesting that none of the current connecting trails on these properties are indicated in the draft plan. It is especially misleading when the draft does not show any connecting trails on the VIHA lands that provide the walking and cycling opportunity in the Natural settings. Why is VIHA property indicated as Big Red Blobs??!
36. Outflow of homes on septic into ocean collection
37. You've already been doing massive environmental damage to the area through overdevelopment and population increase. Of course I support the environment, but it is not what you are actually doing.
38. Put in sidewalks that lead into cadboro bay village, that connect and do not end halfway up the hill and crosswalks at the entrance in/out of the uplands (cadboro bay road) that leads into/out of the village
39. These goals look good on paper, but they have to be backed up with bylaws, regulations and enforcement. Right now, all too often oversized developments are approved, trees are cut down, and green space is lost, replaced by concrete and asphalt. Bring back the EDPA and improve the Tree Protection Bylaw.
40. No progressive tax strategy and no advocacy to provincial and federal government for

- progressive taxation to finance fossil fuel's immediate end.
41. Please define "enhance" - e.g. it could mean building concrete retaining walls?! Watershed health must include streams and creeks at Haro Woods near Finnerty Rd they should not be buried!
 42. yes, maintain local flora + fauna; not to build new houses in the village; stop construction
 43. Please define "enhance" e.g. it could mean building concrete retaining walls on the waterfront. Also, "Watershed Health" must include streams and creeks at Haro Woods/Finnerty Rd and Mystic Vale and they must not be buried.
 44. Unused private land should not remain private. There are large swaths of private land with relatively natural habitat that have no protection and are at risk of destruction for financial gain.
 45. Dog friendly off leash park
 46. Emphasis on reducing emissions from transportation: pedestrianization of village would help.
 47. Cycling and walking facilities on Cadboro Bay Rd.
 48. Wetland restoration at Gyro Park (currently gyro park is not classified as a wetland by the province), and there should be more focus on the Migratory Bird Sanctuary along the Gyro beachfront, and create ambassadors for educational awareness as bird populations are frantically decreasing.
 49. I see a map shows "Finnerty Creek", which does not actually exist. It is merely an erosion channel from a UVic storm drain. Please remove. Otherwise, this is a good section.
 50. Talker buildings
 51. I actually do support all this pages proposals, but since I don't want a "yes" for the other pages, I am just marking this one no.
 52. Need to be mindful of climate change affecting the Gyro Park area and ecosystems. It is already prone to flooding.
 53. Hope there is a solution to the pools of water in the park. Really liked the "framed off" dog play area that was only in place for a short time..
 54. gyro park is a natural flood plain , no building should have been permitted like in the past, also susceptible to liquefaction
 55. The over-strict year round rules for dogs go too far and restrict the livability for dog lovers and dog owners. Both can be sustained here - environment and pets.
 56. Cadboro Bay needs to acknowledge the physical and mental well-being that dogs bring to their owners and incorporate water and land off-leash opportunities.
 57. As long as "reduce greenhouse gas emissions" doesn't mean "remove the parking lot"!
 58. Emphasis on retaining existing trees. New residential developments in 10 Mile Pt have resulted in developers removing significant trees
 59. 10 mile point has no bus service. Soon I will not be able to drive, and I would have to sell my house, because I could not easily access shops etc.

60. Dogs on leash in public parks & on the beach to ensure & protect habitat & bird sanctuaries
61. more townhome sites for stepping stones for families to move into the neighbourhood
62. Stop urban spread build up to 15 story condos
63. The goals around shoreline, habitat, etc are good. However, without adequate housing it will not be possible to achieve “resiliency” nor support the transit and investments the plan talks about (focus investments where more people - of diverse incomes - live)
64. I am concerned that individual voices seem to outweigh what might be best for the larger community. It seems that those people who have money have more influence in the decisions that are made; particularly about the environmental concerns in the neighbourhood. Trees are torn down en masse for construction of condo projects while individuals are not allowed to cut down dead or dying trees; dogs are banned from the beach but loud motor boats, parties, and massive landscaping projects seem to continue
65. I would like to see an end to car shows in the gyro park, it is very destructive to the grassy areas.
66. Improve walkability and cycling infrastructure. Get a farmers market.
67. Consider replanting wetland vegetation/more natural vegetation in Cadboro Bay park in the areas that are already mostly submerged during the winter months.
68. We need to work with the Federal Government to find common ground to reintroduce off-leash dogs at Gyro Park beach.
69. When large trees are taken away, large trees should be planted in the same place. e.g. Penrhyn where 3 large pine trees were removed and low growing boxwood shrubs put in their place. That was disgraceful! I phoned and was told that trees would be planted but that did not happen!
70. Existing forest must be preserved. Too many trees have already been removed. Sustainability includes retaining existing homes, not building massive replacements. Any new builds should be "passive" and as close to net-zero as possible (not just "ready"). No new gas connections. If we are in a climate emergency, we need to act like it.
71. Get rid of the cars that create noise, pollution and are a danger to pedestrians ... let people walk, bike or take the little Jitney style bus (the Cadboro Bay Cart) - from some point in the village on a circular route down Sinclair to the beach and back via Penrhyn. This could be paid for with paid advertising on the side of the bus. You could build a beautiful wetlands style park (Penrhyn side) with lots of information on the animals and flora that frequent wetlands area.
72. UVIC's Mystic Vale, which is being rapidly degraded by large numbers off-leash dogs, is a major issue here. It is important that Saanich recognizes this threat to a key habitat and does not inadvertently work against its preservation in the name of feel-good 'access'. Also, what can be done about unleashed dogs out of control on the beach? Most dog owners refuse to comply with, and some are actually destroying, signs. You can't protect and enhance natural features until this is dealt with.
73. I do not support "more housing forms" in Cadboro Bay.
74. Maintaining protection of the migratory bird sanctuary. This means no dogs on the beach!

75. Encourage native plantings and native plant gardens.
76. Floodwater/ floodplain and groundwater seepage to prevent flooding due to sea level rise and increased rainfall
77. YES 5. Page 41: Terrestrial Ecosystems and the Urban Forest WE HAVE TO GET RID OF INVASIVE IVY ON BOTH PRIVATE, PUBLIC SAANICH AND UNIVERSITY PROPERTY. This includes first and foremost vertical climbing, berry bearing ivy, then ivy on ground followed by broome, etc. etc) If we don't do this, we are going to lose our urban forest. Your point 4.3.17 on page 44 is too soft. We can start with teaching, possibly volunteer help to start but afterwards mapping of key private and university owned in
78. Get rid of graffiti
79. Must ensure new housing & building has no blasting, including for underground parking or to increase house size by going below ground. Changing what happens below ground, changes what happens on ground. We have sensitive underground environment with a high water table to consider. If the water can't go underground and drain, flooding starts. Ref recent heavy rains & basement flooding. Also Caddy Bay is a seismic zone.
80. Link to other Saanich LAPs and those of other municipalities, e.g. Oak Bay and Victoria, to gain support and success.
81. Cadboro Bay has a number of vocal residents who are highly privileged and often living in close proximity to Cadboro-Gyro Park, who use "environmental" arguments to try and make the park more exclusive to themselves, and less accessible by the public. I agree with all of the environmental goals above however they should not be used to self-righteously overpower other important community needs.
82. Cadboro Bay should be dog friendly. Gyro should have an off leash dog area.
83. Any development should minimize blasting and commercial building structures should not have underground parking as the blasting and digging will disturb the fragile and sensitive underground environment of Cadboro Bay with its high water table, sewage and drainage capacity (which with heavy rains might overwhelm the system and risk flooding) or hasten erosion as natural bedrock is disturbed and hasten erosion in an earthquake zone.
84. Supporting a reduction of energy consumption means not taking away areas for people to walk their dogs off leash, requiring them to drive elsewhere.
85. [1] The new dog bylaw on the beach is not working. Fix this to protect birds. [2] Mandate no more oil or gas hookups for houses. Require all existing oil/gas phased out in 10 years for GHG issues.
86. Support/encourage small-scale food growing
87. Enhance walkability increase range of businesses in village area to encourage shopping locally
88. would like to ensure there are water efficient buildings and landscapes going forward beyond the underground infrastructure
89. Preserve quiet and protect night sky from light pollution. Think about these issues in the context of noise and pollution associated with "greener" heating and lighting options.

90. I support the goals but I don't think the plan executes the goals. To continue my comments from the previous page re the bike lane below Finnerty. The steep grade will prohibit bicyclists from using any new bike lanes. As one resident at an open house commented "There are building a plan for a place that does not exist." Staff were not open to our comments.
91. City needs to clean beaches now dog walkers are essentially banned.
92. Key element of the plan. Need to ensure mature trees are retained and native trees planted/replanted wherever possible.
93. We need bottle/can recycling receptacles at Gyro park. The garbage are often overflowing with bottles left beside them.
94. Wildlife, our trees & meadows, beaches & oceans
95. Figure out ways to reduce people driving to the village and beach. Driving dogs to the beach for walks is not an activity that is consistent with the sustainability plan
96. Protecting greenspace is a core value that must not get lost to thoughtless development.
97. My answer is neutral because there is no explanation of how this will be implemented. The things listed all sound good and ideal, however are very vague and do not say much. Everybody talks about environmentalism but actually needs to be a top priority when making decisions and the actions that take place should reflect this. I also do not understand how any part of the plan could "enhance" biodiversity when it is about development.
98. i strongly support this but it is at odds with your overall plan that will encourage demolishing and replacement with larger mass buildings. This is at odds with what you are saying here completely.
99. planning for sea level rise
100. Build up not out, incentivize protection of trees and habitat on private property, change new development regulations to stop removal of forest for excessively large homes or builds that could have instead creatively worked around the treescape
101. Greater emphasis on storm water management. It is deplorable how often beach and ocean access is restricted due to high pollution levels after storms
102. Encourage planting of native trees/plants. Keep cats indoors or on leash.

Q13: What else should be considered in the Queenswood Neighbourhood?

1. Affordable Housing
2. Please don't add sidewalks or streetlights
3. Possibly looking at how many lots could be subdivided if the 2,020 sq metres was down zoned to RS13 or even RS12
4. The voices of non-residents - the people who could live in the area if there was more diverse/dense housing - not just the voices of existing (multi-million-dollar) property owners
5. Zoning on the north side of Arbutus Rd should match the south side, as it forms a significant secondary corridor in the neighbourhood for housing and active transportation improvements.
6. I agree with pathway improvements. Cycling improvements should be done on Arbutus
7. Protection from retail use development even if 'small' as mentioned in LAP, and protection from building of a coffee shop in Queen A. area. Multi-unit housing should not be considered for this beautiful greenspace.
8. Tree houses? I've never understood why the Queenswood area should be exempt from contributing to the need for the need for densification. While it's desirable to maintain the tree canopy, large lots serviced by sanitary sewers, or which readily could be, could support more densification than that allowed under the garden suite program.
9. Provide access to municipal sewage to those who currently do not have access.
10. Any consideration for development for housing at UVIC or Queen Alexander should be limited to two stories in keeping with the residential neighbourhood area. As well, trees retained and a large buffer zone between streets maintained. Residents moved to this area for the green space. No entrance off of Queenswood to accommodate UVIC property. For any considered rezoning, current height and floor space restrictions should be maintained. Reducing parking requirements will see more street pkg:(
11. I am supportive of SOME additional housing in Queenswood, but do not see the need for dense forms of housing when there is a lot of room for additional single detached houses
12. Any garden suites or other buildings are approved, they should be designed to continue the semi-rural mentioned above.
13. Land reclamation for indigenous to honour obligations under the truth and reconciliation report.
14. Maintain the forest. Any new building should take the existing trees into account. Replacing them with three small trees does not cut it in a climate emergency.
15. More access to greenspaces, e.g. trails.
16. It would be nice to see townhouse development in this area to accommodate people downsizing, to allow them to stay in the same area as they age.
17. I would like to see separate small one level cottages allowed on larger properties so families can live together on one lot. A main house and a separate cottage with cooking facilities. As long as parking is included on the private property...this does not affect the neighbours.

18. Keep public beach access so rich white folks don't claim it all for themselves.
19. Sewer installation to all properties not presently serviced
20. Split these elitist large lots and densify! No family needs >10,000 sq-ft lot and 2500 sq-ft house!
21. I do not want to see any more trees cut down. The infrastructure in Queenswood cannot support multifamily dwelling, and will change the character of the community in a negative way.
22. Arbutus Street is a race track at night. To minimize policing and danger to young people out at night traffic circles need to be put in place, one at Hobbs and one at Sherwood.
23. Maintain semi-rural feel. Ensure any QA redevelopment does not create a parking problem in Queenswood.
24. Keeping green spaces and trails connecting walking areas. Keeping public access to beaches for locals wishing to avoid the busy and crowded times of the year at Gyro Park Beach.
25. Street parking on top of sensitive tree roots should be banned, this is evident in front of UVic's ONC building. This will only worsen once the daycare opens on this property.
26. Underscore the plan to use Queen Alexandria lands for seniors housing.
27. We need to maintain greenspace..I do not want western parcel/institutional lands of this area to be densified with housing, supportive or otherwise. No specified height and footprint limits are indicated for these areas. These areas should bare the burden of densification of the region.. No towers, please leave Greenspace and areas for ample parking. Parking needs in communities will still be necessary... aren't there covenants on these properties about land use?
28. The Queenswood area is special. The fact that large homes on very large lots are considered to be "OK", but to increase dense building in the village area is not equitable. Large areas should be accessible by all, not just the privileged few.
29. Protect it as is.
30. More housing units means more traffic, more parking, and fewer trees leading to a gradual erosion of the forest and what makes Queenswood special. Every new development in the area sees trees being cut down on the false pretext that they are "diseased". It has become a joke in the neighborhood. Pay an arborist enough money and they will say every tree should come down.
31. I would love to see townhouses in this area so seniors could age in place
32. There are many areas that should be developed in Queenswood where townhouses or duplexes can be built to accommodate families wishing to move into the area WITHOUT having to squeeze more residential properties (duplexes, triplexes and so on), on Penrhyn and closer to the heart of the Village.
33. How about student housing on UVic ksnd and social housing at QAH
34. All of the MacDonald Drive section all the way through to Telegraph Bay Road should be considered together with Queenswood Drive and NOT with the section along Arbutus to the

- south of it. Those are completely different geographical areas.
35. More densification.
 36. The section of Queenswood (about half) which is heavily treed and/or ecologically significant could have larger lots. Lot size for single homes should be max not min, and house size should not exceed ~65% of the lot, leaving lots of green space. The parts of Queenswood that are not heavily treed or ecologically significant should be sized similarly to in the outer village area.
 37. The road system should be kept in its semi-rural configuration without sidewalks or streetlights. Adding significantly more housing would cause traffic and parking issues that must be considered in any future plan. This is area that is heavily used by walkers and cyclists because it has that semi-rural feel. More housing means more traffic and more traffic will cause safety and congestions issues.
 38. Leaving it alone.
 39. Secondary suites and triplexes. Yes... However, stop mega-mansions building to the envelope of lot thus arguing they must cut down trees... even heritage or protected trees!!!
 40. This area is of historical significance. Since UVic purchased lands, it is now a Campus. Over the past 35 years there has been a huge push back against Inst. lands negatively impacting our neighbourhoods off of Haro & Arbutus. Residents do not want the boundaries between Haro Rd & Queenswood Campus along Haro Rd to be broken. UVic sprawl is not wanted. We currently experience the impact over 8,000 students roaming our neighbourhoods all hours. Safety issues are at hand.
 41. It is unacceptable that homes are on septic and municipal sewer has not been brought in to remaining homes. Ten Mile was done etc. Density is an issue people in Queenswood should not be discriminated against. It feels this way.
 42. Question #10 puts two questions into the same question, which does not make sense. I support maintaining the single family homes, but not adding additional population to the already overstretched environmental/regional capacity and infrastructure.
 43. The large lots and rural feel of Queenswood must be maintained. It would be a mistake to allow high density housing on the Queenswood campus. Infills should not be allowed, but tasteful garden suites should be. Queenswood should be connected to the municipal sewage system. The environmental considerations of these properties having independent septic systems emptying into the ground in Cadboro Bay with the increased rain, rising sea levels and higher density needs to be addressed.
 44. Green space on the Queen Alexandra Centre property should be preserved and even enhanced. If the property is sold, it should not be developed into housing. And above all, it should not go to UVic. Future development of UVic should stick to The Ring rather than encroaching on Cadboro Bay, which the Queenswood property already does.
 45. Sewage
 46. Preserve the trees and limit development along the shoreline. With new developments following demolition of old houses limit the amount of hard surfaces for driveways etc. Definitely maintain its semi-rural feature and no bright LED or other lights.

47. They have incredible large lot sizes that they can afford to subdivide into low rise townhouses/duplexes
48. You contradict yourself in each sentence. Stating that the community does not want any development, you instantly mention infill options. Nice try to overdevelop the whole area.
49. Preserve the trees and limit development along shoreline. Limit 2ndary & Garden Suites. With new houses after demolition of old Houses, limit hard surfaces for driveways etc. Maintain semi-rural feature. No globe nor LED lights. IF there are street lights, they must be amber and point downwards.
50. Lot sizes need to be decreased. All this promotes is wealth inequity and a prioritization of the wealthy. Furthermore, the entire concept of residential-only zoning is disgusting and should not be used. Get out of the 1950s.
51. Use filtered permeability to reduce traffic flow. The neighbourhood currently enables fast driving through the neighbourhood. One idea is to join the two parts of Haro Woods by restoring Arbutus Road to forest.
52. End single family zoning and parking minimums everywhere.
53. Maintain rural flavour
54. Question 9 asks about the northern, central and southern sections and it would be helpful if the above map delineated each area.
55. Re: 12, an intensive look at trees when developing multi-unit properties, and the demand for residential parking is a must.
56. Single family zoning is exclusionary and is rooted in racism. Homeowners should be more welcoming of a diversity of households.
57. Telegraph cove is a special place- needs to be maintained, preserved
58. Queenswood is not walkable to services, so providing more housing in this area should be discouraged.
59. More condos.
60. Nothing. Nothing should be changed at all.
61. Like Ten Mile Point, this is the most upscale, fanciest type of neighbourhood in the Province and will always be. Therefore, run with that and work off this strength as the pride for all of Saanich.
62. Need to build on the strength of this area which is an area of estate sized lots, large trees and expensive custom homes.
63. I think it needs to be maintained as is as people buy there for privacy, quiet and small amounts of change.
64. Leave it as it is.
65. Looks like you're trying to cater to highly affluent and influential residents in Queenswood / Ten Mile Point in this plan? Any development in the institutional properties MUST include significant public amenities - free parking at UVic for residents on weekends bringing families for recreation opportunities, field use, park land etc. Charges for fields, parking etc. to

residents are far too high for public amenities they've been given municipal supports for. Should also include new parks spaces within.

66. We need fewer people, not more housing
67. Get rid of minimum lot sizes. Increase height and size of multi-family projects far beyond current allowances.
68. Senior housing and care homes such as run by the Baptist Housing on Carey Rd. Priory style Green seniors care.
69. Single-family dwellings are increasingly unhelpful for the community as demand grows and houses become unattainable. To ensure the community stays maintains some youth and accessibility for the next generations, housing units with more capacity are needed.
70. More townhome sites for stepping stones for families to move into the neighborhood. more infill developments for smaller lots
71. Tall high end condos 20 stories
72. Consider rental and affordable housing (including through affordable homeownership programs) up to 4-storeys on any lot.
73. Maintain the trees!! Too many trees have been cut down to allow for new builds.
74. I'm curious how this plan intersects with the Cedar Hill Corner plan from UVic - our home backs on to the endowment lands and I would like details on how this plan will intersect (or not) with the Caddy Bay Plan.
75. Safer shoulders/areas to walk along the road e.g. Queenswood drive is narrow, poor visibility, less safe for pedestrians. Consider smaller lot sizes.
76. Do not allow any more building to take place when trees and important habitat vegetation is removed. Shame on you Saanich Council for the trees you have allowed to be removed on Greenwood so far! Keep the street lights down to avoid light pollution.
77. Maintain trees. Limit maximum house size. 80% max building is too large on a large lot. Any subdivision will decimate the forest.
78. Maybe a bike path or walking route through the neighbourhood but not impacting on the privacy of its residents.
79. This all depends on the type of and style housing. For example, the UVIC family housing town-houses are badly planned, shoddily built and cut off from the neighbourhood. A similar complex at Queenswood would be inappropriate, but a better planned and built housing might be very appropriate. How much control does Saanich actually have over these institutions' plans and budgets?
80. Access (includes car parking) and facilities to enhance recreational use of Finnerty Cove beach in any redevelopment plans.
81. Particularly in the southern part, allowing for townhouses that are for families. Not more rental housing, but family housing. Families are being squeezed out of Saanich by expensive houses on giant lots, and tiny secondary suites/garden suites that are not suitable for families. Cadboro Bay used to be a great family neighbourhood, but it is now out of reach for most

- families in Saanich.
82. natural habitat leaving the trees and the quiet nature of the area do not do what they have done at Bear mountain
 83. Minimum Lots sizes should be reduced to allow for more density per lot (lot density) as well the lot should not be considered in context of single family dwelling after up zoning to a higher density. Further to this is that the single family dwelling should not be the standard to which a DP is assessed but a row house as the lowest density development built form.
 84. The community has a major problem with Queenswood properties because the owners do NOT maintain their property. Most have no control of their invasive plants N.B. ivy etc. If this is not mandated with legal action after a start grace period, we will lose the "rural wooded environment" that we so love. Similarly, the University does not control its invasive plants on either the Haro woods section they own or the Queenswood Campus. Action is required to ensure that this is done in the next 10-yrs
 85. Leave it the way it is.
 86. Plan relies on Queenswood large lots & low density to compensate for increased Village density. Alt building arrangements allow opportunities for family extension & others to move & enjoy the area. QW & Ten Mile properties large 2nd home on acre doable with reduced site coverage reduced FSR & trees retained. Now trees taken down for big footprint rather than small homes with natural green space/forest. Subdivision permits not equal .e.g. Tel Bay house abutting QW proposes undesirable 5 homes on one lot. Trees cut...
 87. I do not support relying on the Queenswood area to offset higher density around the village. I love the rural feeling of the extremely large lots on Queenswood and Ten Mile Point, and don't want to see them clear cut for multi-family housing, but I feel there are more opportunities there to increase density somehow (e.g. allowing families to build a second home for family extensions) than jamming multi-family and four story high buildings around the village centre.
 88. Think about potential future harm from storms and rising sea levels surrounding the perimeter of this neighborhood.
 89. I would not be in favour of subdividing the Queen Alexandra and Queenswood institutional properties. My support for limited infill opportunities is contingent on retaining the natural environment surrounding the homes.
 90. Queenswood is relatively flat and accessible to the village, which makes it an ideal opportunity area for greater densification (townhouses, fourplexes). I do not understand why people in large homes on large lots should have a right to push away needed development and housing supply, if there are good lots/opportunities for that.
 91. It should be a place where everyone can live- not only the "haves" affordable secondary cottages and suites needs to be built and pet friendly. empty properties must be heavily taxed to discourage that practice
 92. Maintain pathways which is in keeping with semi-rural -ness; no concrete sidewalk which require by code 6-10 ft from road edge and therefore further erode the natural environment. Saanich could cut back brush and maintain pathways for pedestrian. Despite subdivision constraints as described by plan there is current subdivision where large and high structures are built involving blasting and removal of trees and brush. is Plan using constraints in QA and

- 10MilePt to push t through Village development?
93. Allow for and encourage small farms to provide resiliency and meet local food deficits expected with climate change.
 94. Selective sub-division where appropriate, especially along Arbutus corridor, and strict off street parking requirements.
 95. Make rules more consistent with the rest of the Cadboro Bay plan.
 96. Make rules more consistent with the remainder of Cadboro Bay
 97. Neighbourhood. Don't agree with keeping infill limited; there should be more density. Entered neutral because it is the right direction but does not go far enough.
 98. Question 12 above. The reason I don't support this is because the permitted footprint space under current zoning is too large. We put a 2,400 sq foot house on our lot but would have been allowed to build 7,000 sq. Feet.
 99. Conservation of rare Garry Oak forest within the context of these large properties. Encouraging conservation easements, donations, tax incentives for large landholders (including institutional ones) to preserve these values in perpetuity.
 100. In these modern times supporting large lot sizes in an urban community resists opportunity and diversity for the sake of aesthetic values. Queenswood (along with Ten Mile Point) have a unique opportunity to increase density while developing a modern energy efficient community unmatched in the western world, instead the plan encourages old world values.
 101. To maintain the tranquil countryside feel
 102. More public access to the waterfront so all people can enjoy the beach. As the population grows the small pockets of beach access are growing busier, whereas there are vast areas of waterfront in front of private houses that cannot be accessed yet they are public below the HWM.
 103. Lot sizes should not remain at the current large minimums for new development unless green space and neighbourhood character can be protected
 104. Maintain the 'dark skies' no street lights for owl friends, no sidewalk and rural treed character.
 105. Queenswood is the last of the urban forests in Victoria. It is home to an innumerable number of wildlife and plant species. There should be no only limited development as suggested i.e. additional structure with an existing dwelling. This are must be preserved for future generations.
 106. That the institutional properties NOT be divided up into smaller parcels. No redevelopment. Should become parkland for the enjoyment of all Saanich residents. With sea level rise, Caddy Gyro Park will face increasing encroachment. The higher site at QA and adjoining properties provides a longer timeline of use.
 107. For number 12, I support the idea of rezoning the properties, but not for new developments. Older houses are an important part of a nice neighborhood aesthetic and are usually the same or more solid than new developments. To tear a preexisting house down would be an absolute waste and most likely sad due to the loss of the style and charm (especially some of the old houses in Queenswood and Ten Mile Point). However I would support using what's there and

turning the houses into multi-unit homes.

108. Public access to the beaches be made clear - beaches and all named areas renamed with indigenous names not old white guys' names please.
109. Preserving the neighbourhood
110. Infill is good, but equally so is the protection of urban forest. Incentive the creation of more affordable housing but not at the expense of mature trees.
111. I believe a slightly reduced lot size could encourage development
112. I would support this if the number of cars did not increase with housing density

Q17: What else should be considered in the Ten Mile Point Neighbourhood?

1. Something else
2. Smart infill where compatible.
3. The 4000m² minimum lot size is arbitrary and too large - there are many lots much smaller than that already in the neighbourhood. Large lot sizes don't preserve 'semi-rural' feel or natural amenities. It's the ratio of buildings to lot sizes that matters, and the preservation of trees, pathways, and parks. My family's lot on Tudor Ave is just under 10,000sqft - a quarter of the proposed minimum lot size. Instituting a minimum lot size of 4000m² only preserves estates. We need more families here
4. Some lots are way too big and owners should have the ability to subdivide to the 960 Sq m size. Should also allow greater density to allow residents to downsize into smaller houses/properties and still remain on the Point.
5. Could consider the higher 2 story residential infill zoning on Arbutus going up the hill and on Tudor around Cadboro Bay Rd, to facilitate gentle density along the only somewhat busier and more accessible parts of the neighbourhood.
6. Lockehaven Drive is the only street in Ten Mile Point that has been denied access to Municipal Sewer. Over the 30+ years of this denial of service, the community has seen health risks and environmental damage due to septic failures, directly into Telegraph Bay. Moreover, the street has spent more than \$2M in replacing/maintaining/installing septic systems. Saanich needs to fund the extension of municipal sewer to Lockehaven Drive, as it did for the rest of Ten Mile Point.
7. Good to maintain semi-rural aspect (e.g., no streetlights or sidewalks).
8. As with the Queenswood sub-area, more densification could be supported if sensitively done. Sewer is available here which would facilitate rezoning to multifamily as described in question 16. f
9. Provide access to municipal sewer systems to the streets that do not have access - Lockehaven and Palmetto. This reduces health and environmental risk. It in no way changes the character of the neighborhood.
10. See comments for Queenswood regarding retention of trees, height and floor space restrictions. These must be done in consult with the neighborhood and in keeping with the area. Classic and/or clean line architecture.
11. Sidewalks, especially on Tudor.
12. Garden suites and other new buildings should be designed to maintain the character of Ten Mile Point.
13. Ground water control mechanisms, pedestrian and bike access pathways, lighting, sidewalks to improve accessibility and safety. Reclamation of land for indigenous through rezoning to be applied as property ownership turns over. Recreation infrastructure for residents at tip of Ten Mile that is 2km away from any other such services. That Ten mile is a mix of higher density (e.g. 25 residents per acre) and lower density and the community needs to hear from both. Tighter rules around trees

14. Maintain all old trees as per Queenswood.
15. Overall floor space for housing should be reduced to prevent excessive builds on lots. Currently there are a few "monster" houses which create a "wall of house" that destroys the natural environment of the lot. I.E. Ratios between house and lot need to be reduced.
16. Aging in place is very important to people, and so a denser type of housing in this area would allow people to downsize in the same area that they have lived
17. I think that these permissions for more housing units on a property need to include no parking on the street and a maximum number of people living on the property so you don't have a family of 10 moving into a 3 bedroom place.
18. Dark night sky on "old" part of the Point, i.e. south of Wedgewood Point Estates
19. Lockehaven Drive and Palmetto St and a few houses on Telegraph Bay Rd are the only places in 10 Mile Point not on municipal sewer. Most houses are very near the water and any failures or leaks in septic systems will impact the marine environment fairly quickly.
20. Implement a sewage system in all areas of Ten Mile Point (including Lockehaven Dr)
21. sanitary sewer service to all properties
22. The area along Lockehaven and Palmetto Place are not serviced by sewer. They should be. This is unrelated to lot size.
23. Densify! Same as Queenswood..no one needs > 10,000 sq-ft lot or >2500 sq-ft house
24. There should be no further healthy trees cut down. Adding multifamily dwellings in this community would have an impact on the planned infrastructure. This area is not accessible by public transportation and more cars would cause problems in adjacent areas.
25. Tudor pedestrian safety is a thorny issue. Try to find a middle-ground that improves safety but retains the current feel. Please don't go overboard with sidewalks and street lighting. Much can be done to improve it without those changes.
26. Maintain green spaces and trails. Include garden suites and tiny homes in the definition of "more housing units" that currently here includes duplex, triplex and fourplex.
27. It's been a constant construction zone for the past two years at least. The new homes are immense. Nobody seems to live in the ones that are finished. They are only ever visited by maintenance people and gardeners.
28. Sidewalks. Transit. Better lighting.
29. Street lights and some sidewalks.
30. Better traffic management, any sort of lighting, creating walkable and safe areas roadside -- this is a very risky area to walk.
31. Protect it as is
32. What do these questions mean? If a respondent thinks lot sizes should be larger rather than smaller, how will you distinguish? Is the only choice to maintain or not? What does 'not' mean? It all depends on exactly where we are talking about, geographically.
33. More densification. Reconsider the idea that each family needs a massive personal yard.

34. 930sm is too small on TBay Rd. Doubling the housing by adding garden suites while also reducing lot sizes, particularly on the Western portion, is not supported. In the Lockehaven area, there is also a restrictive covenant that must be respected. A developer and one new home owner attempted to subdivide their lots in contravention of this covenant, which the remainder of the residents support, and which has been defended successfully twice, the most recent in 2019. Traffic is a concern.
35. The areas in Ten Mile Point that do not have sewer system access (Lockehaven, Palmetto & part of Telegraph Bay Rd) should be provided with this important infrastructure, which will also reduce the significant environmental risks of septic systems. This can and should be achieved without any negative impact on the semi-rural character or any increase in population density. A substantial number of the residents on these streets want to have this modernized infrastructure installed..
36. I would like to have sewers on lockehaven dr. The current septic only situation prevents me from having a garden suite where my parents could live as they age.
37. Stop allowing trees to be clear cut and bulldozed to build monster houses that barely fit on the lots. Prevent flipping of properties.
38. Limit house sizes and insist that houses over 1,200 feet host students, can be duplexed or triplexes or four plexed and a percentage be retained for subsidized accommodation so that wealthy do not become a gated privileged entire region. I'm sorry, for a moment I lost my head... Obviously the rich won't allow this!!!
39. The natural aspects, as in other areas of the muni, are under attack by developers. We continue to lose the canopy at an alarming rate. Developments should be more inclusive of the current residents & their needs, as in the other areas of Cadboro Bay..
40. Once again question 15 loads two questions into one, making it essentially impossible to answer the question in the way I would like. I want to maintain single family dwellings, but do not want to increase the population density, because it will further overwhelm the environment and infrastructure and decrease the overall quality of life through noise, congestion and other factors.
41. More walking trails and/or sidewalks
42. The construction of 'monster homes' on Ten Mile Point is leading to the loss of trees, green space, the urban forest and the urban canopy. It is not good enough to allow developers to cut trees down and pay Saanich to plant seedlings elsewhere. We want trees preserved here, where we live. Put teeth in the Tree Protection Bylaw, and bring back the EDPA.
43. Finish the sewers
44. Tree By-law: Cut no tree unless it poses decay-induced falling danger. Exclude private contractors from the assessment.
45. Maintain green space, green corridors for wildlife. Preserve trees. It is an oxymoron to suggest duplexes, triplexes and larger could possibly be considered in a semi-rural area!! Reduce the speed limit along Seaview and Tudor and put in speed bumps and speed monitoring.
46. They have incredible large lot sizes that they can afford to subdivide into low rise townhouses/duplexes

47. Ten Mile Point does not need any changes. It is a naturally beautiful area. It will be a literal crime against the environment if you allow duplexes, triplexes, etc.
48. Maintain green space & green corridors for wildlife. Sheret property on Sheret Place should be protected - It is ideal for a PARK! The EDPA would not allow it to be developed. Preserve trees. It's an oxymoron to suggest duplexes and larger could be considered in a semi-rural area!! Reduce speed limit along Seaview and Tudor and install speed bumps & speed monitoring. Please do not install abutment-type white painted sidewalks - keep it natural as in "pathway".
49. Any redevelopment of large properties should require an increase to population density. There is no reason for the wealthy to rebuild and waste resources if it doesn't provide more housing. Do away with SFH zoning and zoning in its entirety. It's 2021 for god's sake.
50. Ten Mile Point is currently a revolting enclave of excessive wealth that monopolizes ocean views. Use filtered permeability so that main roads are not speedways. Run a bus through there and build housing.
51. End single family zoning and parking minimums everywhere.
52. Question 14 asks about the eastern, northern, and west sections and it would be helpful if the above map delineated each area.
53. The need for parking on narrow streets if there will be garden or secondary suites approved. Also, sidewalks or even walking easements would be a nice addition as many roads are very narrow and can be very unsafe when I run around these streets.
54. Maintenance of Wildlife corridors if duplex and other infill are approved
55. More small lots and condos
56. Nothing should be changed at all.
57. Oak Bay is famous in part because of the Uplands; Saanich's flagship, equivalent, famous, upscale, fancy area is Ten Mile Point. That contributes to the variety of the Saanich urban landscape and helps put Saanich on the map. Therefore, the present large lot, large home character should be maintained. I do think if the residents wish to pay themselves for underground wiring or maybe even heritage style lamps (similar to Uplands or UBC Endowment Lands).
58. 10 mile is a jewel for the region. It is one of the two "dark blue" squares on the Island's monopoly board. Uplands is Boardwalk and 10 Mile is Park Place. And it is in our municipality of Saanich! Build on that strength and reputation. Maintain the natural beauty and lovely architecture both old and new.
59. I think the area has developed well...keeping private and remaining as wonderful area. Too much construction will change the increase of people & traffic in that area. Not good.
60. Leave it as it is. It is insane to densify a peninsula with only one narrow, steep road in and out.
61. This seems like catering to the ultra-rich, getting richer by adding higher value elements to their properties then flipping them? All development should require a fee back into community amenity for the region - Gyro park public park enhancements, arts and culture, acquisition of precious beachfront for parks etc. The area could take a tasteful multi-family housing project.

62. Less focus on wealthy in giant houses
63. No subdivision development on Sheret Place
64. Garden suites. That would allow us "older folk" a place to downsize to, without leaving the area. (Provided there was some kind of bus service to allow access to the village)
65. Eliminate single family housing. Get rid of minimum lot sizes. Increase height and size of multifamily projects far beyond current allowances.
66. More infill developments for more density
67. Tall high end Condos supportive housing
68. Support affordable housing (including through affordable homeownership programs) or rental housing to 4-storeys on any lot, with provisions for discretionary review of taller forms near transit and amenities
69. Again too many trees are being cut down to allow for new builds. Stricter rules need to be in place on maintains trees.
70. Safe place to lock ones bike where the bus stops as there is no transit on ten mile point. Why is there no transit on ten mile point??
71. Cycling infrastructure and beach access.
72. More street lighting/better shoulders or safer places for pedestrians to walk, especially along major in/out roads e.g. Tudor Ave. Subdivision of properties should be allowed - why is the only densification planned for the village area, which already has small lot sizes?
73. Keep the street lights down to avoid light pollution, and do not allow any more trees to be cut down for development purposes.
74. All of Cadboro Bay has limited access points, with Ten Mile Point the most restricted. More houses increases traffic through a bottleneck. MAINTAIN TREES! (see my comments on Queenswood) Ten Mile Point is just a rock with houses on it once the trees are gone.
75. More biking/walking paths as it so dangerous to walk on the roads. More dog park areas if feasible.
76. Why should this neighbourhood not have the same density as proposed for the Village area? It appears that the more exclusive the neighbourhood the less densification.
77. That all development is to be concentrated in the low-income village area and not in the luxury areas of Queenswood and Ten Mile Point may seem like pandering to the ultra-rich, but I agree with the preservation of the open spaces and large lots in these areas. Surely the percentage of a single lot that is built on is the real issue. No mega-houses or high-density buildings in other words.
78. I do not support subdivision of lots or new construction unless it was for renovation or replacement of an existing structure with a building of a similar size.
79. I have some further comments on Section 5.6 Ten Mile Point Neighbourhood, Policies, page 68 that I will send in by email.
80. Better pedestrian and cycling path along Tudor Rd (It is currently dangerous for the many walkers along it). Clearer signage and accessibility for footpaths and greenways (some rights

of way are missing on your map - they are our community inheritance and are too precious to be lost - we must protect and enhance every one of them.

81. The single family dwelling should not be base level standard to measure and assess development permit applications by. It should be a higher density model, being a rowhouse. This is more sustainable for the future of the neighbourhood.
82. 8. Bus 13 was a great idea but it is never used! It is too expensive. Use handy dart that people can book when they need it to get to the village. Must get private owners to remove invasive ivy etc. from their property - otherwise fines etc. Also need action to remove invasive plants from bylaws.
83. Leave it the way it is.
84. Same comments as for QW. For both please add that if building done thoughtfully in these areas (reduced site coverage & reduced FSR with increased forest/greenspace preservation) can be balanced approach for the Cadboro Bay area as a whole that would enable the specialness of each area to remain rural/urban
85. Consider the potential harm from future storms and rising sea levels plus fire hazards from heat and less summer rain.
86. Supporting garden and secondary suites, only within the existing home, not adding any additional buildings.
87. Ten Mile point is up a hill, has some narrow streets with constrained street parking, and also has no pathway along "Tudor Highway" for safe walking. I definitely support multi-plex if there are lots that can accommodate it.
88. incentives should be made for affordable housing and pet friendly housing
89. Maintain pathways which is in keeping with semi-rural-ness; no concrete sidewalk which require by code 6-10 ft from road edge and therefore further erode the natural environment. Saanich could cut back brush and maintain pathways for pedestrian. Despite subdivision constraints as described by plan there is current subdivision where large and high structures are built involving blasting and removal of trees and brush. is Plan using constraints in QA and 10 Mile Point to push through Village development?
90. These semi-rural areas are very supportive to wildlife, birdlife
91. Allow for and encourage small farms for resiliency and food security. This may include lowering economic revenue needed (\$10,000 per year) to qualify for farm status. Provide some level of transit, bike and walkability for south TMP residents (Tudor access).
92. Selective sub-division where appropriate with strict off street parking requirements.
93. Rules should be consistent across the whole of Cadboro Bay - no more privileged enclaves.
94. Rules should be consistent across Cadboro Bay, no more privileged enclaves.
95. Of primary importance is safe walking and biking -- this means that a SAFE crosswalk is needed to access/leave ten mile point across Cadboro Bay Road. Also, a walking path along Tudor. Another important thing is to support/encourage food growing/small scale farming.
96. Garden suites should be limited to a very small footprint. Views of existing houses should be

- considered when permits are given for new housing. Some trimming of trees including those belonging to Saanich should be allowed in order to retain views. It should be considered as a dark sky neighborhood. There is creeping light pollution from Christmas lights left up all year.
97. Again, like Queenswood - incentives to retain and restore Garry Oak ecosystem. Deer population reduction so this is possible. Every single property will be deer fenced in the next 5 years if the deer issue is left unaddressed. The fencing is destroying the feel and connectivity of this beautiful area
 98. In these modern times supporting large lot sizes in an urban community resists opportunity and diversity for the sake of aesthetic values. Ten Mile Point (along with Queenswood) have a unique opportunity to increase density while developing a modern energy efficient community unmatched in most of the world, instead the plan encourages old world values.
 99. My main concern is improving public access to the waterfront so that if there is new development, Saanich should negotiate public easements to access the water. Also the large building masses should not block views to the water for people walking down the streets. Design Guidelines and policies should be in place before any intensification occurs.
 100. Do not cut down one tree for any development. Maintain the rural nature of the area, including Tudor Ave. Stop issuing orders to clear the sides of roadways of bushes and rocks. There is a lot of wild life that exists because of the bushes, trees and rocks along the roads. One of the attractions of 10 MP is the wildlife. Protect it.
 101. Street lights and sidewalks
 102. Lot sizes should not remain at the current large minimums for new development unless green space and neighbourhood character can be protected
 103. Keep it nature and rural. Maybe a small sidewalk on Tudor Ave.
 104. Ten Mile Point should be treated the same way as Queenswood. It is a unique ecosystem with an abundance of wildlife and plant species. It must be preserved for future generations.
 105. A crushed gravel footpath for pedestrians on Tudor Ave. Crushed gravel or other material that is permeable to water yet firm enough to push a stroller or use a walker. If this isn't possible perhaps traffic calming devices on Tudor Ave to allow pedestrians to feel safer.
 106. Development. Lots of it. With retention of the tree canopy to be maintained as a priority, but lots of infill. Primary land use should be townhomes, therefore throw out the minimum lot size.
 107. Acknowledgment of the Building scheme for the 44 lots that comprise the Lockeaven covenant starting on the east side of Telegraph Bay Road at 3965 and continuing north and east on Lockeaven Road. The residents should not have to keep going to court every decade or so to uphold the covenant.
 108. Again I support turning the same single family house into a multi -unit home. I do not support the development any new housing whether it is built where a house once was or if it is on unused property such as by Queen Alexandra.
 109. Properties should remain natural - not all 'faux landscaped' there are some amazing lily fields - without care and attention we risk losing what it is we value here. they should have to protect their trees, pay to have all ivy removed etc.

110. Garden Suites could be a great alternative to rezoning/subdividing on large lots as they could be built around the trees more easily.
111. Increased density means more cars. Do not support more cars.

Q20: What else should be considered in the Village Neighbourhood?

1. Bicycle parking, bike paths, a small library! We need a 'third space' for community gathering.
2. The length of Cadboro Bay Rd on both sides should be designated with at least village infill if not townhouse zoning, and the length of Hobbs all the way to Arbutus should also be considered for townhouses. Village residential infill should apply along the length of Cadboro Bay Rd on both sides. These are the major roads in the neighbourhood and can support the higher zoning.
3. Add bakery, medical clinic, accounting, upgrade the pub.....bigger better brighter space; more outdoor cafe/ eating venues; fresh pasta/ pizza
4. Low-rise buildings that do not exceed 3 stories
5. Diverting vehicle traffic around the Village, allowing the entire Village shopping and dining core to be pedestrian only. Adding gardens, fountains, public art and outdoor covered seating not associated with any one business.
6. I have wondered why the "Village Residential Infill" excludes the areas South of Killarny and East of Gyro Park. Except of course for those areas subject to flooding upon sea level rise.
7. Your boundaries of the Village Core are too large. The Village Core area should not reach as far as Hobbs Street. The row of housing on both sides of Hobbs and further Northwest, should remain Single Family dwellings only. You need to consult directly with those in this area that will be affected. I have lived in this area for more than 30 years, and do NOT want to see 4 story apartment style buildings in this area above Hobbs. And NO 4 story development below Hobbs either.
8. The area North of Maynard should NOT be townhouses or commercial, this is a residential single family neighborhood. This would be grossly unfair to current sf homeowners to have a 3-story townhouse go up next door. Village needs to stay south and experts need to figure out the issues with sea level rise.
9. Remove the bus stop from the centre
10. 4-storeys is too tall - not consistent with the established vision for the Village
11. Re expansion of shops & services on Sinclair Road: what are the parking provisions for customers? This road is already heavy with parking and dangerous for people walking to the village who are on the left side of the road (facing the village).
12. Consider a transportation hub along Hobbs to service the Village and any higher density housing constructed between Cadboro Bay and Hobbs. Existing mixed use commercial on west side of Cadboro Bay could easily accommodate additional residential units if they were appropriately stepped back from the street.
13. Keep trees. Do not allow big trees to be removed to make way for large houses and driveways. People can live in smaller spaces and place buildings away from trees (usually). Restore the wetlands at Gyro Park to buffer against sea level rise. As the properties along the beach are sold, consider buying them (at a reduced level since they will be unsafe and uninsurable).
14. Please maintain the character of the village as it stands now. I do not wish to see a

"Langford" like expansion

15. Parking is a great concern so if moving to Hobbs is necessary to sustain parking levels then I would support it as I know, being a builder in the Cadboro Bay area, that hitting the sea level is an issue. Pepper's has outgrown the flat parking lot as many times, I've just driven out because there is no parking available. However I
16. Penrhyn Close should be zoned as townhouses. Far better opportunities for mixed housing exist among end of life housing on Hobbs St. This area would also permit underground parking, when the Close would not, due to groundwater issues.
17. No four story buildings
18. That it's safe for an 8 to 80 year old to cross the street
19. Avoid forced housing options. Allow Organic growth.
20. Family Doctor (dream on...BC health care is pathetic!), Practical stores (hardware vs "clutter" and Knick-Knack" and "fashion")
21. Two issues: parking and how parking will be controlled given beach access; public space so the Village creates a community space.
22. The increasing use of staircases in dense situations is not compatible with an older demographic who may wish to downsize as the age in their neighbourhood. I do not support townhouses with excessive stair cases. Rather these buildings need to have horizontal stacked townhouses not vertical
23. Recognize that vehicles are integral to shopping and that allowances have to be made to those who cannot walk there for various reasons i.e. too far away, shopping for heavy and bulky items.
24. A roundabout at Cadboro Bay Rd and Sinclair would be awesome.
25. Planners may not have known or considered that the existing TH property called Penrhyn Close, a strata owned community, is a single property that has been cut into two different categories. This will be a logistical mess. Can it be considered as one and changed to a single category? Can it be kept as TH like the units at Sinclair and Cad Bay Rd are on this map?
26. More formal outdoor gathering spots that have a roof to protect from sun and rain but also provide a bookable space for an outdoor classroom, small event space, etc.
27. As set out in my letter, I oppose the Colwood / Tuscany wall canyon style, and prefer 3 stories, building to max height with no set backs
28. Vehicle traffic and university student misbehavior on the beach at night, in their rented (absentee landlords) houses, and on the street at night.
29. EV-chargers. Pedestrian only boulevard. A rerouting of traffic outside the village core
30. Add more Sidewalks
31. Do we need underground parking? The beauty of the village center is the proximity to the beach... moving it for what? To replace it with high-rise residences? No
32. Create buffer zones between proposed townhouses and single family residence. You have

these directly abutting each other. The increase of noise and activity in these areas if townhouse built is not why people want to live here. Traffic control must be considered for the whole area. As it is now, it's crazed race by 10-Mile Point people along Cadboro Bay Rd from the Village to their homes. Stops signs, more pedestrian crossing, lighted & controlled crossings must be in place BEFORE development.

33. Shops and services that are useful to the community. We did not need a second spa (always empty and is clearly a front) or a store that constantly blocks sidewalk access and throws boxes and rubbish all over the ground. There should be community oversight about the types of shops that come so that they add value to the community. Also would be good to have places to sit in the village.
34. This area is reclaimed land and over the past 30 years we have on the lower side of Penrhyn been subject to flooding. It is not a good area to consider underground parking therefore.
35. If you want to keep the Village atmosphere, it is vital that townhouse remain, those being attached units of a limited two-floors. Not to be replaced with 3 or 4 floor units with commercial usage on the ground floor level. This will destroy the entire beach/small village atmosphere.
36. A medical clinic would be nice
37. I don't have a specific reaction to this, except to note that the ground isn't very stable down that watershed to the bay.
38. The small town house strata's built in the village contribute to the ambience and character of the village and allow seniors to live in place. The 3-storey mix of townhouse, apartments and commercial use suggested in the plan for the future of the village would increase the density of the village, subtract from its character, greatly increase the already congested parking problem, and disenfranchise and unhouse the elderly in the village. There is space and potential above Hobbs.
39. To respect the views strongly expressed by the community during consultations, reduce proposed max 3 to 4-storey development to 2-3-storeys except on the uphill side of the Village centre. Also explicitly require consideration for neighbouring properties by restoring language such as "must not overshadow" etc
40. Agree that adaption to sea level rise projections is key component of plan. While I have read the Draft Plan and reviewed the Virtual Open House, the criticality of sea level and ground water level rise projections seemed understated.
41. Keep it a village and not another market driven ugly over densified mega project.
42. **DO NOT REDUCE THE PARKING REQUIREMENTS FOR FUTURE CONSTRUCTION.** Electric cars are the future. With increased density there will be many more cars, not less. On Penrhyn Street where I live the street is already full of cars parked on the street. The plan needs to include greater parking requirements. Expand and improve the parking at Gyro Park. Make it all weather so that it can still be used after rainstorms. Avoid the parking nightmares of other neighbourhoods!!
43. The townhouses (Penrhyn Close) area should be maintained as townhouses, not mixed use. Keeps the flavour of the village.

44. Fewer cars, traffic calming... Please engineer safety above else for pedestrians and bikes. Currently one if we walk or cycle to the village as we've done for years but do less now due to safety, we must dodge cars to cross... Must walk across cross walks that have no articulated passage once crosses especially by Olio's... One must perpetually weave around cars haphazardly parking moving with no direction. The only bike racks are across the lot from shops. Covered bike parking and safe corridor
45. As long as all development proposals include low and environmentally friendly lighting & do not change the scope of the seaside village.
46. The village needs a central square or plaza where neighbours can gather.
47. Are you kidding me? You're telling us that we need to expand the village up the slope to protect against climate change at the same time you are trying to build 4-storey housing lower down the slope? What do you honestly think of our intelligence?
48. I am not supportive of the plan to have most of Cadboro Bay being infills and attached housing on very small lots. I am supportive of more commercial than planned in the village center. Consideration should also be given to better pedestrian and bike traffic along Hobbs as it accesses the elementary school and park. Children on Hobbs are already very close to traffic and this will only increase with the plan being proposed.
49. Expanding commercial and parking space.
50. Pizza
51. Tree bylaw—cut no tree.
52. Gyro Park is a marshland infilled with hog fuel & grass. The LAP says the parking lot was upgraded but NB its reverted back to potholes. Do not "enhance" the park with buildings & hard surfaces. Migratory & other birds use the meadow near Cad Bay Rd as a "pond". In the past a parking lot was suggested there - NB detrimental to environment and birds. Allow dogs off-leash on eastern part of the beach. Development has taken bird sanctuary away long ago!
53. Outside the village centre the neighbourhoods should be kept to low rise house/duplexes, as the surrounding neighbourhood streets are quiet residential and would not support structures more than two stories.
54. Don't you dare to change anything! You literally want to destroy the whole community. Shame on you!
55. Keep the charming restaurant "Olive Olios" and its patio. Shuttle bus between UVic & Village. Do NOT install traffic lights! Make it more pedestrian and cyclist friendly.
56. Why are primarily high-wealth, high-privilege properties along the waterline excluded from this? Why is there no provision to allow businesses along the waterfront? This is hilariously old-fashioned. Stop protecting the wealthy and privileged in their outdated ways.
57. Eliminate on-street parking. Make the village a walking/biking heaven. Don't allow through traffic on Cadboro Bay at Sinclair.
58. Keep peppers!
59. Don't overlook parking in village core!! It's required for village employees, companies that deliver goods and services to the businesses, and vehicles that perform work in the area (e.g.

- construction, yard maintenance) and many people from outside of Cad. Bay such as the Uplands use the core village services such as food and drug stores.
60. Saanich needs to stop being so restrictive on heights. The residential small apartments could easily be 4 to 6 stories. 3 stories is too restrictive.
 61. Parking, transportation needs. A cable car up and down Sinclair Ave or similar so people can ditch their cars at the top when they are not residents!
 62. More local commercial (services, offices, retail) are crucial to creating neighbourhoods, here and elsewhere in Saanich. The fixation on housing types and density ignore the other land uses needed to create and strengthen communities.
 63. Taller buildings
 64. The plan does not go nearly far enough in intensifying the village uses. If we want to preserve the single family nature of the surrounding areas, then the village needs to accommodate more growth. This plan is not viable today, let alone over the next 20-30 years when land values will escalate dramatically. More density is needed in the village to make other forms of housing possible. At minimum we should be targeting some forms of housing that are attainable for middle income earners
 65. Although supportive if the modest increases in housing and commercial density put forward here it is not enough, not even close to address the housing and affordability crises. You can do better and must take your share of this regionally, you can't just keep this community single family, rich and white.
 66. Everything needs to stay the same. When someone sells their large property, the buyers can change what they want on that specific property. Adding anything will take away what everyone in greater Victoria already uses. It always results in the "new" people getting what they want at the cost of people who have lived here their whole lives getting screwed over and having less access.
 67. I like the concept of piazzas. In fact, more are needed than in the draft LAP. Kudos to the design team for being far more daring and innovative than the draft Cordova Bay plan which is blah and backwards looking. This is forward looking and will make the streetscape even more interesting. Specialty heritage lamps should be added to the Village streetscape to provide a cozy and warm atmosphere. Underground parking may be needed to handle the increased residential and commercial space.
 68. Again, build on the strength of the current Village reputation. It is charming with lovely coffee places and places to sit outside. So build on that and have more outdoor seating, more European style plazas, more charming shops and yes, more boutique apartments including one and two bedrooms.
 69. Minimal change - we don't need a huge increase of population. Control the density of housing and keep anything over 3-storeys out of the area. We bought homes here for the current type of area it is now. ...and hope that all that have bought here & lived here for a long time due to the beauty and space will understand SMALL changes. We don't need a bigger/different village or more large buildings like apartments. Keep the neighbourhood just that.
 70. Adapt to climate change, by all means. Don't make it worse with densification.

71. The village neighbourhood outside of the centre should remain low level density
72. 4-storeys would be too high given the slope and character of the neighbourhood. Any upwards growth should be stepped back from street to avoid dominating and shadowing the public streetscapes -a detriment in so many areas. Public pocket parklets in development areas will help maintain the present community vibe.
73. Traffic - how do we add this density without creating heavy, fast-moving traffic
74. No changes are needed. Can you not see how the mayor and council have ruined Victoria in the name of “more housing”. It is all being done to satisfy developers.
75. High-rise apartments
76. The limits on height are needlessly low. Buildings can fit aesthetically in the space and provide more dwellings. Increasing height limits and density generally means more people nearby and greater economic activity, which will benefit the local businesses and the entire community.
77. More density: 5-storey condos and 3-storey townhomes. More density in the neighbourhood.
78. Supportive housing for homeless and students
79. Going ‘up’ the hill is ableism. Walking/cycling would be more challenging and impossible for some.
80. These low densities are a recipe for gentrification. Make provisions for taller buildings – 5-storeys or even 6 - that include inclusionary or affordable homeownership or rental units. Allow affordable housing as of right. Expand the footprint where 4 to 5-storeys is permitted for these purposes. Avoid single detached lot subdivisions - this form of housing will only serve the wealthiest and uses valuable land. Avoid exclusionary zoning.
81. Parking, bus stops
82. Stores all on the lower levels of the housing developments like in Europe and other parts of the world and the type of stores. We need stores that serve the people so they don't have to use their cars or if they do that they don't have to drive too far.
83. Improvement in the pedestrian safety at the 4 way stop at Sinclair and Cadboro Bay Road.
84. Allow higher density in the Village. 2 to 4-storeys would be very appropriate and allow for regeneration of aging commercial inventory.
- 85.
86. I don't know about actually MOVING the shops that are already there, but there should definitely be no new building between Cadboro Bay Road and the water. Given what we know now, new homes should not be insurable. Four stories seems too high. Apartments OK. Smaller lot size is a problem when trying to retain trees. What we need is smaller houses!
87. A mini park in the centre to serve as a place for sitting outside with a coffee or a friend instead of having to go down to the beach
88. Saanich wants to increase density in Cadboro Bay, but there seems no rationale for this (tax income, developer pressure?). It is easier to destroy neighbourhoods through development (see Cordova Bay) than enhance them by over-building. A whole village area of townhouses? Caution is advised.

89. Parking requirements should be relaxed for Village Center. In order to encourage better outdoor frontages, patios etc. there needs to be less cars on commercial sites.
90. A plaza area for community gatherings: a network of walking and cycling routes through the village to make it really vibrant and accessible.
91. Three story commercial, not four story, is preferred.
92. Leave it as is it has served this community all these years so if not broke don't fix
93. keep it low to maintain village feel
94. Should not alter current arrangements
95. How to make it more green, pedestrian friendly and support biodiversity
96. Flood mitigation efforts to protecting existing property owners from flood issues including underground sewer upgrades and expansion, breakwater & levee construction
97. If you move to Hobbs street, MUST preserve the large trees and find another place for the play field. I am strongly against using tax money to repair flood damage to present beach houses. We can use money to try to preserve (where realistic) some of the shore.
98. Increasing population density in the core, and maintaining the village look and feel will be a challenge because they are competing concepts.
99. Increasing population density in the Core, and maintaining the look and feel of the village are competing considerations.
100. Plan looks like larger, more imposing buildings right to road. Building should not be closer to road than is there already. No underground parking should be considered. It will disrupt water table & intrinsically means “city” style development. We don't want a generic village. Individuality is what makes it great. Good examples of building is Penryn Close & town houses beside it. Bad ex is large gothic multi-story on Penryn (Pepper's side going down 2 beach). No commercial creep wanted
101. Consider that most residents like the village the way it is, not changed into a four story tunnel. One only has to look at what has happened in Vancouver over the last 20-years to the look and feel of once bright and quaint neighborhood commercial centre. Now gloom and impersonal.
102. Future sea level rise could disrupt or destroy housing, buildings, eateries, churches and parks. Plan for this.
103. I believe the entire village neighborhood could be higher density than proposed. I'd recommend expanding the yellow/orange across the entire area. Why not? Then you at least have the option to build on lots that might accommodate it, instead of ruling it out up front.
104. we need housing, not shops
105. A roundabout at the intersection of Sinclair and Cadboro Bay Road instead of the traffic light for better flow.
106. Housing if balanced could enhance Village for another 20-yrs but question balance through increase density which will exacerbate what already needs addressing. Cars will continue to be main mode of transport next 10 to 20-yrs what is needed now is review of traffic and speed

and maintenance of pathways to keep semi-rural feel that is unique to Caddy Bay.

107. Take a look at North Vancouver's Edgemont Village. That is our gentrified future at the peril of the charm of the village. Very importantly, businesses such as Olive Olio's have struggled through the pandemic. Further removing business by taking away easy and essential parking for the theory of artwork and seating areas is insensitive to customer/business needs. Consider the impact to vast numbers of residents and biz to accommodate a small % more. Expensive change for change sake, not benefit.
108. Address the safety concern of pedestrians crossing midblock from mall west of Cadboro Bay road to the mall on the east (Peppers mall) and vice versa...MANY near misses here. As traffic grows put in a traffic light at Sinclair and Cadboro Bay Road. Add lighting to main roads. Close Gyro Park at night and enforce the ban on fireworks, vandals and campfires. Roust out the live-aboard hobos from the boats in the bay.
109. Small lot subdivision in-fill with strict off street parking requirements.
110. I do not understand why one side of Maynard ... between Hobbs and the School ... is designated for townhouses while the other side of the street is not!
111. Choice of designated uses seems arbitrary. For instance, why is one side of Maynard designated for townhouses and the other mixed use residential
112. Make walking and biking safer - e.g. traffic light at intersection of Cadboro Bay Road and Sinclair. Also traffic calming. Also safe access from Ten Mile Point to the Village - which means a crosswalk off the point across Cadboro Bay road and sidewalks on the southeast side of Cadboro Bay Road
113. More sidewalks, bigger diversity of retail, restaurants with patios, discourage vehicle traffic through the village by developing alternate routes for traffic. Ultimately would like to see village and park all vehicle free.
114. I would support small apartment blocks but I think four stories is too high. Just keep everything as low and low key as possible
115. If talking about beach vibe.....connecting to recreational activities within the park but also noting as a destination for other Saanich and oak bay residents
116. Focus on public gathering space, reduced car traffic, increased pedestrian and cycling traffic - provision of businesses that promote positive social gathering and activity.
117. The plan for 'modest expansion' of commercial uses is meaningless and cannot be answered without a detailed explanation.
118. It is hard to envisage a 4-storey building. I think it could kill the Village feel
119. Village Development Permit Area should extend to Gyro Park so that there can be more retail at grade with residential above on the blocks of Penrhyn and Sinclair approaching the park. This will create a more vibrant village atmosphere that feels more connected to the beach. More retail and residential units will strengthen the Village socially and economically. I would like to see Saanich working with the private landowners in the Village to invest in beautiful urban design and streetscapes.
120. If it isn't broken (and it is not), don't fix it.

121. Continuing the boulevard from the townhouses on Cadboro Bay Rd to Maynard. Improving or eliminating bus stop at 3870 Cadboro Bay Rd.
122. The large number of 3 to 4-storey buildings on the map is completely at odds with the community charrette and workshops. The consensus approval was for secondary suites and 2 -storey townhouses
123. Please keep village height at max 3 stories. Also village should not move toward Hobbs. This is residential. Current single family homes should not have to be next to a new commercial development. This needs to be done with slot of community input. It is contentious.
124. The Village is the hub of Cadboro Bay and there should be a balanced and measured approach to development. It does need to be modernized/updated in order for everyone in the community to get the most benefit from it.
125. We reside on Hobbs and do not support anything that would increase traffic.
126. The plan allows for too much height in the village. I support rejuvenating it but adding multi-story buildings will destroy the viewscales that define the village and neighborhood.
127. Conversion of fields in Gyro park into wetlands to support wildlife, and provide native vegetation and footpaths for the community to interact with the native landscape.
128. Commercial mixed-use on Cadboro Bay/Penrhyn/Sinclair Rds should be max 1storey fronting, with staggered height to max 3storeys moving away from rd. Tired of streetscapes dominated by buildings out of scale for an area. If you want to maintain "village" feel, then direct development to retain that feeling; otherwise, open it up to Uptown-scale of dev. Max 3storeys across LAP. Also tired of hearing developers claim they need to 1, 2, 3 more storeys in order to make project viable - spare me.
129. Retention of the existing townhouse complexes that provide a village ambiance
130. It is really all a matter of how it is done. Any sort of apartment developments need to be a low height (3 stories Max), and very nicely done. I am a fan of some the older apartment buildings such as some in Estevan Village, however it is very hard to come across similarly nice development nowadays. If a bunch of cheaply made ugly developments (which are a lot of them) are put in I will be upset. Also, some additional stores could be nice, but I am hesitant to say this because the recent addition
131. Do not develop towards the ocean any more than what is already there. The tidal flats/marsh areas are needed to ameliorate the coming effects of global warming. reinstate the marsh area to create a natural buffer zone
132. The preservation of Maynard park as is with single family housing at its perimeter. All properties east of Maynard should re removed from the "Village Neighbour hood and preserved with their present Zoning. Maynard Park should not be given to mult-story residences it will destroy the park!
133. I suspect in an earthquake Peppers...our main source of produce will be underwater. Also underwater likely would be the church where the emergency supplies are kept. Suggest a move to higher ground for these.

Q22: What else about urban design for the Village should be considered?

1. some else
2. Consider limitations on through-traffic driving on Penrhyn and Maynard; do they have to be open to two-way traffic at Cadboro Bay Rd or could they be one-way leading to it instead? This would allow for greater pedestrian safety and reclaiming public realm at both intersections. Please remove the slip land at Sinclair and Beachview, it is unnecessary and hazardous.
3. Consider more community garden space given the densification proposals in this report.
4. In my opinion, artwork and increased signage clutter the landscape. Keep it natural and low-key as it mostly is now. Connections to the beach are fine as they are so I do not know what is being proposed here.
5. Again, these items are all nice sounding, but it is the manner they will be put in place that will be the problem, or not... As the Village Core is quite small, making more space for pedestrians and trees, and Gateway Signage will certainly impact parking. And as you study shows most people who live in the area are elderly, and will continue to be so, and will need parking at the Village Centre to access these stores. Not everyone can walk and no amount of Community Buses will make up for that.
6. Erase this concept: "shift from a car-oriented environment to a pedestrian-oriented - presumably also including bicycle
7. Ensure that the Village continues to have a "Seaside, little hamlet" feel as opposed to anything 'slick' and too commercial. Colour and material scheme is also important (more greys, cream, white and blue) in keeping with a seaside village and less dark wood, black facade (ie recent townhouses on Penryn).
8. Check out the Cordova bay development to see what you have already approved and approve something like that in Cadboro bay
9. Re Sufficient parking for the extra population: will some of this be underground to preserve the Village ambience?
10. Indigenous engagement should be authentic and not just about "displaying" their art. Consideration needs to be given to how we actually move forward with reconciliation and recognize that although the area falls under the Douglas treaties - it is unceded territory.
11. Landscape with native plants to promote biodiversity. This includes in public spaces and where private developments are approved.
12. Organize the parking better in the current village centre. Make pedestrian safety a priority over car parking.
13. Having smaller BC transit buses in this area as they are normally pretty empty and it would be make it a more pleasant environment in the Village area - at least in off-peak hours.
14. Public Small boat storage
15. The transition from the village center should be upward to take advantage of view opportunities for condos to be built on higher ground. Also, angled roofs are ugly!

16. Maintain human scale as per Chris Alexander's Pattern Language
17. Central gathering and green spaces.
18. Only allow local, small businesses to operate (not big chain stores)
19. Parking already maxes out in the summer. More commercial space should only be considered if the ratio of parking spaces to commercial spaces is increased.
20. more than lip service to First Nations...some payments to them from taxes
21. Even more effort to focus on both public art and celebration of art/artists in the community.
22. The beach access where Cadboro Bay and Telegraph Bay Road meet in a blind corner is extremely dangerous as cars travel at high speed around this corner. There is no sidewalk on the safer side nor any cross walk.
23. Recognize that the Village is a very small area, and that as much as we all want these things, you can't fit everything ie trees, plazas, outdoor patios, art displays, etc in this very small space and still have a vibrant economic centre.
24. Provide sidewalks that can be meandered along by pre-occupied pedestrians in a way that does not confuse drivers. Right now there are so many people that do not intend to cross the street yet they stand right at the corner and it slows many drivers from going through the intersections.
25. Instead of high in the village and low on the periphery, I liked the Charette idea from last year that it is low near the ocean and higher away from the sea.
26. The existing park connections are fine, removing the Maynard connection was step backwards in my opinion
27. Balanced use in such a small area. Do we need two coffee shops, two spas, a pub and a liquor store, and so on.
28. Off leash dog parks.
29. No tall buildings along Cadboro Bay Rd, no tall buildings allowed between Cadboro Bay Rd to Gyro park. The permissions of the high-rises in the Village centre was ever allowed clearly indicates planners have no idea how much they've damaged the Village core by allowing this development.
30. The zoning of the townhouses in Penrhyn Close complex MUST remain as townhouses and not mixed with housing/commercial use. It needs to remain as two-floor townhouse zoning.
31. Please open the 'public' access path from Maynard park thru to Penrhyn road
32. Whatever you do, it should be respectful of nature – not just to avert disasters but to enhance the natural quality of how we co-exist with and benefit from nature. The plan says it; we should do it.
33. Remembering that parking is at a premium already and cannot be sacrificed.
34. Gateway elements and wayfinding signage sound of low priority and obscure.
35. Retain the natural environment. Don't overwhelm it with plazas. Turn lower Penrhyn street into a walking space (a design was given to Engineering in 2018)

36. Small space. High traffic (including vehicles, bikes, pedestrians)- let's be selective about which of the above features are required and not over clutter. We love it here due to the natural beauty. Do need more bike parking if want to promote bike use.
37. Stop thinking about the village as something urban. The whole point of a village in general is that it is not urban. Enough with the double think already.
38. Add car turnaround at the beach end of Penrhyn Street. A steady stream of cars down Penrhyn think that there is beach parking on Penryhn and then have to turn around in peoples driveways when they realize there is not.
39. Cars will always be an element to consider in the Village as it is a destination point for many living outside the area.
40. Trees. When we mention trees and landscaping please collaborate w indigenous ethnobotany and PLANT NATIVE trees and plants with areas beneath where leaves lie. Leaves under trees are crucial. We could also be leaders in info regarding the symbiotic nature of native plants and pollinators and. make native trees bushes and. gardens teaching gardens. Ask Satinflower nursery and Tiffany Joseph to provide native names for plants so we have bilingual signage. Decolonization as well
41. As long as all planned developments do not include destruction of natural vegetation in the adjoining areas or on site. It is paramount to maintain the major upgrades of 2013. No development that impacts the Fen or wet lands. A new parking lot is all that is needed, on the current foot print. Do not Commercialize our quaint Village & beach area.
42. As usual most of these questions are designed to promote more urban development and make the village a non-village. There is a reason we want to keep it a village and that is because villages are better places to live than dense cities.
43. The apartments with commercial below on Cadboro Bay Road will bring the needed density and vibrancy to Cadboro Bay without the need for infills throughout the entire Village Neighborhood.
44. The Village area is a complete mess when it comes to pedestrians and cyclists. Sidewalks and bike lanes should be a top priority. Also, all the development proposed in the Plan for the Village will only increase the number of vehicles, making things even worse for other users.
45. More food trucks and a dog park
46. What do you mean "improve connections to Gyro Park..."? No trees should be removed to "enhance" anything. No trees should be removed on Sinclair when upgrading it for pedestrians and cyclists. THE GO AROUND THE TREES. Do not remove healthy trees as happened on Finnerty Road.
47. Keep it as it is. People buy houses here, not because it is like Pandora street, people like it semi-rural.
48. "Wayfinding Signage" is not necessary!! Just ask a local! What is meant by "improve connections to Gyro Park..."? No trees should be removed to "enhance" anything. When designing the Active Transportation Plan please go around trees, do not cut them down.
49. There should be no "gateways." This isn't a gated community, it's a town that should grow naturally as demand requires. Bicycle parking needs to be secure - indoor, locked, and

- monitored. PROTECTED separated bike lanes on ALL roads and extreme traffic-calming measures (all crosswalks raised, no road markings, minimally wide traffic space).
50. Do not allow through vehicle traffic. Emphasize dense housing types up to 4-storeys. Think Paris.
 51. Don't forget parking as there are so many more vehicles to visit the village for work, goods delivery, get coffee and food while working in the Cadboro Bay, Arbutus, Uplands, and UVic areas.
 52. More attention to First Nations heritage, history, relationship with land (not just art). Naming?
 53. Busy roads through the village prevent creating a pedestrian centre. What can be done to create such ped-friendly areas?
 54. All of the items being considered do not make homes affordable. More density needed.
 55. Form of development needs to be tied to what is economically possible. Has this been ground-truthed with test cases on the heights and density with 2021 and beyond land costs?
 56. The area will NOT keep its quaint look or feel at all. Parking is little to know already. You will end up giving new owners who are just moving to Victoria all the ownership of the streets and we will lose most of the access.
 57. Specialty, heritage lamps please! And more underground parking to handle the needed and planned increase in density. Reduce surface parking lots and replace with beautiful piazzas. A fountain would be a nice touch, too!
 58. Cobblestone sidewalks and streets perhaps? More areas for outdoor patio areas. I like the bold plans for the Village. Another jewel of the region.
 59. it is fine as is
 60. If more housing is needed, put it near the centre, i.e. Victoria.
 61. pay parking at gyro beach
 62. Fully support public art opps BUT does not need to be so Indigenous focused or created. That's WAY too prescriptive in your LAP!! You can do a call for specific projects to build opportunity & understanding, but leave some opportunities open to create diversity reflective of the community. Use artists to create public amenities - benches, drain covers, bike racks, signage, utility covers, concrete work, etc. Gyro needs covered performance space with power, focus for public art, murals
 63. Dedicated land and water off-leash areas for dogs
 64. Don't make any changes.
 65. Please, a decent safe pet park!
 66. Do not go too high - it takes away from the village feel
 67. Parking and traffic flow improvements. Better transportation infrastructure so less cars needed.
 68. more of a city center neighborhood with more commercial and density
 69. Supportive housing for the homeless

70. No more than three-storeys. Too much air/sun blockage and wind tunnel formation.
71. Upper storey setbacks are good above the fourth storey or sometimes third where transitions are needed, but we should not go overboard in a way that diminishes ability to meet other goals
72. motor vehicle access, charging for EV's, public transportation
73. Encourage businesses that make the Village a place to be in like cafes, restaurants, bookstore, etc. businesses that cater to a few such as the dental & optometrist are fine but limit them as they limit social gatherings.
74. Prevent car stalling and congestion. Who wants to sit outside and have a coffee on a highway!! Lots of people love the village as it is right now as it is serene and relatively quiet and friendly. It is a place to walk to for children to senior and with pets and is safe. Why can't residential building be built further from the village rather than right in the village?
75. Traffic calming, speed bumps to make cars have to slow down.
76. Trees. Large trees, small buildings. Trees are more important than art. Three story buildings along Sinclair will destroy the village feel. Small lots don't leave space for trees. Does "consider design modifications to retain large trees" (9.4.3) mean think about it or DO it. Need to increase pedestrian safety at Sinclair x Cadboro Bay Road.
77. Use of a free courtesy cart to get cars off the road and improve and widen the pedestrian and bike paths. <https://www.visitgreaterpalmsprings.com/listing/el-paseo-courtesy-carts/28696/>
78. Do not assume that all public art is good or wanted. Rather, most often the work appeals to a very small group, as tastes and knowledge differ widely. Better to put money into landscaping than statues. Acknowledgement of the Indigenous (Saanich Nation) history of Cadboro beach is important to include, but an art work is not the only option here. And what are 'gateway elements'? Presumably, people won't need some sort of decoration to know they are in Cadboro Bay.
79. The Village Center density should be maximized to help achieve the stated plan goals of offering multiple housing options and enhanced local retail and restaurant options. Allow for flexibility in the Village Center, commercial and mixed use areas.
80. Yes, yes, yes!
81. Ensuring that bikes and pedestrians are given equal opportunities and prominence in road use. Stop being so car-centric, and making the area SAFE for pedestrians and cyclists. Even perhaps making the village car-free.
82. Should look at making green corridors
83. 1. If the building is just 2-3 storied high, having the 2nd story over the sidewalk can provide a lovely covered pedestrian walkway (see Bern Switzerland downtown). 2. You have consistently forgotten "hikers" throughout. They are quite different. 3. Your maps for biker and "hiker" trails are not complete! from pedestrians.
84. 4 story height proposed (& even 3) for town homes & condos too high. Density is worrying because height & building prox. to road are not what vision leads one to imagine. The rendering looks like a larger, more imposing w/ buildings right to the road. Any building should

- be no closer to the road than already exists. Speed of cars has become an issue. ex, CadBay beach access just before 10Mile dangerous. People park/walk across the road there have fast cars coming at them
85. Set-backs and transitions could be avoided by keeping the height of new construction low (LESS than four stories).
 86. Building designs and fencing should relate well to the surrounding structures, street and landscaping.
 87. I strongly believe that new developments need to provide trees and greenspaces. Ideally 3br townhouses with some bit of yard space each, will support FAMILIES. I am strongly against multiunit buildings that take up most of the lot, provide zero parking, and contribute no real greenery, parks or paths.
 88. A community medical practice would be welcome, EMS station, permanent cultural/historical exhibit/information centre; rendering has building too close to roadways, giving cramp feeling to Village, no underground parking as dig would disturb water table, keep height of new builds low 2-3 storeys. Existing Penhryn Close units are good example
 89. An off-leash area for dogs and owners in Cadboro-Bay Gyro Park and an area designated for the same on the beach.
 90. Art should not be at the expense of local business' quick-access parking. Eg, if you take one or two parking spots from the strip NW corner of Sinclair/CB for small seating and 1 art display, that is enough.
 91. Retail at ground level, office-type businesses moved up a level.
 92. Make walking and biking safe relative to autos...chronically drivers blow through the stop signs at Sinclair / Cadboro Bay Road...put in traffic lights here. Enforce the speed limit. Put in traffic calming (bumps etc) even on main roads.
 93. If gradual transition is a value, why are you drawing a line diwn the centre of Maynard street?
 94. Its is SO important to improve the connection at Tudor Ave and Cadboro Bay Road to the Park/beach and village. Currently there is no safe way to walk or bicycle from Ten Mile Point to the Village or beach. It is imperative for safety that a crosswalk at a safe crossing site be installed as well as a defined safe walking path along Tudor. And sidewalks on the east side of Cadboro Bay Road connecting the Village with the beach and Ten Mile point.
 95. All of the above require more 'stuff'! This is distracting and becomes crowded and junky - keep signage to a minimum and keep it simple.
 96. Considering this is a destination parking, sidewalks and signage for non-regular users and those travelling a distance to reach the park/beach.
 97. Keep the buildings low. Not three or four stories. Provide more space for trees and people, strollers, conversation, seating - a library would be fabulous, somewhere a market could be held weekly, or music played. Link with Maynard Park. Ban the use of leaf blowers and gas powered landscaping tools.
 98. The proposed increased density will result in the relative higher vehicle traffic density no matter how much pedestrian use is 'encouraged'. Closing the village to vehicle traffic, adding

- additional parking for village use and rerouting traffic.
99. Slow traffic, maybe move some parking out of Centre, or at least break up the tarmac expanse and pedestrianize the Centre of the Village
 100. Need UD guidelines for front setbacks of private lands in the Village to successfully integrate with the public streetscapes. Need a stronger public realm vision for the Village with a tangible material palette. I personally would like to see the design character reflect an open, sunny "beachy" feel, with natural wood furnishings, grasses, soft grey and blue hues, natural stone pavers in the Village Square. I appreciate the surf coffee shops and wish there were more destinations for daily life!
 101. I cannot support your plan for increasing housing density in the Village so I will not answer most of these questions. The wayfinding signage, etc. are a waste of money.
 102. The pop up dog park was a great success. Considering the Uvic area was taken back and the city has not stepped up with this kind of park. So many dog owners in the greater vic area and so few gated dog parks to alleviate conflicts with other park users.
 103. much improved accessibility for those mobility challenged
 104. Lots of outdoor seating in the village. The parking lot at the back of the peach building is often empty so I feel like we could eliminate the parking at the front and have more outdoor seating space.
 105. Support for the first two questions could be taken as support for many 3-4 storey buildings which I don't think fits with the "small scale character" expressed in the vision
 106. Please do not exceed three stories. The quaintness of the village is paramount. of
 107. There are a lot of great examples of seaside villages in North America to draw inspiration from.
 108. The urban design should not include Hobbs Street past Maynard Park towards Arbutus. The home owners here take pride in their properties and would not wish to see townhomes built here over time.
 109. Too much focus on housing, and not enough on attracting the right type of businesses. Housing will increase traffic, and actually work against the pedestrian friendly character the village has so far.
 110. Support public art, period; no one type "specifically" over another.
 111. I like the intention of having the village as a pedestrian thoroughfare with limitation on car usage
 112. Going back to the previous page, some additional stores could be nice, but I am hesitant to say this because I do not think the recent additions have enhanced the neighborhood. I do not need a frilly dentist office on the ground floor and I was very disappointed when the great space where the gas station used to be was given to a pet store. What would have been great would have been a small restaurant, local hardware store, local auto repair shop, or a plant shop.
 113. 4 stories to too tall. The building behind the village now are too massive - too tall and hardly relate to the street at all. Local businesses - not chains. Dentist offices etc should be on 2nd

levels as they do not relate to pedestrian areas. Don't tear down any of the buildings! pls!
They are the charm of cadboro bay, encourage a hardware store.. restaurants.

114. Keeping it small. Even the term Village is offensive. Get the traffic through the village under control. Reduce speeding and embrace traffic calming! Make it a pedestrian village!

Q24: What might they be?

1. some things elesde
2. A library or small community space
3. Hard to rank these five, they are all so important!
4. Mentioned previously: fenced off leash dog area (buy the UVic land); expanded community its garden options; Address parking needs perhaps in a congregated area.
5. This is a good idea. I have always felt that developers should pay a tax toward enhancing the community as they are becoming wealthy often at the expense of the community (e.g. 'monster' homes that block views). My rankings 1 to 4 above are all vital to the health of a community.
6. Creation and protection of a wildlife-friendly wetland area in Gyro Park.
7. Perhaps the classic requirements of sidewalks and street lighting could be re-examined along with shaded street lighting already proposed.
8. I answered Question 23 where 1 = highest, I hope this is right? Whatever kind and how much of Art and Signage should also have public input.
9. Housing for ageing in place and younger families is important (ie limited townhomes, duplex/triplex), but I do not think our village can be 'everything to everyone' and I would suggest that Cadboro Bay is not the right place for affordable housing. Shelbourne corridor which has better transit etc, is better suited.
10. Service "outposts". There is nothing easy to get to from Cadboro Bay when you have a disability. (Can't drive). TenMile point has no bus and no sidewalk or lighting. Phyllis is a huge hill, arbutus is a huge hill, sinclair is a huge hill and CadBay is a huge hill. By "outposts" I mean something like an outpost of the library with a small selection of books and the ability to order and pick them up in the village rather than having to travel. GP or Walk-in -part-time in the village?
11. Interpretive signs explaining indigenous history of this place including recent lawsuit claiming unlawful acquisition of the original indigenous village site.
12. The crosswalks at Penrhyn Street and Cadboro Bay are very dangerous for pedestrians crossing into the Peppers Grocery store area. Actually these are the only crosswalks that I know of where you have to look behind you before you cross.
13. a fenced in dog park. Hundreds of residents in this area have dogs and nowhere locally to take them off leash.
14. Small boat storage
15. Bike paths and better sidewalk on Sinclair
16. Well-lit cross-walks with flashers AT LEAST 1 OFF STREET PARKING SPACE PER 500 sq-ft of "residence" built
17. Space solely dedicated to the arts, a space that contributes to community building.
18. Community Centre infrastructure

19. Undergrounding of overhead utilities.
20. Parking - underground parking and where it would be possible to have that considering water table. Also keeping the emergency route open through the Village for the many fire/ambulance and police vehicles heading to Ten Mile Point, Queenswood and the Beach. I live at the corner. This is critical to keep clear and accessible for through traffic..
21. How about poster sites in the smaller parks as a way for community members to communicate with one another.
22. Off street parking cannot be replaced by bike stalls
23. Street drain cleaning (more regularly). Pothole filling.
24. Having developers contribute to these things should NOT come with a commensurate payback by allowing wriggle room on noise bylaws that need to enforce when building, or any other "accommodations" they might demand in return.
25. Now there is a great sense of "community". Should there be a change in the density of housing and residents, that small village atmosphere and familiarity will no doubt be lost like every other city that has tried to increase the density habitat.
26. Adequate parking. Don't encourage on street parking.
27. Making sure new buildings have sufficient parking.
28. A permanent gathering space/coffee shop (outdoor and indoor) in the village area. Not just at the whim of developers
29. Fenced off lead dog park??
30. Stop trying to sell us on the developers. You are elected to represent us, not them. They are not here for our benefit. They merely want to parasite off the village and turn it into another ugly small town..
31. Lots of parking on new construction for lots of electric cars. No scrimping on parking spaces.
32. TRAFFIC CALMING. Indigenous collaboration from BOTH Songees and W Saanich, bilingual signage more First People's info... Less xonizer, collaborate with Indenous dept UVic so environmental and social justice issues are given equal priority. If we are going to offer affordable housing, we need specifics, affordable to whom? Let's offer a percentage of accomodation to marginalized and First People's who own this land. Please.create space in the village and parks to further this with meaningful FP c
33. Important to keep the overall appeal of Caddy Bay quaint & safe. No overbuilding on wetlands or expanding beach area that includes Gazebos for entertainment or bar/restaurant/food trucks or Tour busses on any part of the beach area. Many worked for years consulting on how this area should be maintained for the future. A world class Fen is not protected or identified on maps. Less impact such as the development that wiped out the forest above Hobbs.
34. An overview to interconnect the accessibility of natural and outdoor use features to pedestrians.
35. Stop selling us the developer's agenda. Our lives are more important than their petty profits

and you should be representing the community and not them.

36. Paths and better sidewalks throughout Cadboro Bay.
37. Housing justice—"New Tricks With Old Bricks"—http://www.no-use-empty.org/files/New_Tricks_with_Old_Bricks.pdf—Stop building new structures and place the poor in empty single-family, condominium and rental homes.
38. Park "improvements" must not include hard surfaces.
39. Recreation Centre
40. Just don't overdevelop the area. It is like it's your goal to make it downtown Victoria.
41. Signs saying "no idling" for vehicles outside shops and work/live areas etc.
42. Eliminate setbacks. This is a stupid and outdated North American policy from the 1950s. Get into the 21st century and stop with all this made-up "neighbourhood character" garbage. Build for the future, not to glorify the era of automobile addiction.
43. Segregated bike lanes
44. Off leash dog park
45. Park acquisition will inevitably end up in parks being chopped up and built on. Protection of these area is not needed as is. The area already has a huge amount of access and limited parking for those who live there.
46. Cadboro Bay was always within the upper levels of housing costs in the region, in order to keep our vibrant community alive, we need to look into densification (the key word). I hardly can see flooding of first-time homeowners entering this market, other than renting. However, somewhat smaller properties, including townhouses and low-rise condos in Village Centre, presumably being more affordable, would allow us to rejuvenate and maintain the neighborhood.
47. In the Village area, welcoming public spaces are essential. Fountains, cafes and public chairs would enhance higher density residential and commercial development. Public art would create interest. Streetscaping should be upgraded.
48. Developers should ensure their buildings are architecturally pleasing and interesting. More pedestrian facilities, public squares are needed. Public art should be installed prominently.
49. Parking. Streets are for communication.
50. Roundabout at the 4 way stop
51. parking
52. Public realm features at Gyro that create a signature all-season community gathering and celebration space for performance and celebration key, acquisition of more waterfront extensions to the park or public access of that landscape to the public important - so privately held. Opps for covenants, gifting of portions of properties for community benefit?
53. land and water off-leash areas for dogs
54. sidewalks, storm sewer upgrades
55. Public artworks, safe dog park, buss access for 10 mile pt.

56. Affordable housing for the middle need. Families, seniors on a middle income.
57. improved roadways
58. Student housing. Homeless shelter
59. Affordable housing for all income ranges that have need - up to moderate/middle income and including rental and homeownership options.
60. Accessibility, improvements for public transportation, lights, safety for pedestrians
61. need opportunities and spaces designed to encourage community gatherings such as local artisan fairs, concerts and other gatherings
62. Note; I have assumed 1 to be high priority and 5 low priority in above poll
63. the character of the buildings. Spending more money on the front of the building to make them charming and inviting and not modern blocks out of the communist era!! Modern never ages well. They need to be character buildings, or at least the front and the builders should spend extra money here and not get away with paying just for a cheap sign or other soft thing that no one can tell they did or did not do and they laugh all the way to the bank.
64. Bike lanes
65. Keep the village shops small and independent. Do not allow chains to spoil the ambiance of the village. Keep it low rise and small. Affordable housing needs to be the biggest priority. Que 26) Support *only if it is affordable housing and not housing for UVic students.
66. Developers retaining trees is more important than giving the community money. We thought the large tree at 2580 Penrhyn would be retained. That building/lot now has virtually no natural space - no shade to mitigate the impact of climate change; one teeny tree without enough space. The community will not trust builders who do this or municipalities who allow it.
67. Public small boat storage (SUP, kayak, canoe, surfski)
68. The beach area needs to be redone. The focus right now seems to be on the play area - but it is noisy and not necessarily so nice for adults without children or seniors who prefer a little less noise. More defined garden areas would be lovely, and more paths for walking on once you are on the beach.
69. Good, well-built architecture and design should be priorities. (Bad buildings are not made better by bike racks and signage). And please don't impose public art on the public in the name of 'improvements'. It's presumptuous.
70. All community members should pay equally for these improvements, out of property taxes. Development charges deter growth.
71. New housing complexes to enhance aging in place. Social affordable housing in Cadboro Bay where land is so expensive is a pipe-dream
72. Protected bike lanes.
73. Building community spaces such as a library
74. What development incentives and added density as well as relaxed development regulations will be offered in lieu of having to add the additional cost to the development making the development less feasible and not sustainable.

75. We need signage for hiking trails e.g. Victoria University to Mystic Vale to Mystic Pond to Gyro Beach to Ten Mile Point Parks to Queenswood to Queenswood Univ. , Goward House, Haro Woods and back to Main University Campus.
76. Add pickleball courts.
77. Traffic calming, sidewalks, crosswalks
78. Public restrooms, historic plaques (history of area, prominent citizens, e.g. Frank Hobbs, Goward House, Sis. St. Ann)
79. I don't see green initiatives with relation to the proposed development. Could there be a living roof, could this development be zero emissions?
80. Ensuring that the design of buildings contributes positively to the character/architecture of the neighborhood and offers greenery. I also strongly believe that Cadboro-Gyro park's grassy areas (which were built through infill), desperately need to be built up and transformed into a more usable inclusive park for the community. A good example is what Victoria did for Fisherman's Wharf Park - built up earth, plants and walkways offer tremendous value to the public.
81. The plan acknowledges that Cadboro Bay is part of the traditional territories of the Lekwungen (Lək̓wəŋən) People, known today as the Songhees Nation and Esquimalt Nation. Has any thought be given to a permanent cultural and historical exhibit or information centre at Gyro or in the Village? Cadboro Bay is rich in environment, history, stories and it would be ashamed if these could not be passed down to future generations.
82. Doctor offices, community centre art, physical activity if possible
83. Off leash dog park area
84. There is always more but it's a case of feasibility.
85. Road safety infrastructure as noted in my previous comments. Small-scale farming infrastructure such as a community garden space and or local market space (could be a use of the plaza)
86. Consider traffic and parking issues and how to direct it.
87. Maybe a contribution to a fund for future developments
88. Accessibility.....make it more walkable to move between locations safely. Good sidewalks and signage. Parking! Still lots of cars being used. Also the recreation nature of the spot.
89. Please do not allow developers to “pay” their way around height restrictions, tree protection, watercourse protection and the like. The community contribution is not tied to any alleviation of the rules.
90. Restore shoreline ecosystem function to previously developed properties - replace concrete/stone retaining walls with natural habitat materials for shore and property protection.
91. Indigenous history and participation in that
92. Litter removal on Gyro Beach?
93. Protect the environment; do not cut down even one tree. I vehemently disagree with the Saanich policy of cutting down old trees and replacing them with new trees/growth. I cannot

- answer the questions above. Is 1 strong support or strongly do not support? I do not want any development/developers in the area so these questions are irrelevant to me. Saanich seems determined to submit to developers which I strongly do not support.
94. contribution of 1% of construction costs for additional services for the village; e.g., security, beautification, tree planting, ...
 95. A dog park
 96. A raised walkway down lower Penrhyn Street to Gyro park as proposed in detail by CBRA and neighbours 3-4 years ago.
 97. Please mainly consider the voice of those who live in cadboro bay, not the developers and those mainly interested in profiting from development. This is our home. .
 98. Library, wading pool in the park, more trees in the playground area of Gyro Park, improved Sinclair hill access for bikes and pedestrians, consider blocking one end of Hobbs so that only residents can drive in. One lane for cars, one lane for bikes,.
 99. A critical feature of an effective village is to make sure there are wide setbacks. No point in pedestrian amenities if there is not enough space overall.
 100. Active transportation initiatives/amenities.
 101. *You should make sure to specify whether 1 or 5 is highest next time you make a survey(I chose 1 as highest but someone I know did the opposite)
 102. Maintaining existing buildings. If they must be demolished then they should be either offered for sale to be moved or be fully recycled during demolition. No trees damaged. No underwater streams diverted or impacted. This has happened and killed trees downstream in certain cases already in Cadboro bay.
 103. Improvements to active transportation network
 104. Reduce traffic speed through the village immediately. Begin saving the existing housing from over development especially along the beaches. Preserve the nature of the present village rather than bow to outside pressure to increase density because of political pressure. The village is fine now and there are plenty of other areas that can have increased density. We do not want more properties being rented to university students, more noise or more traffic. Less is more. Let preserve something!
 105. Affordable housing needs to mean co-op housing, low income/subsidized housing, rental below market - NOT just subdivision into smaller homes that are still not affordable to those in greatest need.

Q29: Please tell us what comments you have about the proposed Sinclair Road improvements?

1. As a cyclist I have only ridden up Sinclair Hill once and that was enough. I frequently come down that way and am concerned that traffic into and out of driveways on the south side will be a real hazard where vehicles cross the bike lane as it will be hard not to go at a pretty good speed downhill.
2. I am very excited and encouraged by this design for Sinclair Rd! Great work, let's get it done!
3. I prefer concept 1
4. encourages climate friendly active transportation
5. It is a good idea to put in more crosswalks. Trees should not be removed, but more added. There should be no on-street parking. Bike lanes should be separate from 'multi-use pathways' due to safety concerns.
6. I would prefer to minimize street parking along the entire length of Sinclair.
7. For the downhill bike lanes, the proposed concrete proposed concrete buffer should be relocated to protect pedestrians from fast-descending bikes, rather than protecting cyclists from descending autos. The Southern pedestrian sidewalk will be used by for both ascending and descending Sinclair. The descending pedestrians will not be able to see or hear fast-moving descending bikes right next to them and should be kept distant. Not the case with the ascending bike lane.
8. The sidewalk improvement is #1 priority. Next would be bike access, this should be on one side only and be 2 way, and could mix with pedestrian traffic. Parking one both sides up to Hobbs and perhaps Pitcombe, if the sight-lines for turning from Hobbs onto Sinclair are kept clear.
9. It's a solution looking for a problem. The area is stable developmentally - usage of the road is not going to change over time...The current road and walkways are adequate. Finnerty Rd changes are a great example of wasted money on solving a problem that simply didn't exist. Proposal for Sinclair looks the same
10. Regarding Finnerty Road bike Lanes (eg in front of UVic Daycare), does anyone realize that NO ONE will use the two bike lanes on one side of the road and the bicycles are on Finnerty road with the cars even more now. Also covered in leaves and mess so the bikes won't use it. My TOP priority would be to fix the bike lane mess, with young children from Arbutus Middle school riding bikes together with cars in front of UVic Daycare rather than crossing over for two-lane bike lane. Sinclair Road
11. Seems well thought through. The pedestrian crossings are so important. Right now, pedestrians and runners are crossing at Hobbs and Haro (blind hill! yikes!). This is crucial before someone is killed. As a Frank Hobbs parent, we had to stop using Mystic Vale trails for the kids' X-country training because it was so unsafe to cross Sinclair from Hobbs or Haro
12. Bike lanes not required. Going downhill the bikes need the street width and can keep up with traffic. Going uphill the riders are either (i) capable and can ride with the traffic; or (ii) not capable and should be re-routed through a gentler route (through the school)

13. Hard to realize on such a steep road, remember the demographics of the area
14. LONG overdue!
15. As the left side ie towards the ocean, is increasingly dangerous with increased traffic and student population, & as there are no pedestrian crossings at this time, this proposal should be one of the first to be implemented.
16. The "multi-use" path aspect is just waiting for an accident. As a biker/runner, you are carrying too much speed down the hill for this to be safe. Otherwise I am all for the improvements. An alternative for bikers is to re-route through Frank Hobbs elementary which has a less steep grade.
17. I'll still never bicycle up Sinclair!!
18. Like this plan very much.
19. I don't believe the bike lanes will be used very much as the hill is very steep. Most people with bikes simply walk them up or down the hill at the moment.
20. If the width of the road allows it, I would continue the parking down to Cadboro Bay Road - if the Village is going to remain in that location. This allows overflow parking from the Village parking lot.
21. Currently unsafe for pedestrians, cyclists and motorists. Needs to be prioritized.
22. Too many transitions and possibilities for accidents between cyclists and pedestrians. Cyclists blow thru stop signs regularly, what makes you think they'll respect pedestrians at change points???? And I do cycle, not against this form of transportation, just the many cyclists that act like they're exempted from adhering to rules of the road
23. Native plants only and edible trees
24. Improve Hobbs Intersection and discourage commuter traffic short-cutting down Penrhyn and through the village area.
25. Looks good
26. Bike lanes at all times must be separated by a barrier from traffic not a plastic pylon
27. The uphill bike lane needs to be wider than the downhill bike lane. Faster cyclists will definitely need to pass on the uphill and cycling uphill usually results in much more meandering in the lane than cycling downhill (which is much more straight line). Use the available space disproportionately.
28. Where will there be parking for the new businesses and residences?
29. This will greatly slow down traffic with all the crosswalks and narrowness of the car traffic lane. I suppose more e-bikes will be using Sinclair but I think Arbutus is a much better route and more suitable for bike traffic. Why not Direct cyclists and money to that route? There is also the route through Frank Hobbs school. Even with these improvements, I am not keen to ride either up or down Sinclair. Good improvements for walking though. Also address excessive speeding on Sinclair.
30. All the UVic people and renters who park there now will just park all over Hobbs and other nearby residential streets.

31. Great design. Still think a pedestrian controlled traffic light at Sinclair and Cadboro is needed.
32. Variety of pedestrian / bike lanes Seems Confusing.. Significantly reduced parking compared to now...
33. Sidewalks need to be wider. Best to add a buffer between traffic and bikes and pedestrians.
34. Make sure there is separation for cyclists and pedestrians.
35. With parking on Sinclair, it is very difficult to pull out from Hobbs or Haro Road. The parked cars block clear sight of on-coming traffic.
36. I do not support a bike lane on Sinclair rd. Redirect traffic via Finnerty road and arrange a bike path thru Haro woods
37. I'm not sure that the current roadway and sidewalk are wide enough. Property may need to be expropriation. That is not good.
38. Are you sure cyclists are going to pedal up that hill and (safely) ride down? And this seems awfully wide given the available space.
39. I don't fully understand the details but the concepts generally look good. Improvement is greatly needed
40. High priority due to safety concerns. And while making it a safer corridor plan appears to enhance the access to the natural beauty of Cadboro Bay and the community
41. It seems like a waste of time. Sinclair road is fine as it is.
42. Make this a top priority
43. Makes roadway too complicated; bike lanes for who? Students don't use bikes a lot; people shopping use cars
44. Adding new pedestrian crossings...yes... Plus speed bumps at crossings and more traffic calming on caddy bay road and Arbutus and Adding new pedestrian crossings and raised speed bump with push light and diverter by the Bay Breeze... Where Cadboro Bay Rd ends. The corner has had many near hits witnesses by us and neighbours. A tragedy is eminent if not fixed Now!
45. Haro Rd is at the crest of the hill-not safe for walkers or drivers not familiar with this area. Tourists for example & visitors attending CARSA events. Clarndon makes sense connecting students to Lam Cir & student housing. Design to preserve mature trees on CadBay Rd as well. Need more info on parking in village core.
46. It is a no-brainer that a major road leading to the university should have infrastructure that supports cycling and pedestrian traffic.
47. In the design of the down-going bike lane, there is a buffer to the road side, and the sidewalk is slightly elevated to the other side. This leaves the bike lane 'enclosed' and it will fill up with debris and piles of wet leaves in the fall. It would be very difficult to clean and becomes hazardous very quickly. This already happens with the marginal sidewalk with the accumulation of wet leaves. It would be much safer for the few bikes that go down to go on the car road.
48. It is all a waste of time and energy. I would like to write something about the previous page

and that is that institutions should not be expanding as Greta Thunberg pointed out endless expansion is the problem driving world-wide environmental destruction and we the residents of Cadboro Bay should shoulder the burden of it like Atlas for these institutions which will not rein in their own endless growth.

49. A bike lane and walk ways that connect from Cadboro Bay to UVic and the bike lanes on McKenzie would be a great improvement for Cadboro Bay residents and students alike. However, these should also be improved on Hobbs given the elementary school and park on Hobbs as well as the increased density being planned.
50. A proper street light at the corner no 4 way stop, confusing at best
51. Head toward auto abolition with free buses and four times as many buses.
52. PLEASE go AROUND healthy trees, don't chop them down as Engineering Dept. did on Finnerty Road!! This would prevent cyclists and wheelchairs going at breakneck speed down the hill.
53. You could not repair Sinclair road for 20+ years, and now you want to make it even narrower. Just repair that road and leave it as it is. The bike lane on Cadboro Bay road is horribly planned.
54. Please go AROUND healthy trees, do not chop them down as happened two years ago on Finnerty Road! Winding sidewalks and cycle paths would slow cyclists and wheelchairs down from going at breakneck speed down the hill!
55. 3.3m is EXCESSIVE for a single automobile lane. Wide lanes result in drivers operating vehicles faster. Eliminate all on-street parking - this is unnecessary. Protect the unprotected portion of the bike lane from Haro to Hobbs - literally no reason for it to be unprotected. Driveways MUST incorporate physical speed bumps as crossing a bike path is an extreme risk to cyclists.
56. Eliminate parking. Enable walking and people will walk. See Madrid (9% increase in sales after parking eliminated).
57. It's good. But very steep. Cadboro Bay Road should ALSO be included.
58. Agree with extra pedestrian crossings. Any new deciduous trees should be of a smaller scale in width and height to minimize their branches hanging over on roadway and bike lane and minimizes the amount of foliage that falls on the ground in Autumn/Winter and then gets compacted down thus creating a slippery walking and cycling surface. Allow for vehicle parking on "south" side of Sinclair from Pitcombe Pl. and Cadboro Bay Rd. where existing boulevard width permits.
59. If I'm reading this correctly (and didn't pick this up from the open house), Please don't switch to a multi-use path halfway down Sinclair. Please keep it continuing with a bike lane and pedestrian sidewalk. The bike lane and sidewalk down Finnerty is wonderful.
60. Parking is always the problem with bikes and pedestrians. Move parking off of Sinclair road, with good signage. Making parking easy enough, but not on main thoroughfare in and out of the village.
61. Sinclair from Hobbs to UVic westbound is too steep to be a viable cycle route (and I am a cyclist). Find a better route.

62. Crap
63. Bike lanes should be a priority given connection to Uvic. In particular the uphill route should be more generous as cyclists to weave more on the uphill side to manage the grade
64. This road is in serious need of upgrades, and providing things like bike lanes, and enhanced sidewalks will benefit the whole area. The only issue may be the width, as many large vehicles and semis travel up and down Sinclair Road every day. The slope is also an issue but is unavoidable.
65. It will be more hassle and allow more traffic in an otherwise non disturbed area. If I can't cut down one tree in my yard because of its established nature content, why should I let you rip up entire sides of roads and trees to allow traffic?!
66. Adding one crosswalk between UVIC & Caddy Bay Rd at Hobbs(?) would moderate the speed down the hill and improve the safety, which is great, but three of them would cause a traffic crawl. Concerned about the massive reduction of street parking spaces near the Village Centre, between the students and employees around, it is already challenging to find a spot. Most weekends and nights are OK, it is easy to see how many spots are used by the actual residents.
67. Need more underground parking! I support higher village density but need underground parking for this to work. And less surface parking and more pedestrian "high streets" and plazas.
68. High quality sidewalks and ornamental street lighting is needed to really build on the Village as a jewel that is even better than Oak Bay Village.
69. I like the trees, bike lanes, sidewalks and hopefully, wide car lane all the way to Cadboro Bay Rd. Don't agree with making and tree removal on the 2 areas noted.
70. Cycling downhill on Sinclair will still be suicidal. Downhill cycle traffic should be banned. Therefore no downhill cycle lane.
71. It's the steepest road around and it's no fun for cycling unless you're an affluent e-bike user! Perhaps a waste of major funds for putting bike lanes in there? Unneeded?!
72. please include traffic calming ideas to reduce traffic speed
73. limit pedestrian sidewalks to one side of Sinclair, thereby allowing adequate road width for vehicle traffic in both directions
74. The multi-use path is an extremely poor choice. The "boulevard" should be eliminated for proper separated facilities
75. The concrete buffers are disruptive for delivery trucks, emergency vehicle parking and mail delivery trucks. Can the bike lane be raised and on the same level as the sidewalks such as is done on upper Cook St near Quadra.
76. In my opinion Sinclair Road will never be a popular "Bike-Road" (to steep). Give more room to the travel lanes
77. Segment 1
78. I support this but needs to be justified by making this a more diverse neighbourhood

79. Remove trees and shrubs that impede visibility to/from driveways and side streets to Sinclair Rd. Will need a left turn lane from Sinclair onto Cadboro Bay Rd if the area population and village access is to be attained. Saanich rarely puts motorists first anymore.
80. Worried about parking for Mutsuki-an (etc) stores on Sinclair
81. We have waited for more than 10 years for Sinclair to be upgraded. It is an increasingly dangerous road for pedestrians and cyclists.
82. Excellent!
83. We do not need 2 bike lanes. We do need parking for staff at the Village.
84. I am excited to see the improvements, and for the pedestrian crossings. Anything will be better than it currently is!
85. It has long been needed
86. It looks good to me! Keep all trees that are in place now. Walk around them - do not take them down!
87. Multi-use path risky on hill: bikes pick up too much speed on way down to share with pedestrians. Separate on way up good: pedestrians can get in way of struggling cyclists. If space is an issue, better to have bikes share with cars (narrows) on way down, with separate bike lane on way up. Fewer trees drawn on the CB->Hobbs section? Fluke? ***PLEASE PRESERVE TREES. Please preserve semi-rural in all of Cadboro Bay, not just 10-mile point and Queenswood!*** No urban sidewalks without shade trees
88. Please keep driving lanes straight rather than having intrusions for pedestrian crossings. You're on a hill and need to focus on driving safely not swerving because pedestrians are erratic in their movements.
89. From Cadboro Bay Road down Sinclair Road to Gyro Beach, I would strongly support the removal of cars completely - and implementing a courtesy cart to shuttle people to the beach from the village with the exception of service/handicap vehicles. You could then reduce the size of the existing parking lot and plant more trees, flowers, etc and walking paths in that area. The rest of your improvements for the other roads look lovely - great to have bike and pedestrian paths on Sinclair Rd.
90. Sinclair really needs improvement, so this welcome. But probably only electric bikes can use the lane going uphill. Maybe a stop light at Sinclair and Cadboro Bay Road? It's amazing that there aren't more serious accidents there.
91. Leave as is
92. I like the plans' stated goal to preserving the trees where possible between Cadboro Bay road and Gyro. Intersection of Sinclair and Cadboro Bay Road should be improved.
93. Segment 2 and 3 do not need a bike lane on the downhill side (south). Bikes travel fast here and can "share the lane" easily with cars. Fast moving bikes in a bike lane can get hit by cars backing out of driveways.
94. It's important to physically separate pedestrians and bikes especially on a busy and steep road and make road crossings safer..

95. Have concrete buffer for all bike and MU lanes
96. Need stop light at Sinclair and Cadboro Bay Road
97. Needs to be done with priority. The present road status is dangerous!
98. Seems like too many lanes for the apparent available road allowance.
99. Scale way too big. Likely means taking property from owners. Creates a freeway, thoroughfare much too big for scale of Village.
100. Traffic on Sinclair in horrific right now. While I support improvements for safety, they can't come without other priorities such as traffic calming, speed reduction, and enforcement of noise bylaws. This road is a thoroughfare for motorcyclist and muffler-less cars who gun it up the hill. The noise pollution is offensive. I support bike lanes but few people cycle up the hill. Residential parking is already insufficient and must not be reduced.
101. Include places for cars to stop to drop off or pick up passengers.
102. Improving Sinclair Road is LONG OVERDUE!
103. Haro Rd at the top of Sinclair should remain close to cars, but open to pedestrians and bike.
104. Encouraging less cars in the village area by providing suitable bike paths, places to park bikes and decent sidewalks.
105. Please separate bikes from cars. Please also separate pedestrians from bikes. If two of these need to be together to save width, put the bikes and cars together. Please also consider capacity of a single road lane each way...if this area plan builds out as shown, there will be a LOT more traffic on these streets - one lane each way may not be adequate.
106. Don't think shared bike/pedestrians sections can work.
107. The space available is too narrow to fit all that stuff in without cutting down trees, filling ditches, and having areas where bikes and pedestrians are sharing. And all this on a steep hill is a recipe for disaster.
108. If width is an issue, do not put bikes / people together, group the bikes separately from people.
109. No street parking. Contributes to congestion. Emphasize pedestrian nature of village. Put parking lot at edge of village in UVic
110. I feel the bike lanes and pedestrian walkways are unnecessarily wide.
111. Please don't stop at the village...the road and access needs to go right into gyro park at Sinclair.....Another park access would also be great. For all modes of transpiration. Where are the bus stops in this concept?
112. Inclusion of soft-scaping over hard scraping (concrete barriers) elements would be really nice. And retention of shade trees.
113. Sinclair is fine the way it is.
114. Concerns about multi use sections for safety
115. Sidewalk should be wider so that people can pass safely, especially with social distancing. 1.8m is very narrow!

116. Sinclair is fine as it is. Not that many bikes or pedestrians use it. Too steep.
117. Eliminate the bike laws on Sinclair from Cadboro Bay Road to Sinclair. I have not seen a bike on that road for at least a decade so it is a waste of money plus it is a safety issue. This is already a narrow road so why build even one bike lane that will never be used? I am already nervous driving on this narrow road when there is a delivery truck parked on Sinclair. It will be much worse if the road is even narrower. All sidewalks should be chip or other soft material.
118. One crossing could be deleted. Too many stops on a hill, creates increased brake usage and subsequent dust. Engine noise and emissions increase on re acceleration. I would suggest putting a mini roundabout in at Cadbury Bay St. Clair intersection or make the east bound right hand lane right turn or straight on and have left hand lane left turn only. This road gets quite a lot of traffic in late afternoon heading east
119. The alternatives weren't explained to the community. However, I generally support improvements to Sinclair hill ASAP
120. Great!
121. It needs to balance safety with aesthetics
122. Sorry, no parking. Open up the hill from Sinclair to Frank Hobbs school for a bicycle path option. Wide bicycle path on one side like they put in on Finnerty, it is excellent and wide enough for bikes and pedestrians.
123. I spent a lot of time looking at the Sinclair proposal. I live nearby, cycle, walk, and run down Sinclair regularly. I am very much opposed to the bike lanes planned, especially the protected bike lanes on the downhill section. This is NOT a cycle-friendly hill, and few people will ride it, so why the cycle lanes? It is safer to ride down the hill in the car lanes, as bike lanes at speed are not safe. Better to have wider sidewalks, which will get used extensively. This will never be a bike route!
124. Sinclair Road Design Concept - Middle Section (Segment 2) is unacceptable. Minimal buffers are no longer acceptable, given the carnage on our roads. There needs to be solid buffers. No parking bays except for the Hobbs to Caddy Bay section. (Also, isn't it Pitcombe not Pitcomber? And you used it twice. Does the person doing these even know Saanich?)
125. I don't know how realistic bike lanes on Sinclair are given the steepness of the hill. I would prefer making Arbutus Road more bike friendly as a route to UVic / McKenzie as the hill is more easily climbed on bicycle and it is already a major recreational cycling route (seaside route).
126. I think planting trees along the boulevard would be great, more trees the better
127. Biking on 1 side is enough. Parking on the other. Cyclists tear down that road - cannot stop for pedestrians at cross streets. We need enforcement at the 4 way stops. Do NOT cut any trees for bike lanes or parking or sidewalks please.
128. Strongly support the new bike lanes. However, suggest keeping the bike lanes and sidewalk separate if possible, rather than having a multi-use section. It may be difficult for cyclists to navigate safely around pedestrians on the steep hill.
129. I am supportive of improving active transportation infrastructure, but as a cyclist, feel we are generally not given enough credit for being able to navigate around mature trees rather than

having them removed for wider pathways. Sinclair road does not need to encourage speed, so a creative design should be possible.

130. Blvd. is a great idea. Trees vital.

Q31: Please tell us what comments you have about the priorities for Cadboro Bay Road improvements?

1. Ensure pedestrian/bike improvements along Cadboro Bay Rd extend to Tudor
2. An additional cross walk needs to be added near 2705 Cadboro Bay Road, where pedestrians cross in the blind corner to access the beach. Either that or restrict parking in on Cadboro Bay Road in that vicinity to ensure drivers can see pedestrians.
3. Bike lanes and greening of the boulevard
4. more active transportation personal mobility device facilitation please
5. I would like to see a pedestrian only Village Core with underground parking.
6. Worried about impacting traffic flow into and out of the Village especially during rush hour periods. We need to facilitate this traffic somehow. The traffic will only continue to get worse, not better. Plus traffic will divert to other roads which are not main arteries, such as Killarney, and Haro. Haro Road needs more speed bumps to keep traffic moving slowly due to Maynard Park, and Frank Hobbs school
7. no growth - current road and amenities are adequate - leave things as they are
8. Previous page comment. Sinclair Road Bike lanes cannot be used as the grade is too steep. Maybe 1% of bikers can go up that hill so I don't see how that is helpful. A better sidewalk is good.
9. I support minimization of concrete, so if a space can be used for multifunction while maintaining safety, this is ideal. From what I can see, the improvements look to be in keeping with seaside village. Please do not over build. Keep it simple.
10. This road handles a lot of through (i.e. not local) traffic. This is a priority - there are already long tailbacks that should be eliminated.
11. Absolutely imperative to have indentations at bus stops to prevent buses impede traffic otherwise it backs up into the village.
12. Currently a 4-way stop exists at the junction of Cadboro Bay Road and Sinclair Hill. Because of the increase in traffic this should be changed to a regular traffic light system. Some drivers are unaware of who has priority at the stop signs as many vehicles arrive together and it is becoming increasingly dangerous.
13. I would like to see protected bike lanes going from the village to Beach Drive and beyond.
14. See comments in previous page.
15. I like the idea of sitting areas and the bike lanes and proper sidewalks.
16. Have roundabouts been considered?
17. native plants and trees, edible container gardens or fruit trees
18. Make space for Fire Truck to park near coffee shop if they continue to half-block the roadway while meeting / having coffee - dangerous, and they are supposed to be safety people!
19. Parking is still important in the Village. This concept will work once density has increased, but we are nowhere near that now that Saanich should be considering eliminating parking on

Cadboro Bay Rd. Recently, Saanich changed the parking on Penhryn to residential enforced 2-hr parking. This put pressure on the one hour (not enforced by Saanich) business parking across the street. The problem is that people will park there and walk away, denying the businesses customer

20. Access routes for Emergency Vehicles
21. GIANT stop signs and/or lights at all the intersections before someone gets killed. Also signage explaining what “stop” means.
22. Pedestrian and bike friendly should be a priority so the village has a more “walkable” feel like a street mall with open sitting places near restaurants. Perhaps even considering a rerouting traffic?
23. Surprised there is space to do this with current setbacks without getting rid of a lot of trees ... please keep mature trees
24. Wide sidewalks must be prioritized. Clear separation between bikes and vehicles and pedestrians. Limits on speed of bikes. Very problematic with new electric bikes which travel very quickly and without seeming regard for anyone else whether pedestrian or vehicle
25. Again, it is now and will continue to be dangerous when trying to cross or turn on to Cadboro Bay Road from Sinclair or Penhryn Streets due to parked cars blocking the driver's view.
26. Parking on Sinclair must be limited so that a car pulling out of a cross street is able to clearly see both ways. When cars are parked too near to the intersections, it becomes extremely difficult and dangerous.
27. I am very concerned that numerous existing properties will be severely impacted in order to make room for all that is indicated on the diagrams. Including the setbacks it looks like 25 meters is required. The existing roadway and sidewalk looks like it is around 16 meters.
28. Not if water courses and (significant) trees disappear. How is there enough width for these wide lanes?
29. The theory sounds appealing but the devil is in the details; there is too little (?) / hardly any protection outlined for the individual householder.
30. There's a need for more walkability especially on the west side. However, a significant reduction in parking spots would cause hardship to many
31. Definitely need to accommodate parking and allow free flow through the Village centre.
32. It's a waste of time. The road is fine as it is.
33. Bike lanes were taken away on Cadboro Bay Road, why put them in the village?
34. Excellent. Add raised wide bump and lower speed limits from village to ten mile around to Haro. No one is safe right now.
35. Again why waste the time? It is fine as it is now.
36. Bike lanes and better sidewalks on Cadboro Bay road would be great.
37. It is unclear what the plans are for all for all the parking spots in front of all the shops and restaurants in The Village.

38. Quadruple buses, fare-free
39. Leave Olive Olio's Coffee shop and patio as it is. Leave all the healthy trees in Cadboro Bay.
40. Your suggestion for the village core is absolutely sick. No one wants over-developed areas in the village.
41. Sidewalks should be "pathways" not concrete. No high abutments painted white! Good point under "Policies 6.2.5". Please install large road bumps where Cadboro Bay Road meets Telegraph Bay Road. This corner is EXTREMELY DANGEROUS for pedestrians crossing the road. Take for example the excellent double bumps on Finnerty Road at San Juan.
42. Parking needs to be OUTSIDE the bike lane - cyclists should not be a buffer between parked cars and traffic - parking can provide a natural barrier. Beyond this, why are bike lanes outside the tree boulevard? Why do cyclists get less protection than pedestrians?
43. Make sure that bike lanes are physically separated. Make sure Cadboro Bay is not a through road so people can't bomb through.
44. Will Saanich actually fund these improvements? Is there a timeline?
45. The protected bike lanes are much less important in the core Village as traffic already goes slow between the short blocks of Sinclair and Penryn. I would prefer to see them at same level as vehicles particularly for emergency vehicles such as firetrucks and ambulances, buses etc.
46. Wider sidewalks and improve crossing
47. As a driver, daily cyclist with children, pedestrian, and very active person in the community, I would please ask to consider making the parking areas beside the roadway (similar to downtown Victoria), so cars are not driving across or cutting into a protected bike lane when trying to park or leave their parking spot. This is an oversight and I would encourage planners to bike around to town to different areas to see safety issues with different layouts. Cars crossing bike paths is not safe.
48. Protected bike lanes unnecessary for low-speed roads. Find ways to shrink the footprint of transportation and create more space for useful activities.
49. Costly
50. None are needed. Maybe implement a sidewalk that has one lane for pedestrians and one lane for bikes and just enlarge the existing sidewalk a little. No need to rip up roads and trees and everything else.
51. I disagree with the protected bike lanes in village core. Cars slow down significantly between intersection with Sinclair and Penrhyn so road can be shared.
52. Please, make a point to beautify the temporary sidewalk along Caddy Bay Rd. (east/SE side), from Hibbens Close to Sinclair. Adding a cross-walk near the Beach Dr. intersection was excellent move, but sidewalk with pylons truly resembles a third world standards, let along one of the more affluent areas of the city. If we are striving to remain one of the nicest communities, we can't go with these "Mickey Mouse" solutions.
53. Overall streetscapes need to be upgraded. This means better sidewalks, pedestrian seating, plants and specialty lamps (like on Oak Bay Ave.).

54. Better sidewalks are needed.
55. Bike lane - yes! Parking at the side of the road - no. Remember - we do want safe just not highways. Keep activity controllable and all things community and controlled for those who live in the area!!
56. Two stop signs within 100 meters congests traffic. The concrete bus stop projects into the street forcing cyclists to perform a dangerous maneuver, uphill. Fix it. Please.
57. Roundabout at the 4 way stop
58. Parking is needed but not all has to be on the main street - look at Oak Bay and the free back parking lots - this is good design idea for this area. Promotes the area as a shopping spot for more than just what you can put on a bike - helps sustain the businesses and use of the area as a specialty commercial space. Don't mess with that!
59. Cars should not cross bike lane to park, increases risk of being hit by doors
60. I don't see how there is adequate width to allow for all aspects shown. I would prefer to see limited parking on Cadboro Bay Rd within the village centre
61. The Oak Bay junction and Upland's gate is problematic, problems start in Oak Bay at upper Terrace with speed and flows into Cadboro Bay as an issue. Please get rid of those cement barriers. people using Vista Bay to circumvent inability turn left of out of Uplands, Also please get rid of the boulders people are using to present parking in front of their homes: bottom of Vista Bay!
62. One way traffic roundabout
63. Protected bike lanes unnecessary for such a small area. They will increase vehicle congestion even more. Regular bike lanes should suffice.
64. Greta bike route for the region
65. Will need street parking to visit the shops, cafes, and restaurants and for visitors to the proposed residential buildings.
66. Wider more pedestrian friendly space would be a great asset in the village area.
67. I do not support narrow roads. I do not support multiple bike lanes.
68. That there is not enough room to do all of this. I assume lots will be knocked down.
69. Along with improving the sidewalks (will the temporary sidewalk along Cadboro Bay Road leading into the village be improved / made permanent?), I think the design of the road should also inhibit speeding down the hill in to the village.
70. Bike lanes are great - as always KEEP THE TREES!
71. If this protected bike lane is only in the Sinclair-Penrhyn block of Cadboro Bay road, it hardly seems worthwhile. The bigger problem is vehicles backing out of the north side. The rear parking lot seems underused. Perhaps signage could point drivers there? SHADE TREES PLEASE. Pedestrian oriented good.
72. As many trees and flowers that can be planted would be so good for the environment. Hopefully you will get some government support with this! Love the outdoor spaces as well, especially with the pandemic.

73. Where is there room for 'new plaza spaces'? There still needs to be parking in Cadboro Bay village centre, if you want to keep the vibrant shopping area.
74. Leave as is.
75. Road plan looks good, Village Core very appealing.
76. How protected are the bike lanes? They must be clearly separated because some users will be children. Can the road be made "special" in the core area by paving style or colour?
77. Not liking on street parking as this is very dangerous when unloading car or van with small children, buggies etc
78. A way to cross safely on Cadboro Bay Road by Tudor path
79. Don't take away parking from Village shops
80. Seems like too much for apparent available road allowance.
81. Far too big. Too much concrete. Creates a freeway. This would change the feel of Village & surrounding streets to be more like by the breakwater down town. We are not and don't want to be that scale.
82. Do not reduce on street parking "outside the village". Parking on Sinclair Hill, for example, is already insufficient. It is used as parking by UVic students, as beach and village overflow parking, leaving Sinclair residents and their visitors' limited local parking. This will be exacerbated by the increased commercial density as proposed.
83. Cadboro Bay Road should be a 30km/h zone from Arbutus to Sinclair. Also a controlled pedestrian crossing needs to exist at the east access to the beach.
84. Add sidewalks to the water side of the road from the village to the turn onto Seaview Road.
85. Need a better system for traffic flow at the intersection of Sinclair & Cadboro Bay. Traffic backs up and makes it difficult for residents to get out of side streets. Example exiting left from the east side of Killarney.
86. Parking is really important at the village for the wider community. If not available in the immediate area, support extended parking nearby
87. Taking away parking for a "Boulevard" on the East side is a big hit for businesses and customers. The current pedestrian path is fine. If you care about bike safety, bikes sharing the downhill approach (S Cad Bay Rd) is a way bigger concern.
88. Pedestrian sidewalk along Arbutus is too small and not safe.
89. While I agree these would be good for Cadboro Bay Road, I cannot support a "Cadillac" system there until there is at minimum a safe way to walk or bike in Ten Mile Point (Tudor side) from the point to the Village. This requires a pathway of some sort and at least one proper crossing of Cadboro Bay Road from Ten Mile Point. "Replacing" existing infrastructure before ANY exists at all nearby is extremely inequitable and simply poor governance.
90. Safe sidewalks is a first priority with a safe crosswalk to Ten Mile Point (i.e. crossing Cadboro Bay Road at Tudor) and a paved sidewalk along Tudor. Then sidewalks on both sides of Cadboro Bay Road (Currently only on one side). ALL this should come BEFORE any major improvements to the Village Area and Sinclair Road. It is SO totally inequitable that Ten Mile

- Point does not have a sidewalk and a safe crossing of Cadboro Bay Road yet major improvements planned for the Village and Sinclair.
91. No street parking! Contributes to congestion especially in summer.
 92. Again - bike lanes too wide. What happened to that earlier idea of having diagonal parking in the centre?
 93. Again retention of large trees and use of soft-scaping features over concrete would be really nice.
 94. Do not think protected bike lanes are necessary.
 95. Village core - Sinclair to Penryhn no street parking with traffic circles at each intersection.
 96. Village Core: Building canopies should not extend over the property line as shown in the section. Are there min. setbacks to allow for interesting configurations of public spaces? Need a master plan and guidelines that includes both private & public lands to show how they can work together, ie. where trees are planted, how private lighting, furnishing and front setback pavers work with public fixtures and paving esp. given private development will largely determine the character of the Village.
 97. Definitely not protected bike lanes.
 98. Leave it alone. Do not decrease parking for vehicles. It is currently very functional but any further increase will prohibit shopping in the Village. What are seniors (and the average age of this area is significantly above average) supposed do for essential services. I am 76 years old and do not intend to hop on a bike because there is no parking in the Village.
 99. Intersection at Sinclair and Cadboro Bay Road needs help, parking spots outside strip plaza takes way too much room and is ugly.
 100. I like the idea of protected bike lanes but am concerned about insufficient parking for those who work in or visit the village
 101. Focus on pedestrian, cyclists and mobility challenged people
 102. Cadboro Bay Road needs bicycle paths all the way down the hill, good sidewalks, a roundabout at Cadboro Bay and Penryhn. We could also use a roundabout at Hobbs And Sinclair. Parking is an issue. Maybe more of the park needs to be used for added parking.
 103. I agree some bike lanes are needed, but is not clear how the loss of parking spaces will be accommodated. It is important that any new buildings do not encroach on the public spaces, so large set-backs are needed.
 104. Slow the speed limit, vehicles can navigate each other if limit is 40km. There can be a primary side walk and a lesser one on the other side. ... the parking. sigh. The parking (yes) has to be there for people to access the area yes.
 105. Strongly support the focus on improvements for pedestrians and cyclists.
 106. There is no need to increase parking in the village, Parking should be a responsibility of property development.
 107. Same as Sinclair, please preserve mature trees by building sidewalks and bike lanes around the natural landscape as cyclists and wheelchairs can navigate.

108. It is difficult to walk 2 abreast widening paths would be good. Keeping bikes away from cars would be good.

Q32: Are there any additional crossings or connections that should be a priority?

1. Safer connection to beach access off Telegraph bay to East beach Cadboro bay
2. There must be a safe crossing where Telegraph Bay Rd meets Cadboro Bay Rd (at the beach access point). That's where the pathway from Tudor joins with Cadboro Bay Rd. It's currently impossible to cross the road safely from the Tudor/Cadboro path towards the village or towards Frank Hobbs school.
3. Yes on Cadboro Bay Road in the vicinity of 2705 Cadboro Bay Road to ensure safety of pedestrians crossing to the beach access. Also the sharp corner at the east end of Tudor needs improved walking areas in the blind corner.
4. Cadboro Bay at Tudor to facilitate safe access to the eastern end of the beach. This is a heavily trafficked "jaywalking" intersection.
5. No additional ones. Seaview and Tudor intersection sees very little traffic and a crosswalk there is not necessary.
6. no
7. There are quite a few pedestrians crossing Cadboro Bay Rd at the intersection with Telegraph Bay Rd to the beach access - need for a crossing in that vicinity?
8. Bedford as it runs in to Sea Point is a major crossing as there is an informal path from seaview to tudor that people then cross tudor to get to seapoint and konukson park. Seapoint is also intended as an alternative bike route to continuing on Tudor and right now is completely bereft of signage and safety precautions for those crossing the street or making a left hand turn.
9. It would be great if every dead end street had a way through for bikes and pedestrians.
10. the two existing crosswalks at Penrhyn and Cadboro Bay
11. There should be a crossing on Cadboro Bay Road the curve at the NW end of Cadboro Bay.
12. I would hate to see the little wooded walk way taken away from Sherwood to Queenswood. This is a lovely space to walk through in a natural habitat.
13. Cad Bay Rd & Telegraph to beach access. Many, many people cross have been crossing (often with dogs and/or children) there for the 2 decades I've lived in area.
14. The new crossing on Cadboro Bay Road near Cherilee Crescent should have a flashing light. There is a VERY dangerous corner where pedestrians are crossing to get to the beach on the far end entrance, off Cadboro Bay, as it bends towards Arbutus Road. A lot of people use this crossing in the summer time especially and it is an accident waiting to happen. Please consider putting in a crossing, flashing lights or speed bumps at that corner to slow traffic down.
15. people cross into Haro woods from QA on arbutus at the bus stops. Where the red dots meet arbutus.
16. Add Pedestrian routes (sidewalk) and low street lighting on Lockehaven Dr
17. Be proactive so that pedestrians can safely cross Cadboro Bay Rd at the Seaview Rd intersection Area

18. ALL Crossings to have flashing pedestrian lights !!!!!!!!!!!
19. To protect school children traffic circles on Arbutus complete with cross walks need to be placed at Haro, Hobbs and Sherwood.
20. Path from Macdonald Dr E to Robin Pl doesn't add much value since both need to exit along Sherwood.
21. At the Y intersection of Cadboro Bay getting to the 10 Mile Point end of the beach is marked as HIGH priority elsewhere in the plan but not addressed here. It is very dangerous and should be top priority. Tudor/Benson does not need anything nearly as desperately!!
22. I am not sure what this displays? Should All of Queenswood be a Pedestrian Network from Hobbs & Arbutus to Telegraph? There is also a path where Rowley and Arbutus meets that accesses UVic Queenswood. and another on the North side of the QA Centre site that goes along the shoreline and into that Haro neighborhood.
23. I have asked for a flashing pedestrian light and a park zone speed limit at 3888 Cadboro Bay entrance
24. Sidewalks on both sides of Cadboro Bay Rd from village to 10-mile and same for Arbutus to Finnerty. Cross walks with light control in village and at crossing between Cherilee and Lauder on Cadboro Bay rd. Some method of limiting speed of traffic along Arbutus --4-way stop signs perhaps at Hobbs and at Haro rds
25. No
26. Hold on now. Sherwood to Queenswood is a creek bed – a popular walking trail (now). This should not mean a choice between one or the other. The waterway down to the ocean should be preserved AND ENHANCED, if a path is also to be built. The water flow should definitely NOT be put through a culvert (again, like in the Village or under many developments in the past). Would this mean a wooden walkway, at least partially, like in BC parks? Secondly, isn't the land between MacDonald and Robin private?
27. Need a crosswalk with flashing lights near Tudor entry to beach.
28. YES. For safety reasons we suggest potential new crossing at fork of Cadboro Bay Road. And/or this is a better location than potential new at intersection of Seaview Rd and Cadboro Bay Rd (proposed location at Seaview is not user informed design)
29. crossing at seaview would cause accidents, blind corner with parking there.
30. Dawe road bus stop and tutor beach access. There MUST be a diverter or concrete impediment eventually.planted with pollinator food to make ALL vehicles including buses to slow down to 30! Someone is going to be hit as happened on Ash rd
31. No, none.
32. Not sure
33. It would be nice if there was a connecting path between Queenswood Dr. to go west to Haro Rd or Monarch Pl. This would be closer to the sea and north of the path going through UVic Queenswood campus.
34. The crossing from Queenswood to Hobbs across Arbutus is very precarious with poor visibility

- and fast cars. I cross-walk with lights and perhaps speed bumps would be most beneficial.
35. There needs to be some sort of crosswalk or overhead pedestrian crossing at Telegraph Bay Road where a side road goes down to the beach. This is an extremely dangerous corner. Something has to be done before someone gets killed.
 36. There is an URGENT NEED FOR DOUBLE BUMPS (as on Finnerty Road at San Juan) & possibly flashing lights near the bend where Cadboro Bay Road meets Telegraph Bay Road. It is extremely dangerous for pedestrians crossing the road. It is a serious accident waiting to happen.
 37. All crossings should be raised and brightly-lit, forcing drivers to cross at under 30km/h.
 38. Use strategies like on Dean Ave to reduce the number of through roads.
 39. Every street should be pedestrian priority.
 40. If the Broadview Church property on Arbutus Rd. is re-developed, a new pathway connecting Arbutus and Cadboro Bay Rd. should be considered.
 41. The corner of Cadboro Bay Rd and Telegraph - at this corner. There is already a let-down on the north side of this road, which indicates an unmarked crosswalk and is a blind corner, and is a very scary corner to navigate because there is no sidewalk or safe space to walk on the south side of Cadboro Bay Road. I notice the school zone of Arbutus + Haro is marked and just wanted to add this is a very dangerous intersection and would love to see a raised sidewalk here to slow vehicle traffic.
 42. Not much new in the plan. Provide more off-road pedestrian routes, instead of relying entirely on the road network.
 43. a stronger connection between the two sides of the village (peppers to the thai restaurant) would be top priority
 44. None
 45. Crossings on Sinclair Road are much needed but may need the addition of crosswalk lights to alert drivers travelling up or down the road.
 46. Non are needed. Older people already have plenty of access including a wheelchair accessible area on the beach. And teenagers are already using the sidewalks and paths in place, why destroy more?!
 47. Beach entrance at Cadboro Bay/ Telegraph Bay Road
 48. no
 49. More crosswalks needed on Cadboro Bay Rd. Stoplight replacing the four way stop at Sinclair?
 50. more speed bumps on some roads as they are not byways!!!
 51. CB is a community rich in the elderly. Older people are less mobile. Telling them to ride a bike is insulting and discriminatory.
 52. a natural pedestrian pathway developed along one side of Tudor Road...chip or road screenings, not pavement

53. need more park and walks to gyro beach, especially for young families with small kids
54. Oppose Robin st to Queenswood connector. Totally unnecessary and intrusive
55. is there any way to develop a pedestrian route from the UVic married student housing along Camelot Road to Hobbs School?
56. The Cedar Hill Corner (Uvic) should be part of this. Walkability through the vale is in alignment with the plans and it sucks that our neighbourhood is dotted with "DO NOT ENTER" signs near our back yards.
57. A crosswalk at Killarney and Cadboro Bay Road (connecting the two halves of Killarney) - to connect to Mystic Vale, and also for residents coming from Bermuda/Killarney etc connecting to the beach access on Killarney. Another crosswalk on Cadboro Bay Road near the corner of Tudor/the curve in the road, because of the beach access and the lack of sidewalk along one side of Cadboro Bay Road closest to the beach.
58. no
59. Haro crossing dangerous - cars can't see as they come over the peak of the hill, and pedestrians can't see cars. Will this be flashing lights visible to cars coming up hill? what about danger of stopped cars backed up to hill? I realize people cross here anyway, so it is already dangerous...
60. no
61. By crossings, do you mean crosswalks?
62. Yes. In Ten Mile Point We need cross walks on Tudor Avenue that provide safe crossing and "traffic calming". These cross walks should be placed at or near Sheret Place, Bedford Road, Benson Road and Seaview Road (south east end).
63. You have missed two existing pathways off Lochhaven Drive on this map - we mustn't lose these public rights of way but build them into future pedestrian networks.
64. Yes! Tudor Avenue and Cadboro Bay Road where there's the path and to the beach access in a dangerous corner
65. YES!! There are "official" and "unofficial" paths which are extensively used. People are constantly walking with bikers & cars on Seaview Road, McAnally , Baynes etc. on this land area and Queenswood Drive. There is an unofficial trail across Phyllis Park to Lockeaven Ave. and another from Haro Woods to the University Main Campus etc. I would be happy to show these. .
66. No
67. Do not support potential path changes off of QW drive. Want to have safe spaces for walkers & runners to enjoy nature. Car/bike speed a problem, especially along QW & 10Mile, where families including children & elderly regularly walk in a rural & nature filled area. Max speed of 20-30 km for bikes & cars would be simple way to address the problem while maintaining the green character & semi-rural (slower) quality of streets.
68. Not a crossing, but the West (?) corner of Sinclair and Hobbs must be fixed. It is rounded and a blind corner for cars who come racing up from Cadboro Bay and turn right without slowing down. I have seen many close calls with vehicles and pedestrians alike, including someone

- almost rear=ending a recycling truck.
69. Yes! The east beach access needs a crossing across Cadboro Bay Road.
 70. Cherrilee Crescent to Cadboro Bay Road
 71. Tudor Ave: I often see older and younger people walking along there dodging cars. NEED A SAFE PATHWAY.
 72. The beach access where Cadboro Bay and Telegraph merge should be reviewed for safe access by pedestrians
 73. recommend sidewalk at Tudor for safety
 74. Given poor Gyro Beach access to dog owners from main parking, the access at Cad Bay Rd and Tudor deserves a plan not requiring a half block diversion. Cad Bay and Penryhn needs one more ped crossing.
 75. Sidewalk along Arbutus Road. Entire Length.
 76. Yes, there should be a crossing where Tudor and Cadboro Bay road meet at the bottom of the hill (in addition to Seaview and Cadboror Bay Road) to address safety of beach users crossing Cadboro Bay Road and for people using the forested pathway up Tudor from Cadboro Bay to Ten Mile Point.
 77. Expand pedestrian network through Queenswood ... very dangerous walking there now as cars cone around curves.
 78. More crossings and connections needed in Queenswood
 79. Alos, add one where Tudor hits cadboro bay at the bottom of the hill near the beach. TO be clear the "green" potential crossings at Seaview and on Tudor at (Benson? cross street not shown on map) are VERY important and should not be marked as potential - but as PLANNED. and these should be implemented as highest priority.
 80. The two beach access trails from Lockhaven Drive are missing as is the connection from the end of Lockhaven to Phyllis Park. Please keep these open. You show a possible future connection to the sea from the south side of Tudor Ave. That connection is already there in a very natural state which should be retained - don't go and blast it out and pave it over! A crossing is badly needed at the junction of Telegraph Bay and Cadboro Bay Road to the beach access.
 81. Missing a safe crossing for pedestrians at the east access to Cadboro Bay beach on Cadboro Bay Road. I realize there is a bend at this location but pedestrians cross here as a desire line and it is dangerous.
 82. Delete one on Sinclair road. Too many. Move the crossing at sea view down to the curve at the beach access on cadboro bay road sweeping up to telegraphh, it dangerous crossing there especially in the summer with parked cars. Surprised there was not one already even more surprised its not in this plan.
 83. An existing crossing is noted at the intersection of Sea View Road and Tudor Ave. This crossing is poorly visible to either drivers or pedestrians and only is on the south side; i.e., to cross Sea View. This is a dangerous intersection for pedestrians, especially if needing to cross over to the North side of Tudor where there is a path.

84. Maynard Park to the Village
85. Connect Lockhaven to Mt. Bakerview/Phyllis - not sure if this is physically possible
86. Cadboro Bay road needs more/better sidewalks (1) from the village to its park entrance kitty-corner from Maynard and (2) uphill to Cedar Cross road. It also needs a safe crossing option at the Tudor entrance to the park
87. There needs to be marked crosswalks throughout the neighbourhood. There is currently only two dangerous pedestrian crossing - Queenswood to Hobbs and crossing Sinclair Road to get to UVIC> This needs to be addressed with Roads/Highways Department.
88. If people were made aware of the path from Hobbs to Frank Hobbs, more bicyclists would use these alternate routes rather than trying to ride up Sinclair.
89. Telegraph and Arbutus
90. The Phyllis Park “dog’s leg” running west and south of the main park along the perimeter of Minnie Mountain providing the buffer between Wedgwood Point and Lockhaven/ Telegraph Bay Road and emerging on Arbutus should be properly accessible to walkers. Currently it is so choked with Himalayan blackberry etc (esp on the south end above Telegraph Bay Road to Arbutus) that those wanting to walk it end up on private property.
91. there should almost be a 4 way stop Hobbs/sinclair. the orange dotted paths already exist... ?? mystic vale and the uvic parks should be closed at night. too many people 'party' at night disrupt nature and neighbours.
92. The corner where Cadboro Bay Rd meets Telegraph Bay Rd is particularly dangerous for pedestrians wishing to cross the road to access the beach. There is a blind corner and no dedicated crossing, making it difficult and risky for pedestrians to get across to the park access.
93. there is need for a crossing on Cadboro bay rd as it turns toward telegraph bay rd so residents can cross and access the beach at the south east end of the beach

Q34: Feedback on Tudor & Telegraph Bay Rd. Please tell us if you have any comments?

1. Please add the connection at the end of Macdonald Dr East, this would improve walkability of the neighbourhood greatly!
2. I live on Tudor and have three boys under the age of 5, who will all be attending Frank Hobbs. We know 9 other young families who have moved into the Ten Mile Point neighbourhood in the last year. Pedestrian improvements along Tudor are essential to ensure a safe walk to school for our kids.
3. An alternate walking/cycling pathway is required on Tudor between Bedford and Cadboro Bay Road. A real problem occurs at the blind crest of the hill on Tudor where cars endanger cyclists near 2780 Tudor.
4. The path between Hobbs St and Frank Hobbs field should be widened when it is extended across the field to Haro.
5. A wide gravel pathway that makes dog walking safe is my preference
6. It is a good idea to have pathways instead of sidewalks. Gravel is preferred, chip trails not so much due to cedar fibers.
7. Perhaps if controlled by flashing lights cross walk. Cars don't stop for pedestrian crosswalks even when you are standing in the middle of them.
8. Pathways are preferred over sidewalks. Cyclists can use these too without taking up more space. Telegraph does not lend itself to sidewalks as there are quite a few larger trees that we would not want to disturb.
9. We need at least 1 sidewalk on Tudor. It isn't safe. People put rocks on their property edge to dissuade contractors from parking, there are leaf piles and it is pitch black without lights. It is steep and there are many deer. It is a nightmare for those of us who must walk/bike. A "pathway" is not an adequate response to the safety and accessibility issues that currently exist.
10. Currently walking on Tudor Ave. is very dangerous and most people avoid it if they can.
11. Tudor Avenue should have a speed limit of less than 50 + traffic calming (such as speed tables) to encourage vehicles to slow down.
12. Keep the walkways as natural as possible when they are cut thru's in neighbourhoods. Much nicer than concrete.
13. All properties should keep their boulevard CLEAR and FLAT, NO GRANDFATHERING of bushes, wall and clutter...give them 2 years to "fix it" or Saanich does it and property owner pays!
14. Definitely not concrete sidewalks but rather rural paths.
15. Yes, find ways to maintain the rural feel while also improving walkability. Both streets would benefit from improved walkability but we don't want to lose the existing character.
16. Lighting would be so helpful. What options exist for this?
17. There's already a pathway created by pedestrians walking along the edge of the road. If you

- put in concrete sidewalks people will just park next to it. Nobody parks next to muddy paths because of their fancy shoes and luxury cars.
18. Tudor and telegraph DESPERATELY need safe pedestrian access. Pathways on Tudor instead of sidewalks is ok as long as parents with Strollers, Students with back packs, elderly people with Dogs can walk safely as cars are using the road as well. Get homeowners to REMOVE boulders in Boulevards!
 19. Telegraph bay road from Arbutus to the water is dangerous for pedestrians and cyclists, cars cannot see them
 20. I would rather have concrete sidewalks
 21. I don't agree or disagree. But I remain skeptical. Telegraph Bay Road is going to be a very sensitive issue in coming years. Current development is going to change its character and should not be the driver of our plans. If paths are done with respect for existing/large trees, how water flows down these roads, and the many natural (rocky) features, paths will be definitely better than sidewalks!
 22. The sidewalks along Cadboro road approaching Tudor avenue leave much to be desired.
 23. Pathways yes, not concrete sidewalks on Telegraph Bay Rd.
 24. Necessary for safety and pathway does not/ should not need to be concrete.
 25. I'm not exactly sure what is being said here. In general pathways are always better than concrete sidewalks, but I'm not aware of anywhere where additional pathways need to be added.
 26. Tudor Rd. needs 1 pedestrian pathway or sidewalk and 1 bicycle lane
 27. See above
 28. It would certainly be nice and safer if there were more accommodations for pedestrians on these roads.
 29. I don't understand what you are talking about here.
 30. Again, Auto-abolition with four times as many fare-free buses. No new sidewalks, free up road space for bicycles and pedestrians.
 31. The point under "Policies 6.2.5" is very good. Pathways are appropriate. Concrete sidewalks are not appropriate. Do not remove any existing trees!!!
 32. What on god's green earth is "semi-rural character?" Some ill thought-out misguided rendition of the 1950s where the rich and privileged lived in their giant single family homes? Sidewalks. NOW. Anything less is extremely hazardous to vulnerable road users and will result in deaths.
 33. Pathways are rubbish for people with strollers or mobility devices. These roads should not be through roads. Restore sections to forest.
 34. Advisory lanes might be useful here... although rare in North America.
 35. The school zone intersection needs to be made safer and slow traffic down to make families feel safer taking alternate methods to school and daycare. There are 2 daycares on this corner as well. Permanent sidewalks are not always necessary but it would be nice if there were more enforcement of bylaws - specifically of clearing easements for walking. Gravel or compact dirt

- pathways on the side of the road can work just as well, but space is the issue with pedestrians and on-coming vehicle traffic.
36. We need some kind of formal path or sidewalk along Tudor
 37. Tudor is pretty uninteresting and can be busy with cars. Why not Seaview?
 38. Costs
 39. Improvements in this area would need to stay within the boundaries already in place (i.e. curbs, trees, fences).
 40. I would prefer proper sidewalks but paths would do if they are wide enough.
 41. One cross-walk across Sinclair would suffice now rather than three. Traffic calming is OK only to the point, this is still one of the main access roads to the area. Depending on future developments along Sinclair, more could be added. With respect to Tudor, sidewalk (not necessarily asphalted) would be more useful to safety and comfort than two cross-walks, one by Benson, connecting the trails would suffice. Additional connections are very welcomed.
 42. Yes, a crosswalk is need where Cadboro Bay Rd. turns into Telegraph Bay Rd. It is very dangerous to cross and there is a bus stop there with unloading pedestrians!
 43. more natural is better as long as there is walking room
 44. This is a VERY good idea.
 45. Don't spend a bunch of money on the Tudor Road/Telegraph Bay neighbourhoods before improvements in lower income neighbourhoods and pedestrian networks. You'll do far more to improve lower income housing opportunity and livability for lower income residents in lower income neighbourhoods. Improve and place make them first, and improve their quality of life first.
 46. Pathways should be designed with personal safety in mind. For example, a young person walking at night should not be directed to a secluded path.
 47. A reduction of the traffic speed on Tudor Road should be reduced to at least 40 km/hr. or some speed bumps should be installed. Traffic speeds on this road can and do exceed 50 km frequently.
 48. Ensure these pathways are accessible (must be paved) and provide a direct route that follows the road closely
 49. If it is not safe to walk or cycle people will just drive and speed along there!! Huge lots you own the boulevard on them, front 10 ft? Work on making sidewalks and bike lanes. Can be shared, can be a porous material, not paved. Other parts of the community are facing density, increased parking, noise, sidewalks and bike lane construction. I feel like this idyllic rural area gets off very easy. It is not open, welcoming or encouraging for non-residents to explore their parks or water front.
 50. Prioritize investments in more diverse areas with more housing
 51. looks good actually
 52. Oppose Robin St connector
 53. Do not put a "hump" here Please!

54. Would like a safe pedestrian walk way down Tutor.
55. Que 3) I think Gyro Park should be left as it is. There has been enough done to enhance it. 6) A 'modest expansion of housing diversity and supply' to address housing challenges needs to also keep housing prices down to reasonable, affordable housing. 18) Support *Except for 3880 Hobbs and 3884 Hobbs to be duplex and fourplex - only TWO stories high!! 21) Support *But low key, not too much signage. For improving connections to Gyro Park and beach, support bikes and busses, NOT cars.
56. Crossing at southern bend in Tudor might be safer than at Seaview so cars can see from both directions???
57. I'm assuming pathways = chipped trails. If pathways are asphalt curbs on top of roads, not supported.
58. Yes, pathways are a brilliant idea. So green and beautiful!!!
59. Neither Tudor Avenue nor Telegraph Bay Road are 'semi-rural' (they are very upscale residential developments), but pathways that are not concrete are always welcome.
60. I think these areas function well as they are.
61. The walking path along Tudor could be built on one side of Tudor Road and then switch over to the other side at the location of the new cross walks (see question 32.) The pathway would be less expensive to build by taking advantage the more open and wider side of the boulevard.
62. What is important is to have safer pedestrian walkways along both roads - they can be meandering chip or gravel paths or paved ones.
63. Concrete sidewalks are safer for pedestrians. We need to move away from such a car-centric model, even if the "rural feel" is taken away. This is not a rural neighbourhood.
64. Please reduce the speed on Tudor to 30 km before someone gets killed not after
65. But you need to also deal with Seaview Road which is equally or more used. (see previous comments)
66. Agree w/ avoiding concrete sidewalks. They would severely ruin urban environment & come with codes & size specifications that would take 6-10 feet at the edge of the road. Want to see path plan before committing to anything. Suggest Saanich go back to cutting back the bush at road side so that there is room for pedestrians to walk. Currently in many places, including on Telegraph Bay Road, brush has grown to the roadside where it was once clear for walking
67. I support safe pedestrian options but strongly agree that large concrete, wide sidewalks are not always the answer.
68. This has been beaten to death for over 50 years. Tudor Avenue needs a lower speed limit and traffic calming, not a pretend sidewalk/pathway jammed into the limited space on the mostly non-existent shoulders. Designate Tudor Ave as a residential street, get rid of the yellow line, and reduce the speed limit to 30 km/h. Tudor Avenue works great as a shared pedestrian, bicycle, car surface when cars drive slowly enough.
69. When making pathways, they need to be pedestrian friendly in heavy rain and snow, and dog friendly.

70. Speeding on Tudor is a problem
71. We currently pay full taxes and have no walking infrastructure. If Saanich wants to provide "rural" infrastructure, please drop our tax rates! Otherwise give us modern full season infrastructure (and come and maintain it).
72. Agree but need some demarcated walking areas alongside Queenswood in narrow blind corners.
73. But also apply this approach to Queenswood road where walking areas are not currently demarcated.
74. Yes strongly support pedestrian improvements!! Ok to maintain the character but the pathways MUST be paved (not chip), cleared in winter, and safely separated from traffic. Personally I would prefer a sidewalk.
75. It needs sidewalks. I am not aware of any pathway materials other than asphalt that are mobility accessible. Telegraph Bay road is hazardous for pedestrians as is.
76. The east/west portion of Tudor Ave is a bit of a problem for pedestrians, though part of it is due to pedestrians who insist on walking three abreast in the middle of the road when in fact, in most places, it is quite easy to step off the road onto the grass when a vehicle approaches. A single person wide trail (preferably chip) on one side of the road winding through trees on Saanich property should solve the problem without blighting the views with concrete or gravel. A quick and cheap solution.
77. Anything that can be done to improve pedestrian safety...pathways sure....how about more signed trails and more separation from cars.
78. Please no more concrete sidewalks. Soft paths that allow natural drainage and allow users to feel the earth under their feet would be much better, if needed at all.
79. The semi-rural character needs to be updated for higher density to meet modern urban densities.
80. Definitely need something as a buffer as the corner is scary...especially for slow walking elderly crossing and wanting to get to the beach side
81. Yes. In general more trails for people is very desirable.
82. Leave it alone - we don't need any improvements. But since you seem to be going ahead regardless of what residents want, use pathways. Concrete sidewalks are a total violation of the character of the neighborhood.
83. It is clear that Tudor Ave needs a well-drained, well maintained sidewalk/path on one side of the avenue. Currently, it is dangerous for pedestrians (and the deer) since very few vehicles respect the 40 km speed limit that, by the way, is nowhere signposted along the avenue. I would also strongly support calming measures along this busy road and the occasional speed trap to alert and catch motorists who are driving too fast. Issuing a few speeding tickets would be very effective.
84. Please maintain trees and rural feel.
85. It is a long time waiting for this improvement. Not safe at the moment for dog walkers and baby strollers

86. Bike lines could be helpful in the 'rural' neighborhoods
87. As long as the paths are accessible, with a compacted, flat surface, that makes it safe for walkers, canes, wheelchairs, strollers, etc. And implemented in such a way as to reduce pooling water and mud - which then renders them inaccessible.
88. No sidewalks and street lights please on Telegraph Bay Road north of Arbutus and on Queenswood / Lockehaven/ Tudor / Sea View. An important community asset is the lack of light pollution (except that on Wedgwood Point, which is ANNOYING).
89. The cyclists go around 10 mile point, not just up arbutus.
90. Less concrete please.
91. Some reminders to drivers that they share the road with deer, people, children and seniors might be useful

Q36: What have we missed with regards to the Draft Plan's policies for enhancing relationships with Indigenous people?

1. Restoring Indigenous place names to key geographic features, including at Gyro beach.
2. If there was a community centre or public venue with stage.... the historical pictorial display depicted at the open house could have more public profile
3. Could have a walking tour of the area available online to highlight the indigenous peoples' history in the area.
4. This needs to be backed by visible actions, not just words. I would like to know how Indigenous peoples have been consulted throughout this LAP process, why there is no Indigenous representation on the CBRA, why Indigenous peoples are not being consulted prior to decisions like establishing a pop up dog park in Cadboro-Gyro Park. I would like to see an information kiosk in Cadboro-Gyro with the history of Cadboro Bay and information about the Victoria Harbour Migratory Bird Sanctuary.
5. completely disagree with this initiative
6. I think it has been thought through. I commend these important efforts. Not my area of expertise.
7. The district should stay out of the indigenous relationship business. The federal government; the province; and, locally, UVIC, are already spending more than enough time; effort and money in this area.
8. Signage and pictures outlining the indigenous history in the area
9. Real engagement. Since this process was initiated in 2018, it missed the calls to action of the truth and reconciliation report. We need real reconciliation which may include repatriation of traditional territory.
10. The residents of Cadboro Bay should be aware of the lawsuit and its outcome or current status.
11. Making concerted effort to interpret FN presence, both past and present.
12. I have lived in Cadboro Bay for 40 years and have never seen many Indigenous people in this area. It is public space. Everyone is welcome and I don't feel we have to start building specific sites to their heritage just so they will come to this area. If there is already a cultural site then protect it. But don't start spending money on creating new sites. People can go to the museum for that.
13. Ensuring equal partnership, early engagement and an ongoing seat at the table.
14. rename Haro woods trails with First Nation names. How did they miss that on all the new signage?
15. Have you asked them? It's unclear where their voice is in here.
16. Actual PAYMENTS to First Nations as a percentage of property taxes & sales taxes (I am not a First Nations person, but I resent the "Acknowledgement" BS!).give them some REAL CASH BENEFITS!
17. I cannot tell if you are working/collaborating with existing First Nations groups in making this

- plan; I would support their input.
18. I feel money is better spent on improvements to future relationships and participation than reconciling for anything done in the past during a different cultural era.
 19. Instead of "making this are of their ancestors more welcoming to them" recognize boldly that it is actually the area that belongs to THEM, not their ancestors, and let them take the lead. Work to shift the paradigm and Decolonize the phrasing of your questions. As a teacher I am learning to do this in education. I strive to help others work to the same end in other areas too. Thanks for considering how to do this.
 20. Nothing. Let's move on.
 21. protecting Mystic Vale and ponds, these were considered to be sacred locations for indigenous communities in the past. Encourage indigenous participation/leadership in community. Have an indigenous "day" at Gyro --encourage leaders, artists, etc to own it.
 22. Perhaps return their village site to the tribe
 23. Have you asked a representative body for their opinion on how the features native to this quite unique landscape should be developed – or not developed?
 24. The social and cultural well being sounds fine but the question is "at whose expense in terms of property or loss of current well being".
 25. We all live in this neighbourhood and all should be recognised.
 26. Stop developing their lands. You yourself acknowledge it is their lands, so stop the process of colonization by developing them and adding new settlers. Be consistent and not hypocritical.
 27. Co. Salish language signs. Teachings. Very clear stories and info written and perhaps even auditory stations as a co project w UVic FP students so we can put headphones on and hear language and stories from students and elders...ensure we go way past tokenism on this... We are guests on stolen land, and this MUST be acknowledged if reconciliation means anything
 28. I 100% agree with acknowledging these lands and indigenous history. I have a difficult time with "make this area of their ancestors more welcoming to them"?? Clarity needed. Also, "develop protocol agreements and MOUs" seriously?! This is not done through a Local Area Plan but at a Muni level.
 29. None
 30. Stop developing their lands and pretending it is decolonizing them. This is all phony.
 31. Demand to province and federal government reparations for Indigenous if poor.
 32. Please publicly acknowledge that this is unceded territory and that that is the reason why Saanich stopped all development on their lands in 2022.
 33. Create an indoor museum in the village when it is redesigned. Perhaps in the form of a "Friends Meeting House".
 34. Continued consultation with WSANEC Leadership Cpuncil according to recent MOU.
 35. Nothing. plan is sufficient and generous in its proposed attention to this area

36. The plan seems adequate.
37. Here's the thing. Any draft plan should be part of the original Proposal before anyone even gets to vote on it. It is the price to pay for a chance to make money by taking away a lot of area from local people. Any draft should have to go through the municipality's planning area BEFORE anything is voted on to make sure we the people know what exactly is planned before we vote on it. Simple as that.
38. Was an indigenous rep on the LAP committee?
39. There is some at the beach - nicely done.
40. Any "community facility" in the area should be enhancements to the Gyro Park. Saanich lacks a signature amenity like in Sidney, Oak Bay or City of Victoria, now Esquimalt where performances etc. can happen easily.
41. nothing i think, as long as the collaborative decision making is prioritized
42. emphasize consultation, First Nations designed and produced public art
43. Outdoor plaques, with photos, explaining what Cadboro Bay was like before before "we" arrived.
44. nothing
45. It feels like all you have proposed are symbolic gestures, when the whole plan is about keeping people of diverse incomes out of the area. How about working to give land back, or to establish economically beneficial uses (eg equipment rental and excursions) that First Nations could manage?
46. what more really can be done?
47. Perhaps some more indigenous art work in the Gyro Park area would be a great feature. A totem pole that might help children to relate more to our ancestors that could complement the other "creatures" at the park.
48. Ask indigenous people how you did and listen deeply. Think about how they measure economic, social, and environmental impact before responding.
49. This is such a difficult question. This was their land where they lived. Acknowledging/promoting their history seems so inadequate - almost an insult. I struggle with this.
50. Not required. Too political and unnecessary costs for limited value.
51. Maybe a longhouse style building could be built as a mini-museum in the park to identify the history of the area with First Nations.
52. Cadboro Bay beach is the site of a major Saanich First Nation village. The Royal BC Museum did archaeology there and stores some very impressive carvings from the area. There is an ancient defensive site at the yacht club end of the beach. It is important to work in detail with the specific First Nation whose lands there are, rather than take a more general approach. Chief Ron Sam will advise.
53. There is no need for this in this area.
54. Renaming geographic features and some street names. Add some first nations structural

- features to the play ground. Some totem poles and other FN structures would be good, assuming that there were totem poles there historically.
55. Ask the Indigenous people - but I would like to identify their settlement sites and resource use, technology (eg clam beds, spirituality and creativity).
 56. would there be an area to watch carvers creating their work and then being able to sell items
 57. Restoring the wetlands on Gyro Park and allowing them to establish their own small museum of their history on Ten Mile Point. If well done, this could really add to our Local Area.
 58. We should locate indigenous sites such as, the original village(s), middens, grave sites etc. They are no doubt paved over or built over but you could produce a map showing the location of such features as they existed before we trampled them. Try to do something significant rather than pay lip service.
 59. Include e.g.s of their dress, transports used, tools (fishing, fire making, accessing food etc.) and housing.
 60. Cadboro Bay historical and cultural center
 61. encouraging a collaborative approach between all stakeholders.
 62. I support a move towards Indigenous language names for streets
 63. Could we have local tours / info sessions led by Indigenous people to learn about the history?
 64. These commitments need to be vetted with each First Nation that has traditional territory in this area and they should set the priorities. Also place names are important. Cultural programming would also be good. Also what about Metis people - reconciliation includes Metis people too.
 65. Would be interesting to get residents and local FN talking to each other not just through government.
 66. Learning how the land was used to support planning from an indigenous perspective.....not just to talk about the past but to envision the future.
 67. Changing street/location names to reflect indigenous heritage.
 68. Dialogue first is important....
 69. I would like to understand what the Vision is for the future, especially as Cadboro Bay is a Village Site, unceded. Might there be future land claims here? What is the intent of the protocol agreement and Memorandum of understanding?
 70. I don't know
 71. Better lighting. Public realm design cohesion with paving choices ,lighting, benches having beach feel matching. Public input on materials used, Nantucket is an example. Not let private developers stray from that design standard.
 72. We have photos which cover the beginnings of settler inhabitation. Could we get more art depicting how Cadboro Bay appeared in pre-colonial times?
 73. It will be a long road to reconciliation. You are definitely moving in the right direction and over time any shortfalls will be evident.

74. seems too late... best way is to protect natural environment especially the beach from excess traffic and also dogs
75. I like the outline above to improve collaboration with First Nations
76. I can't remember the page number but at one point draft plan mentions 11 residents in the 19th century that I presume refers to settler residents at a time when there was still (seasonal) Chekonein family residents. This should be clarified and/fixed for final draft.
77. its so general and sounds like lip service. what are the specifics and who specifically would you reach out to? and why would they spend their time on this? would you be paying a representative? how much and how can you confirm who they really represent? this is a tough one. hereditary vs colonial installed elected? matriarchs?
78. I'd ask Indigenous groups directly

Q39: Please tell us about any additional thoughts you may have on economic vibrancy directions:

1. I support expanding the village commercial area, but am also conscious of the embedded carbon and distinctive architectural value of the Pepper's plaza, and would support retaining it and redesigning the parking lot and adjacent sites.
2. I agree with some statements above, but do not support greater density of housing options.
3. The entire physical plan of the Village feels outdated and car-centric. Parking is often difficult and the two four way stops cause traffic problems and can be dangerous. I think the entire Village shopping centre needs to be replanned and rebuilt. Perhaps with underground parking so it is pedestrian friendly. I would love to see single story shops surrounding a central village square with a fountain, garden, outdoor seating (some sheltered) and not belonging to any one business.
4. I can't support such open ended statements. As laid out in the plan I cannot support this. We fought hard to keep the Village Core from becoming too tall (4 stories if I recall correctly), however I would be supportive to increasing the Commercial area up Sinclair Rd from Cadboro Bay Rd, but only if the local residents that would be affected are in favour. No 4 story housing, maximum 2 stories above Cadboro Bay Road. Limit the area you call the Village Core to below Hobbs.
5. Yes but with many qualifications: Support institutional properties as long as anything being considered fits in with the already established neighbourhood. These areas border Queenswood, which we need to remember is to be left largely intact and open. Secondly, expansion of the village should not encroach beyond Scolton. This is a residential sfh area. We do not need the commercial to be anything like Oak Bay Ave. Again, the vision is for a Seaside Hamlet. Please protect the village quaintness!
6. Consider climate change and supply-chain challenges as it related to commercial mix/priorities.
7. Is there some way to encourage those who work here to live here?
8. We can use a few more businesses in this area so we can avoid driving further for goods.
9. Climate chaos and collapse is unravelling. We need a focus on preserving nature, rain gardens, etc. It's going to get bad.
10. Do not support housing at UVic's Queenswood campus
11. I experience Cadboro Bay as economically vibrant now. Growth does not necessarily make it better.
12. Too many "fluffy" stores...knick-knack's and clutter... need Family Physician / Clinic and practical stores
13. Continue to support enhancing activities in Gyro Park ie food trucks, Saturday market, summer festival
14. Who is the growth for? There are currently enough businesses and services in the Village, with the exception of perhaps a bookstore. Is it for those who come here as a destination or those who live here?

15. The devil is in the details, these are broad statements
16. Give some thought to additional noise, garbage, wastewater/sewage load, parking and traffic when approving new businesses. Assess them in relation to what's already here and not simply in isolation.
17. First, Cadboro Bay is NOT a low rent neighborhood. But higher housing for seniors selling their large homes and want to stay in the village is definitely needed. Any business expansion should cater to the age in place higher net worth seniors. not for profit housing can be built in less affluent neighborhoods
18. Am strongly opposed to development of QA and Uvic Queenswood properties
19. More community based amenities, including dining establishments
20. I don't believe that cars are going away. More attention should be paid to ensuring that commercial uses are allowed adequate parking.
21. Devil in the details again. too many residence changes in centre unhelpful, housing options need to be spread out etc.
22. I like the size and scale of the village as it is - would prefer different businesses from some on the west side. Big fan of Peppers, For Good Measure, the coffee shops, Olive Olio's. A hardware store would be nice
23. Endless economic growth is the problem. It is the cancer of the planet. De-Growth is the only intelligent way forward.
24. Shops cannot and should not be allowed to target rich only. How naive I am. Yes. However... In a perfect social democracy... Peppers Olio's and For Good Measure are treasures. Mark & then Max at FGM have been amazing at supporting community, health and safety over the decades. This deserves acknowledgment.
25. I find the items listed very misleading and lumping the Institutional properties into most survey questions, considering the taxpayers have ZERO input into the 2003Uvic campus plan and its impact on our quaint Village environment, that Cadboro Bay is known for. No Rah, Rah, Rah or overbuilding this small seaside vista area that we hold dear. Keep with the history and not a North Van Shopping Centre in a residential neighbourhood. Infill is not the answer, nor does it keep with our Village.
26. The village is already economically vibrant, increasing the economic activity will not improve the village it will simply expand into a small town and make it not a village. Again the reason we want a village is that we want to live in a village and not a dense urban situation.
27. Increased commercial availability in the village would be good, as would apartments to increase density. But infills and attached housing throughout the larger area as proposed is too much.
28. I do not support the idea of supporting institutional properties in their role as major regional employers. First of all, their properties in Cadboro Bay are not major sources of employment. Second, the land they are presently on should be preserved and enhanced as green space instead of built on with offices, residences or other types of buildings.
29. Demand the province and federal government implement the Guaranteed Livable Income.

- This will reduce the amount of socially useless work—a huge carbon emitting contributor.
30. Shuttle Bus from Wedgewood Estates to the Village, From UVic to the Village for starters. Others could be added. This would reduce traffic congestion and make it easier for people to reach the Village.
 31. All new developments should be required to be multi-use - commercial/business on lower floor, residential upper. Residential-only zoning is detrimental to public space and destructive to the environment, as well as socioeconomically limiting.
 32. Cars kill vibrancy. Disallow street parking. Reduce through traffic.
 33. There are strong height limits on all new development but what if it is not feasible to build at these heights?
 34. Any expansion will require more parking requirements for goods and services delivery vehicles, customers, employees, and visitors to the area..
 35. Please connect with school districts for cost sharing of space for rec programs, and extra costs brought in from evening and weekend rentals the school district can use immensely. If Frank Hobbs can get seismic upgrades to include a cafeteria or multipurpose room, perhaps this could be a shared cost that could be used for city programs and other things.
 36. Poor survey design--which of the five distinct policy directions are you asking about?
 37. I agree with the goals, but the implementation of them is undershooting and not realistic.
 38. Why incremental? The expansion of commercial uses needs to happen at a pace befitting the housing, affordability and climate crises - people need to be able to live in a walkable community and have the retail necessary to facilitate such. Every community has to play their part, including this one.
 39. It currently is vibrant. It has a healthy population, stores that supply everything you need. Only about an 8 minute drive to Thrifty's, UVic, Home Depot, gas stations, beautiful restaurants. Why do we need to move all that bigger stuff 8-10 minutes down the road? All those stores are what will kill off the existing small businesses there. Then you've killed off the local workers just for more traffic and congestion.
 40. Again, increased density in the village core is helpful. However, it must be enhanced as a "jewel" for the region so more non-residents come to visit this "destination". Beautiful streetscapes, squares/plazas, heritage lighting etc. will attract more business and enhance the area as a place to live.
 41. Build on the area's various strengths i.e. village charm, urban forests, beach, 10 Mile Point as a top neighbour hood.
 42. We don't really need more services or density of housing.
 43. 'Walking distance' has one meaning if you are 40 and another if you are 80.
 44. Not with all bulleted items above. BIA should do more to support community for any benefit they receive. University could do far more to support community access and spaces than they do - they operate like a business and don't see value for community.
 45. I don't support the village as a big commercial hub. I don't want a lot more traffic in the area.

- Community services are fine just not destination shopping
46. Seek to include First Nations in establishing an economically beneficial use in Gyro Beach Park (eg First Nations managed ecotourism, rentals, classes)
 47. Will need the infrastructure such as bus stops, parking, cross walks, amenities to handle the increase in populations of varying incomes.
 48. Needs to discuss the types of business. Need to support business that people need to stay local and not have to drive to have these goods and services. Need to make renting for such businesses affordable. I have seen owners put the rent up and drive good business out. So we will just have shops that only a few can afford and they will drive here for such services/shops and increase congestion
 49. Have more cooperatives in the village. Give them space/tax breaks and incentives. Also work on social enterprise incubators with UVic - create and economic living lab.
 50. Be careful to watch the types of businesses that come into the village and allow those who are in keeping with the current village atmosphere.
 51. Some of this just sounds too broad to agree or disagree with. Small expansion fine, but this is a small neighbourhood surrounded on three sides by water. It doesn't seem like it should be a large hub with a lot more traffic. Cadboro Bay road is already backed up past Bermuda Place in the afternoons.
 52. A community facility for arts, meetings, light exercise
 53. The densification of the Village is too much and should be spread out through Queenswood and Ten Mile Point. The people who currently live in the Village area are on the receiving end of the infill housing while the other two areas retain their large lots and single family homes.
 54. Yes, but I don't support density for the sake of density and don't see Saanich as a social engineer mandating or privileging specific types of housing. You know, there is a saying: If it's not broken, don't fix it.
 55. Increased density in the Village Core will enhance vibrancy.
 56. Don't agree with expansion of housing
 57. What the costs for business licenses and other barriers that prevent or cost punitive to entrepreneurs establishing small businesses in the Village Core and providing employment?
 58. We need to think more about supporting university students with accommodation, easier access --e.g. frequent mini-bus between university and campus to groceries, coffee house, parks etc. / How to provide child care for younger families e.g. mixed senior and young families living quarters or condos. This has worked very well in Europe.
 59. Really happy to have services such as optometrist, grocery store & pharmacy, which is walking distance from home. A community medical practice would be good. Good businesses in existing sites will be successful.
 60. I fear all these lovely sounding "improvements" are window dressing for the real agenda which is to build a significant amount of market apartment units in the village centre.

61. Be careful with the density and design of structures. Encourage destination venues, e.g. an art gallery and a bakery.
62. I'm truly baffled by the need for additional goods and services, short of the return of a gas station. The bank moved, so a return of a bank may be helpful.
63. Increasing density in Cadboro Bay will increase vibrancy, both economic and cultural. With proximity to UVic and the ocean, this is a very desirable neighborhood that could be more than it is.
64. Work offices support a lunch restaurant which would enhance the area.
65. I agree with some of the list, but not others, so this question is very difficult to answer.
66. Provide emphasis for local retail or food businesses, NOT professional offices. We have lost a gift store, a book store and an art store. These have been replaced with professional services (dentist, realtor, designer) that just do not bring the same uniqueness or vibrancy to the Village. Please prevent more "professional services" under the zoning.
67. There used to be lots of little stores / shops and now they are mostly professional (e.g. doctors). These are fine but really for a village we need lots of variety restaurants, retail, bakery etc.
68. Previously commented on increasing diversity of business
69. Would love to see more opportunities for a bike repair shop, local artisan's studios, market space, a library, garden shop, ice cream shop, and bakery.
70. Expand boundary to Permit Area to Gyro Park to increase density on Penrhyn and Sinclair approaching the beach.
71. Why are you planning to fix something that is not broken? The Village is perfect as it is. You can't support businesses in the Village by decreasing parking.
72. Expanded commercial options should only be for relatively small, preferably local merchants. Large chains should be banned/strongly discouraged. Given the popularity of the Post Office at Heart Pharmacy, a small sub-post office would be an excellent addition
73. I would love to see a shelter in Gyro Park. It is going to be more and more rainy.
74. The village should stay small scale. Expansion should be modest and focused on key services along with unique shops & restaurants
75. Max 3 stories please
76. We need to continue to make Cadboro Bay a desired destination for businesses. We need to continue to protect the environment while balancing that off of commerce and generating taxes.
77. It is one of the best places to live. Beautiful trees, lovely walks, not pretentious, just needs to be a safer place to walk and ride bikes.
78. There should be mechanisms to encourage community relevant businesses, not just more general commercial space for its own sake.
79. Except finding tenants who relate more to public interactions to take existing spaces. I don't yet see a need for more commercial spaces. We have a pretty broad range save for a

hardware store, nursery or mechanic shop already...

80. We like it as it is.

81. Focus on local, long term, sustainable

Q41: Please share any comments you may have about implementation and monitoring:

1. There is a glaring omission in the plan which ignores the need to extend municipal sewer to Lockehaven Drive, which is the ONLY street in Ten Mile Point that does not have access to municipal sewer. This oversight has and continues to create health risks, damage the environment and create high direct financial costs to the residents of Lockehaven Drive. These are the same reasons that caused Ten Mile Point to get access to Municipal Sewer in the 1990s - Lockehaven Drive needs to be added
2. Five year increments seem a bit long. I think 2-3 years would be preferable.
3. Good idea to evaluate every 5 years, demographics change and so will ideas.
4. The plan is commendable. Staff and residents have worked hard to get it to this stage. Let's make sure that we do not let developers have a strong say in the direction. This is our Village and we are quite protective of it. We have seen the erosion of character and community feel of similar style of Villages on the mainland and even on the Island. We would not want council to change our Plan to make it more Developer friendly in 5, 10 etc years.
5. must be flexible if it doesn't go exactly to plan
6. Five years is too long - would like to see three
7. The five year cycle should be complemented by yearly reports and also reviews that correspond with major development changes in the area.
8. Make this process more transparent.
9. As long as this is not something that is creating jobs for consultants and becomes costly.
10. Needs more regular monitoring
11. please add rain gardens to road and village changes
12. Canada: Too much studying by desk-bound bureaucrats, not enough action!
13. This feels like a potential slippery slope; the vocal minority is the only group likely to be heard during this 5-year review and can easily lead to a distorted view of what the community would actually like to see. i.e. There's a minimal involvement level needed to get a true community view, and below that you'll primarily only hear from those at the far ends of each opinion dimension.
14. Go slowly, I welcome the return to open council meetings
15. 5 years is too long a span. Make it FREQ in order to keep things moving.
16. Continue to inform the CBRA as it builds its strong network of committed volunteers to help Saanich intelligently navigated the development of one of the best and most desirable communities in the World! (As long as we don't become like Oak Bay. Lol)
17. I emphasize the designation for the zoning of the Penrhyn Close Townhouses must be amended to show it to be two floor townhouses and NOT mixed residential and commercial. This is not an appropriate and feasible zoning assignment.
18. Public should have input.

19. Agree, IF progress reports also include the degree of development and how it has reflected, or not, the ideals of the plan. Frankly, I can't see how those ideals will be realized unless zoning, subdivision, and variance are overhauled to mirror the goals of the plan.
20. This sounds like a toothless monitoring program, lacks local influence as well.
21. Not sure whose opinions would be given weight. There should be at minimum a survey
22. You confuse the word progress with the development. They are not the same thing. If you track false progress or not, is kind of irrelevant.
23. Stay the course. Collaborate. Ensure we do not hear wealthy voices only. Thank you
24. It would be advantageous for the draft plans to be available well ahead of the public input aspect of this ongoing review. I believe it would be disrespectful for UVic or VIHA to move forward with any development until we have completed this public/community process. Paramount when you consider how much change could take place changing the natural characteristics of this area of Saanich for all times to come. We would loose a natural asset in these changing times.
25. Five years seems like a relatively long time.
26. This is not Stalinist Russia. We do need 5 year plans the komissars to enforce them. We want a democracy that represents the interests of the people living here and not being told what to do from a centralized bureaucracy. (Just leave us alone already)
27. It should not only report to Council, but also to the community and the community association while seeking input along the way.
28. No carbon means testing protocol—the most critical planning element during the climate emergency. Carbon means testing means, just as "New Tricks With Old Bricks" calls for, if a structure already exists that can accomplish the same activity, we prevent new carbon emission by not building a redundant structure.
29. You would need another very short survey!!!
30. Involve UVic scholars in assessing transportation mode adjustments and economic vibrancy. BIAs generally inaccurate in their assessment of mode choice of customers (see studies in Toronto and Berlin).
31. Monitor and evaluate leaves the plan open to constant challenges and re-works that will prevent any momentum. Current zoning process should provide for any evaluations.
32. I would think 5 years to be too long, if anything. Maybe every 3 years for the first 2, then 5? Is that too complicated? Municipal affairs, change can take time and if a problem arises initially, it would be nice to have a quicker avenue to pivot, if need be.
33. The interval should be less than 5 years given our housing and climate crisis. Annual updates are more appropriate.
34. The LAP is a guideline, nothing is enforceable, so who cares about checking in if there are no repercussions, it is a large waste of time and money.
35. Everything planned should be planned, fully drafted out and put in writing for the public to see BEFORE anyone votes it in or out. Period.

36. The CBRA must have a leading role in this process.
37. as long as the steps are small and changes that are needed to preserve the area are made
38. "Monitoring and evaluation" subsumes accuracy, and this requires much more than self-selected sample of the population. Statisticians have known how to do this for a century - could there not be one person at city hall who knew it too?
39. Yes, but I hope smaller sets of data are updated more frequently than every 5 years
40. A condo is a village
41. Monitoring should include if diverse housing including affordable is being built, and if incentives provided are effective or if more are needed
42. Needs monitoring so as few mistakes can be made as possible and to hear if people like the changes.
43. CBRA could send observations yearly. Five years seem like a long time to wait.
44. Every 2 years
45. In principle, yes. Of course, it depends on how this is done and by whom.
46. These neighborhoods are fine as they are.
47. As part of the monitoring and evaluation of the LAP establish a streamlined process for making changes to this document at the same 5 year review intervals.
48. It depends on who is leading this program. CBRA?
49. It's important to have a M&E Program but I don't necessarily agree with the priorities attached to actions - how can citizens get involved in discussing these?
50. Provide for citizens group to be involved in monitoring
51. What is the cost of the program that will be applied to property taxes. How is the program funded?
52. This is too infrequent. You need to have second level management reviewing & adapting at least at 6 m intervals and 2nd & 3rd level at yearly intervals. Council should be informed of major projects every 2 years or when major changes are required. Five years without outside review and communication is TOO much in these turbulent times.
53. Make it five to ten years.
54. Evaluation is part of basic governance but 5 years is too long..suggest 3 years for land use. Also conduct evaluation of bylaws including tree bylaw (has it protected tree trees planned), "legal suites" plan (why are illegal suites not gone? please fix that) and "granny suite" bylaw (are all the occupied buildings licensed? Fine the owners). While you are at it, review the new dog policy on the beach. It is not working (there are still dogs at large molesting wildlife)
55. All planning needs to be constantly kept on tight leash by council and public. We have no basis to predict what the area will look like in 5 years let alone 20.
56. Full consultation with residents on all aspects of implementation should occur. Some of the proposed policy directions are very vague and general and need to be scrutinized in detail as they are fleshed out.

57. Yes, but 5 years is too late - for first one make it sooner 2-3
58. Perhaps three year interval would be more useful?
59. It seems a more frequent time line would help catch issues before they get too deep
60. Would like to see Urban Design Guidelines and Village Design Concept Plan applying to both private/public land in the Village area before any development or public realm expenditure begins.
61. I think this exercise was a waste of time and money. It is definitely slanted in the direction of developer and development. My priority is the environment and unique character of the Cadboro Bay but this plan, despite the rhetoric, will totally violate these values in favor of developers/development.
62. Success has to be measured often to truly understand.
63. Should be every year
64. I would suggest spending time in the area observing actual people as a way to monitor, not just surveys.
65. even FREQ time periods - it should actually just be an ongoing analysis, why wait until things are already gone wrong for 3-5 years before adapting and pivoting?
66. More consultation. Most residents are unaware that this process is even happening! the time periods are too long and there is inadequate publication of your plans !

Q42: Do you have any additional comments or suggestions regarding the Draft Local Area Plan that you would like to be considered?

1. Testing
2. Please don't put a bike lane on top of the right hand turn lane on to Sinclair from Cadboro Bay Rd. This clogs things up way too much and will just mean a street light is inevitable
3. Great work but even in the two years since the process started the demands of climate change are having a much bigger impact which I don't think the draft plan adequately represents. It appears other than around the village we can expect the status quo for the next 30 years, don't see that as a viable option. Time to think outside the box.
4. Arbutus Rd shouldn't be a hard barrier against modest infill development in Queenswood; although most new density will appropriately come closer to the Village, it is only equitable for some opportunities to be spread elsewhere in the neighbourhood, especially close to Arbutus which is served by transit and quite close to the Village Centre.
5. I am with happy with how the 3 areas have been proposed for future planning
6. Add Lockehaven Drive to municipal sewer, paid for by Saanich, not residents. The residents of Lockehaven Drive have already incurred over \$2M in direct expenses to build, replace, and maintain septic sewer systems in the 30+ years since the rest of Ten Mile Point was given access to municipal sewer. Lockehaven Drive has significantly higher environmental risk due to the low frontage sensitive waterfront - we had two septic failures recently which directly spilled sewage. This must be corrected
7. Currently Cadboro Bay does not feel inclusive to all. It seems to be dominated by a small but very vocal group of older white individuals who have lived here for decades and are very opposed to any change that is not in their interest. Their strenuous opposition to supporting the protection of wildlife and the safety of park and beach users via a dog leash law is but one example of this outdated behaviour. We desperately need diversity in the community leadership and an openness to new ideas.
8. Request that Council improve the safety of the users of parks and trails vis-a vis the control of off-leash dogs. It's an issue of environmental protection and human safety. Not only is non-compliance with existing leash restrictions almost the norm in Cadboro Bay, but anyone calling offenders to account risks either being ignored, receiving a sharp rebuke or being harassed. This is decades old and will need attention for decades to come. Which is why it belongs in a planning document
9. I would like emphasize that there is strong support for the addition of access to the municipal sewer systems for Lockehaven Drive/Palmetto. This should be added to the plan, it does not change the character of the area. It reduces health and environmental risks.
10. This plan goes too far in pushing an increase in population density in the "Village Core" area. There should not be any 4 story buildings in Cadboro Bay Local Area. Apartment style buildings should be limited to next to the Village Centre on Cadboro Bay Road only - but I would ask the residents of that area what their feelings are first before supporting any changes. Townhouse and multifamily dwellings, ie duplexes, should then be limited to below the row of houses on Hobbs.

11. if it's not broke, don't fix it
12. Please consider that reducing the parking requirement may have the unintended consequences of encouraging more resident street parking. If this is done north of the village up to Maynard park (hopefully not beyond) this will be a detriment to kids who play hockey and ride their bikes on their street. Having a line of parked cars on a residential street is not attractive and diminishes the use of the street for recreational activities. We are working toward having fewer cars; this will take time.
13. I like the idea of gentle densification in the Village, but many of the ideas presented are NOT gentle e.g. 4-story apartment buildings and three-and-four unit dwellings on a single lot
14. The desire to keep the "semi-rural" character of several areas is reflective of white privilege and systemic discrimination. We all have a responsibility to environmental responsibility but that isn't an excuse for the "not in my backyards". Those type of cliché sentiments don't wash. That carries for 8.4 the "heritage" clauses - whose "heritage" are we talking about? Certainly not the original custodians of the land.
15. I would like you to reconsider, and keep the Penrhyn St. townhouses as a townhouse use, not the low rise mixed use residential or commercial mixed use.
16. Reduced speed limits or traffic calming on main roads through Cadboro Bay will improve safety and livability for everyone.
17. The dog park is very important to me. With UVIC closing down their area, surely we can take one park in Cadboro Bay and fence off an area for the dogs to run. So much is geared to bicycles all the time, but our poor pets are being forgotten. My other concern is not to make this an area with low income housing which can often attract undesirables. This is a middle to upper end area, which is why many of us live here and I don't want to see it change in that way.
18. We need to reconcile our relationship to this land. We are fortunate to have so much green space to mitigate the collapse we are witnessing.
19. Increased traffic at Arbutus and Haro due to three childcare centres and growth of Queenswood campus may require traffic lights or circle
20. Sewer system, street lights and pedestrian sidewalk on Lockehaven Dr (Ten Mile Point)
21. Densification will not lead to affordability as stated in the overall LAP as developers will want to maximize profitability. Low rise mixed use residential should be to Hobbs Street and the core commercial area should be surrounded by townhomes similar to Glen Undine / Penrhyn Close / The Croft townhouse complexes that add character to the core of the village as stated in the look you want to maintain in the village.
22. I would like to underscore that Lockehaven and Palmetto Place were left out of the sewer construction that went into 10 mile point. We should not have to pay for having the same infrastructure that everyone else enjoys and did not pay for. This area having septic keeps getting conflated with property lot size even though it is unrelated.
23. Densify housing equitably across the entire Cadboro Bay plan area...encourage SMALL single family house for couples, etc...There is NOTHING like that available here! Too many couple in "too big" houses!

24. I live off Arbutus Road, and it is used as a speedway on weekends and late at night. I would highly encourage a traffic circle at Hobbs at Arbutus Road and some form of traffic control at Telegraph Road at Cadboro Bay Road; it is deadly dangerous trying to cross to go to the beach at Cad Bay Road and Telegraph; no visibility to see if I am safe to cross and there are joy riders who love to take that curve at high speed.
25. Under no circumstances would I support reduce parking requirements, in larger cities this has led to all kinds of problems, conflicts and dangers. It is something developers love to suggest to encourage people to favour alternative transport. This just increases their profit at the detriment of the community. If we want to encourage alternative transport then it has to be built, and then we can repurpose the parking into green space.
26. Please include traffic management plans for Cadboro Bay & Sinclair intersection and Cadboro Bay Rd & Penrhyn St. Personally I favor traffic circles.
27. Please consult with neighbors and police about excessive speeding on Sinclair and Arbutus. There is a nightly (weekends mostly) circuit.
28. Developers like to over reach, stick to the vision
29. I'd like to know how the Advisory Committee was selected. Did they volunteer? There are people with a strong bias towards business expansion (any expansion for dollars), people who regard themselves a speaking for everyone who lives here just because they are the (exclusive) residents association.
30. Off leash dog parks! Affluent senior housing complexes. Upgrade and modernize village walkability amenities. Safe beach access for mobility challenged people. Let us be the best "aging in place ocean front communities in Canada!
31. The draft LAP identifies the Penrhyn st. townhomes as in the area of Low rise Mixed residential structures, I would like this to be predesignated as townhouse only, like the rest of the Penrhyn St. townhouses nearest Kilgary. Thank you, and we appreciate all the work that has gone into this project.
32. Again the zoning with respect to Penrhyn Close Townhouse MUST remain as two-story townhouses and not changed to mixed commercial and multi-story housing. This townhouse complex is a charming village-like design and must remain so.
33. While Queenswood and Ten Mile Point have large houses and lot sizes, it would be appropriate that multi-story and duplexes, etc. be considered for that area rather than "filling up" the Village area with additional high density units.
34. I am concerned we allow houses on the beach
35. Having seen the effect of reducing residential and commercial parking requirements on the increase in on-street parking in North Vancouver, I think we need to ensure that indolent happen here.
36. Those are my thoughts. Matching the plan to how planning actually takes place will require very careful study of individual cases within the larger picture of 'sections' of the larger area.
37. I have concerns that in an effort to make Cadboro Bay Village more pedestrian friendly, with more plaza space interfering with existing parking, customers who do not live nearby will not find it convenient to shop in the village due to parking difficulties like downtown. This does not

help local businesses,

38. 1) Many survey questions had multiple clauses so the results will be ambiguous. 2) The Queenswood and Ten Mile Point areas did not have comparable public workshops. The alleged strong support to leave them untouched occurred behind the scenes. While some parts of the plan are inspiring, it continues to allow single family homes that are outsized or ugly.
39. Lockhaven area would like to be considered for sewer installation. It's the only part of Ten Mile Point not part of that system. Do not need or wish to have other municipal infrastructure.
40. Not in support of further 'enhancement' of Cadboro Bay-Gyro Park as it is not clear what populations are NOT being serviced and further development conflicts with preserving the natural beauty. A VERY popular recreation activity by folks (all ages and abilities) in the community is walking and WALKING with their dogs. Need to FINALLY address gap of off lead park (field in Queen Alexandra property a possibility)??
41. Please add sewer service to lockhaven Dr. The current septic system is unacceptable and limits how we can use our properties
42. Again stop trying to manufacture consent for the developer's agenda. You keep telling us that this is community driven, but it is not, as is evinced that this is merely the implementation of Saanich's OCP Policy. In other words you are ramming a general policy down the throats of multiple communities rather than fulfilling what they actually want for their community.
43. Keep properties near beach as non-townhouses. Do not have 3 story townhouses at 2595 Penryhn Street and 2590/2594 Sinclair Road. These are too tall. Develop as single family or infill. 2 story maximum. And require lots of on-site parking for all new buildings.
44. Social justice, reconciliation in real time with collaboration not just consultation, cap size of monster houses, change bylaws to prohibit trees being cut down by perusing communities globally who have done so, create living green walls and rooftops... Be ecojustice leaders. Advocate for solar energy and create corridors of areas with no light pollution, particularly along migration corridors. Let's see examples of green energy so these changes see our community be green leaders as a model to
45. First, nature exists in all areas of Cadboro Bay, there are no visible lines of division but by connecting roadways. There is no EDPA input. An important issue in CadBay. So much of the Tree Canopy is disappearing at alarming rates over the past 15 years. GyroPark 2014 \$375,000 Grant was approved for Beach Access and Playground Imp. Project 2013? Is there add'l Grant \$ to fund add'l changes to the Beach? Development not impact on natural assets. Storm water runoff – densification. Need for a review.
46. Increased density needs to be supported with increase bus service to avoid increased automobile traffic. Every effort should be made to promote alternatives to single-vehicle use.
47. No
48. Please let us vote on our future instead of telling us what our future will be and designing questions in ways that suggest to us the only way forward is the agenda you want us to have.
49. Sewage connection in Queenswood should occur for a variety of environmental and housing reasons. Higher density is acceptable in the village, but not infills and attached housing

- throughout or residence in Queenswood Campus.
50. One of the panels at your Open House showed a cycling route through Ten Mile Point. Basically, it consisted of a one-way route up Arbutus from Telegraph Bay route to the top and then back down the same way. This is by no means the main recreational cycling route. Most cyclists do the circuit from Tudor, up to Seaview, over to Ten Mile Point itself, then up Phyllis and back down Arbutus. This is the scenic route, and should be promoted as such, with better signage, etc. Make it safer, too.
 51. Make equity and carbon means testing the guiding principles—not developer or personal profit.
 52. I am concerned about future housing options being proposed on residential neighbourhood church sites. These are small quiet neighbourhoods that cannot support such an increase of housing, noise and traffic. Cadboro Bay does not have the room/resources to keep up with the existing volumes of residents. UVIC puts pressure on the area as it is. UVIC/McKenzie/Saanich corridor is more suited to for affordable/diverse housing. Construction is occurring now on 3 large projects.
 53. Do not make changes. Residents value this area only because it is underdeveloped and has this rural vibe.
 54. Gyro Park is a marshland that has been infilled with hog fuel & grass. The LAP says the parking lot was upgraded, but NB its reverted back to potholes. Do not "enhance" the park with buildings and hard surfaces. Migratory & other birds use the meadow near Cadboro Bay Rd as a "pond". In the past a parking lot was suggested there - NB detrimental to environment & birds. Allow dogs off-leash on eastern part of the beach (gathering place). Development has taken the bird sanctuary away decades ago!
 55. Zoning should NOT include mandated residential types. We don't live in the 1950s. Residential-only areas are wealth-concentrating, unwelcoming spaces that offer no employment, no business, no enrichment of the city/district itself.
 56. Protecting the area from sea level rise from climate change is key. Transportation mode shift is crucial to that.
 57. End parking minimums and single family zoning everywhere.
 58. Don't forget vehicle parking. Your proposed CB LAP is removing much of the current street parking on Sinclair and Cadboro Bay Rd. I already find it a pain on the Penrhyn block between Hobbs and Cadboro Bay which started restricting parking zones several years ago.
 59. Parking needs to be considered on our narrow residential streets if densification is proposed. Wetland designation and restoration in Gyro Park of major importance, as is the awareness of VHMBS and many of the migratory and endangered birds that use this area. Frank Hobbs Arbutus school zone needs some serious attention to slow vehicle traffic - it's very scary and improvements will help families choose alternate methods to get to school. I dislike the idea of a public pathway through the school
 60. Thank you for opening the survey to non-Cadboro Bay residents, many of who seem to want to keep the rest of us out. Opening up the area to other housing types will make it more affordable and accessible.

61. A well-conceived and presented plan. A more visionary pedestrian-only centre would be great. Four-storey apartments are higher than necessary here; three should be maximum. Create a beautiful complete community.
62. Grounding this plan in economic reality should be the most important consideration. If it is not possible to achieve these outcomes then the plan is not worth the paper it is written on and the exercise is a waste of time and money.
63. A genuine push for density that addresses the housing, affordability and climate crises. Every community needs to do its share and I don't see this happening here. This community also needs its fair share of supportive housing, shame on you for not including such in your plan.
64. Enhancements to the beach on Cadboro Bay such as a floating dock or kayak/paddleboard launches would be an asset to the beach.
65. Cadboro bay, gyro park, 10 mile point and the surrounding area has been my playground and life since the early 1970's. My friends and I have walked down the big hill probably 1000's of time between late 70's and the late 80's. Any proposals should have all plans in writing, with full final drafted plans included as the original proposal that gets voted on. That way the locals absolutely know what is happening and the companies doing the work will HAVE to follow strict guidelines.
66. Best of luck! Many good ideas, some tweaking would be appreciated. Overall, heading into right direction and many thanks to Saanich, other stakeholder and members of the community.
67. Yes - the parking lot at Gyro Park needs to be paved and improved with plants and attractive lighting. Oak Bay's Willows Beach is improved to a high degree, there is no reason why Gyro Park should not either. The playground area improvements look great. Now it is time to do something with the unattractive parking lot.
68. Please continue to work on the strengths of the three neighborhoods not remake them into something they are not. I like the Village concept design. It is innovative yet respectful to the area's residents and history.
69. More attention to the speed in some park/school zones and actually (especially bikers) stopping at stop signs. Take time to consider some of the "suggestions" you are thinking of and the impact they will have on people who have lived in the area, by choice of how it is, for a long time. Some of these are acceptable and some (more) are not.
70. Plan and implement the necessary improvements to infrastructure BEFORE building permits are issued. Let's have no more building at UVIC until we have solved the traffic problems.
71. There is already an influx of other community members supporting Cadboro Bay businesses (students / faculty / employees / UVic). This is a rural residential area. It is not a good choice for high density housing. McKenzie corridor addresses this better.
72. Keep and protect Cadborosaurus and friends!!!!
73. with increased density, I think it is very important to always consider traffic impact and how increased traffic will be managed
74. Public art, safe dog park please, some kind of bus service for 10 Mile Point

75. Now is not the time for "moderate" housing measures. We need radical change. "exclusive" single family housing neighborhoods like 10 mile point should not exist within a major population center
76. Supportive Housing homeless shelters condos
77. All neighbourhoods should be diverse
78. Thank you for allowing us to be involved in the input process. Please ensure that action will be taken rather than shelving this after so much time and effort on the part of the community and the municipal staff.
79. I really want to see shops and services on the main floor of the housing buildings and I want shops and services that people need and that the rents are not controlled by foreign companies etc. that put the rent up so high in no time we will have a Walmart in Cadboro Bay!! It all sounds great initially but who owns these buildings???? Are they all strata and rent and will they be affordable. This space should be preserved for all and not just for a few rich owners and investors. PLEASE!!!
80. What is being planned to mitigate the sea level rise in the next 30 years?? And how will it be paid for?
81. Many!!! In a climate emergency, we need to aim higher. We should not be tearing down homes and trees to build bigger houses, especially ones that are not net-zero and built to the highest environmental standard (water and materials use, and reuse, etc). First and foremost we need to preserve existing trees - on private as well as public property. I have many more questions about the Plan. Many points seem vague enough to be used to justify anything. I'd like to send the rest of my comments.
82. no
83. A beach "clubhouse" to develop the paddling community
84. Keep it green. Keep it peaceful (not noisy). Keep people walking and biking. Really appreciate the effort you all have made to take control of this beautiful area, and manage its growth in a sustainable, environmentally focused and useful way. Thank You! A great example for all small villages in the future.
85. The main thing for me, as I think it is for many residents here, is the preservation of the green spaces and natural landscapes we are lucky to have. Saanich does not have the best track record for development, so I hope that the Cadboro Bay Plan will go beyond the planners' catch phrases (obvious in the Plan) and consider the specifics of this very special neighbourhood. It's not one-size-fits-all planning, after all.
86. The plan should be no further development.
87. This plan is detailed and well thought out in many regards. Density is the solution, not the enemy.
88. I have additional comments to make regarding the Draft LAP, Page 68, Section 5.6, Ten Mile Point Neighbourhood, Policies. Also page 70, Queenwood and Ten Mile Point – Design Attributes (voluntary). Is there a way that I can send my additional comments to the organizers??

89. I think you have done a great job. Don't forget that Cadboro Bay Beach is part of the Victoria Harbour Migratory Bird Sanctuary and there should be no off-leash dogs on it, or it makes a mockery of the idea of sanctuary. Have an off-leash dog park for them somewhere else. Also part of Gyro Park converts to a wetland every fall-winter with 100s of birds so the Parks Dept. should move earlier on that development. And please add benches and trees to the park between the beach and the shops.
90. Don't take the natural character away from the neighborhood
91. Don't want to see major changes or densification of Cadboro Bay Village
92. I think it would be helpful to consider how to make and market Cadboro Bay as a biodiverse and green community. This would attract tourists (unique to the island), promote innovation (perhaps partner with UVic) and ensure the community stays green for the people who live there.
93. 1. Biking Trail Map is not complete. 2. Add hikers to plan (They use tiny trails in addition to the usual "pedestrian walkways and require maps and on-ground support). They are not mentioned. / Section 4.4 Climate Action Mitigation: Need to map circular hiking routes from Victoria University Campus through Cadboro Bay Local Area and back to Victoria University Campus as well as develop a detailed hiking map of Cadboro Bay byways and their link to other hike...
94. You have not asked questions about drainage etc. In the draft plan you make no mention of the huge reservoir, created in Haro Woods, apparently for emergency storage of surface flooding run-off.
95. Add some pickle ball courts.
96. The Cadboro Bay Local Area Plan (Oct 27, 2021) as presented sets out a lot of information and "feel good" statements that made me think "OK, a lot of people have put time into setting out a reasonable way forward for the village, Queenswood and Ten Mile point areas". However, pages 130-140 really bring to light what is envisaged: a series of 4 story (min) condos that will block the existing water views of anyone behind them, tower over Cadboro Bay road and add to the already troublesome traffic.
97. Plan has focused the community to think about its future. Some visions are good. However, density/building heights proposed are too high & will take away its special nature. Traffic is also a major issue & does not support increased density. Comments provided give our observations and suggestions for going forward. The use of respected design architecture firms is essential for well-considered community. Cannot leave to developers if want to keep uniqueness that is the Village
98. Focusing increased density around the village core in the manner suggested by the drawings in the plan, is counter to the lovely 'feel good' statements in the plan about retaining the semi-rural, small scale, beach vibe of the village. 3 and 4 story buildings are out of place. The reality is that cars will continue to be the main form of transportation for the next couple of decades and encouraging more traffic and parking issues will really take away from the character of the village.
99. I think the largest issue will be the character of the village center. I'm sure there is enormous pressure from developers to build the area up as much as possible. Please keep in mind that

the majority of the neighborhood residents like the village center exactly as it is. It would be a shocking change to lose our quaint little commercial area that has exactly what people need and have it replaced with four story buildings.

100. Look at the needs of people with disabilities: wheel chairs, access to bathrooms, walking to the water. See Willows Beach.
101. Wildlife is a precious concern. I do not want to see more light pollution. Prefer lower speed limits and enhanced green areas
102. One the village is modified to look like Edgemont, North Van, or Langford, there is no going back. Each area should have its own character. I don't see how the current plans retains the charm or respects existing businesses or residents. The UVic old dog park would be a much better location for densified, affordable housing.
103. Ten Mile Point needs safe walkability, bike access out and transit of some sort. FIGURE IT OUT!!! I have lived here 10 years. I was aware of the mobility plan but nothing else. Saanich needs to ACTIVELY inform all residents/owners of these process e.g. in tax or utility bill. Note the picture on page 1 shows Oak Bay not Saanich Cadboro Bay...poor job of that!
104. Consider small lot in-fill but possibly reduce lot coverage allowance so even small lots have room for green space. Limit paved surfaces but enforce off street parking to reduce congestion on roads. Encourage age-in-place designs.
105. Equity is important. I note that lots of questions about Queenswood and Village but fewer about 10 mile point...why??? And the overall plan for improvements at village and Sinclair is fine, but some very fundamental infrastructure at ten mile point is needed - safe crossings (on Tudor, at Seaview & Cadboro Bay, and Tudor and Cadboro bay at the beach) and sidewalks. Also - why no talk about small scale agriculture which is essential to food security, culture and environment.
106. Lots of hard work in a negative atmosphere, so well done. Appreciative of opportunities for feedback.
107. There should have been a text box for each question. They should open up so you can see what you have written in entirety and should not cut you off which happened to me earlier. Mainly the plan is great but, given the crazy price of land, I can't see any chance of putting in low cost housing without big subsidies from government. Reducing parking spots would be great but the reality is that families often have multiple cars and they just end up cluttering the streets.
108. A lot of good hard work has gone into this plan. People love this area as it is, pimples and imperfections and all. Please do not allow developers to buy their way around all the good intentions put into this plan. Let's attract some thoughtful future residents and businesses who have come to celebrate the beauty that is already here. This is what people all over the world are looking for - quiet, dark at night, natural beauty, fresh air, walkable, livable, gardens, artists, wildlife, and the sea.
109. Marine environmental protection is essential to the health of the community. Working with the federal, provincial, municipal government departments along with associated stewardship groups to ensure maintaining and enforcing the migratory bird sanctuary status and environmental protection is at the forefront of the plan.

110. I hope we invest in public realm and incentivize the developers to create a really beautiful and vibrant Village that will be the heart of Cadboro Bay! More retail shops, townhouses, condos and public spaces.
111. This entire exercise has been a waste of time and money in favor of development / developers. Despite the rhetoric the unique character of Cadboro Bay will be unrecognizable if your plans are implemented. There is far too little attention given to preserving the environment, especially old trees. I support biking (it's great for the environment and the health of bikers) but this plan builds bike lanes that will never be used. This plan is financially irresponsible.
112. Hate to labour the point, but after moving to Victoria in this area recently I'm surprised by the amount of dog ownership and how few gated areas to run a dog of leash there are. You have taken the beach from us how about a few more gated dog parks. Don't have to be big, just closer than Cy Hampsen.
113. With respect to additional paths, I am surprised that a walking path between the end of Lockehaven Drive and Phyllis Park has not been included. The local residents of this area have been working at developing an old right-of-way that should be part of the plan. In addition, the few identified significant trees in the local area should have signs for the benefit of locals and visitors.
114. Build a shelter at gyro park maybe even with a few levels like a lookout.
115. The vision is OK, the details often aren't. e.g.... The requirement in the 2002 LAP to limit overshadowing should not have been deleted. There was no public consultation on this, nor is it included in the survey. Bottom line: Please keep Cadboro Bay's small-scale seaside character. Address the housing crisis, not by expensive new 3-4 storey developments but by facilitating secondary suites, infill and townhouses including in the less green parts of Queenswood and 10 Mile point
116. You have done an exceptional job. Congratulations to the entire team.
117. Thanks for everyone's hard work. Strive to make Cadboro Bay the best place it can be for future residences and current ones.
118. It is not clear why the emphasis on cycling lanes on Sinclair Road - mentioned above. Not all roads need cycle lanes - this does not. The space could be much better used for wider and safer walkways, which will actually get used. Steep and narrow cycle lanes are unsafe, accumulate leaves and debris, and will be impossible to keep clean. Improve Sinclair Hill, but keep it simple!!!
119. A thorough LAP
120. page 30 error in diagram — the Powder Works manager's house is at 3965 not 3565 Telegraph Bay Road; page 37 error it is Caddy the Cadborosaurus not carborosaurus; page 53 first blue box of text, it is Konukson not Knoksun Park; page 54 Phyllis Park extension west and south along bluff is part of wildlife corridor; page 55 significant trees omits very large Arbutus trees in western part of Konukson Park just west of path out to Tudor Road; pages 70 and 77-78 (section 5.6) (out of space)
121. I didn't have time to complete this, but I would like to say that I am a 16 year old that would most definitely be around to see the changes. I support protecting the environment above all

else. I hate new developments they are ugly and usually a waste. An old house that i loved down the street from me was torn down and subdivided

122. I would look to Estevan Village. Keep it small. Keep it low. Keep it human. If it is mismanaged we can destroy this lovely area that has been so great for so long.
123. Pubic pressure from the media and social housing activists want to change the face of the entire region. The focus should be on transportation links in the entire south island so more housing can be built north of Victoria, Sooke and elsewhere! Focus on that not destroying that which makes Victoria and Cadboro Bay special. I do not want this area to look like Vancouver or any other North American city!!
124. Thank you!
125. I think it is appalling how often the beaches are closed due to pollution. Storm sewer issues MUST be addressed.