

OCP Review Open House (Phase 5)

Public Input – ALL

During Phase 5 the following opportunities for public input were provided:

DATE	EVENT	SUBMISSIONS
May 13-14, 2017	Buccaneer Days Booth	14
June 7, 2017	Open House – Archie Browning Sports Centre Attendance = 85	30
June 8 – 20, 2017	Online Open House https://www.esquimalt.ca/business-development/official-community-plan-review/ocp-open-house	33
June 14 – 20, 2017	Recreation Centre Display	18
June 22, 2017	Environmental Advisory Committee Review of Energy, Environment & Food Policies	1
June 22, 2017	Agricultural Land Commission (Letter)	1
TOTAL number of written submissions		98

COMMENTS

Arts, Culture & Heritage (31)

General (7)

1. a night market
2. Arts & Culture have shown very significant improvement over the last few years. Well done Council members!
3. Arts Council doing a great job with outside music etc.
4. Puppet theater for the arts – young kids love puppets
5. Would like to see more arts, bands
6. Nice Arts & Culture progress here thanks to TCAC, Farmers market and other related groups.
7. We have two very vibrant community groups, both 100% volunteer driven, that provide exciting cultural events for Esquimalt... the Township Community Arts Council, and the Esquimalt Farmers Market. I would like to see more Township support of these groups, along the lines of providing a permanent space for events that these and other groups can use. Such a permanent space would include a permanent stage, some covered areas, power, and washroom(s). I would also like to see more grant money given to these two groups (although that is probably outside of the view of this OCP exercise).

Festivals (8)

1. More community events that cater to those with no children, empty nesters
2. Food festivals, etc.
3. Community events to engage the community

4. Festivals!!!
5. more summer musical presentations
6. Thanks to the Township for organizing music events, art shows in the summer.
7. Use Esquimalt Rec Centre for more art exhibits; cultural activities (First Nations, Japanese Days); international food days.
8. Pull the community together for special interactive events similar to Vancouver's alleyway... why not Esquimalt? Create a sense of place.

First Nations (4)

1. Could our communities benefit from working with Esquimalt and Songhees First Nations?
2. I see that Oak Bay recognizes working with partnerships with Songhees and Esquimalt Nations in their OCP.
3. Finally, I'd like to ask how the OCP can recognize and support reconciliation with First Nations, as Esquimalt shares boundaries with the two reserves. Perhaps there are opportunities for engagement around strategies related to the OCP topics - whether it is the joint development of recreational opportunities or employment centres, linking the Songhees reserve to trails systems for recreation and commuting, or other aspirations of the Nations.
4. Appropriate recognition at all meetings and for all events put on by Esq. not only to recognize unceded territories but to encourage respect and support for First Nations peoples

Public Art (8)

1. Painting telephone poles?
2. More murals?
3. Cool street lamps?
4. Public art in Parks
5. graffiti location where it is OK to express oneself
6. While I like art I would not spend taxes payers money on public art that will be just a exciting thing to write in the newspapers. The buildings themselves should be pleasant and not require additional expenses. The cities that keep their green spaces are the ones that people enjoy the most. Noise reduction is valued a lot more that a noisy plaza with a public art something nobody can enjoy because of the environment that is not pleasant.
7. Improved infrastructure to enhance the existing Gorge Rd/Park, Tillicum/Craiglower/Admirals multi-modal trail by: a) acquiring and connecting waterfront property/corridors; b) including public art and improving public infrastructure to match Saanich's contribution to this regional amenity.
8. Check out Delta BC's Heritage Banner Design Contest – the street banners in that community reflect its heritage and natural environment – they add interest & colour better than here. Our street banner program is very poor and needs upgrading and better management. We have winter banners up in spring for example. Delta's program combines art, heritage together with its natural environment – the make a statement of care.

Heritage (General) (1)

1. Further work could be done with DND to recognize heritage at Macaulay Point Park. Some heritage signage is being added as a start

Heritage & Development (3)

1. Designate more heritage properties – also heritage buildings at CFB Esquimalt should be included.
2. Only Old Esquimalt Road is on the heritage registry; and there are only a total of 24 locations which are either 'Designated' or 'Registered'. Way too few...
3. Esquimalt is a treasure of small wartime houses, generally concentrated in certain areas and I believe in

those cases the whole streetscape deserves protection, not just the occasional individual house. Lockley Street (3 blocks) should be Heritage Registered. It's exquisite. So should two blocks of Dunsmuir Road, which is already seeing examples of unsympathetic infill running counter to the very neighbourly character of the street. Wollaston too has such a 'feeling'. There are other blocks in the Saxe Point area. When considering neighbourhood 'trails' in the township, these attractive streets could also qualify as a 'walking trail of note'. The charming houses don't have noted architects and, individually, they may not be classified as 'heritage', but as a streetscape they're of inestimable value and should be encouraged. More attractive street furniture, sympathetic street lighting...even perhaps create an Esquimalt Heritage Foundation to help with exterior maintenance, similar to the Victoria Heritage Foundation model, which I used to chair a skrilion years ago!

View Corridors Map (4)

1. In the proposed OCP View Corridor Map, the "view cone" has indicated a wide swath down head street, but the yellow line in the attached photo steers away from the actual view. I suggest the photo be taken (re-shot) from a vantage point farther up on the middle of the intersection of Head and Esquimalt Road to give it's full view potential of the harbour and tree line. In the day, this magnificent view can be appreciated by pedestrians as well as vehicle traffic (I suggest the yellow line should be removed altogether) and by night it is a grand vista to the Cruise Ships all lit up on Ogden Point. I might add that this precious view can be captured by all travellers as far up as ecole Richard Brodeur, another reason for a serious setback in a corner development.
2. **This brings me to reference the Proposed Land Use Designation Map. The lot (include in the dotted rectangle) on the corner of Head Street and Wollaston Street has a Townhouse Residential (up to 3 stories) proposed. It is within the for-mentioned view corridor and 3 stories would impede this view on that lot. Two stories would be the suggested maximum height for this with a large setback.**
3. Also, in the 1. Commercial/ Commercial Mixed Use for Head Street and Esquimalt Road, some reference to the View Corridor should be made and it therefore would encourage a large setback to any development on that corner. View Corridors are for all to appreciate, and I must thank the Township for having recognized this.
4. What is the idea of the View Corridors? Is this sample of great opportunity / views within Esquimalt? I was thinking of adding something for Cambie views and Legion building views from Google Earth Pro. Not sure if this is what you had in mind or not. I also have 3 videos (links below) that I made 2-3 years ago that might have some ideas for more view corridors. Esquimalt videos from Google Earth with conceptual models of developments.
<https://www.youtube.com/watch?v=lx2edsMQvP4>
<https://www.youtube.com/watch?v=TNNguS5D0ol>
https://www.youtube.com/watch?v=rQ9_Q9Wu0Yg

Commercial, Industrial & Institutional (26)

General (4)

1. Encourage green technology, green spaces & pleasant development (Dockside green is an example).
2. Require developers to develop to LEED standards, even the most basic is a start. Let's make our small community a sustainable one
3. All commercial land needs to meet CPTED requirements – buildings that are not painted/maintained, grounds that are not maintained /overgrown / weeds results in drawing crime to the area and lowering the value of surrounding property as they detract from a vibrant community.

4. Designs are encouraged which incorporate a pedestrian orientation and include such features as sidewalk cafes, attractive landscaping, public art and other amenities. We need a book of designs – from developers, our residents and businesses as to what they would like to see in Esquimalt - I heard people other than myself mention this at Open Houses – take the book and develop our design guidelines – 1st pass – is refer to the book of pictures...

Commercial (4)

1. Esquimalt's commercial nodes are totally walkable, but for businesses that have clients 'from away', parking leaves a lot to be desired. I see a need for a decent parking for our businesses.
2. We're concerned about what 'neighborhood commercial in all other areas (up to 6 storeys)' means for our residential neighborhood near Saxe Point. Hopeful it doesn't apply in the residents zones?
3. We think there is a good opportunity to use the space at the edge of Macaulay Point Park and the parking lot to allow for a cafe to set up. There's nothing nearby that provides that kind of service and it is a prime location for a commercial opportunity. We think the building for the anglers club is prime real estate for the community that is under-utilized.
4. "Encourage a range of retail stores, services, professional offices, com-munity services, recreation, and arts / cultural uses that encourage activity throughout the day and evening. Identify what are the 3 things that need to change for retail, stores and restaurants/pubs to come to Esquimalt – ask them – ask the downtown and uptown businesses.

Esquimalt Town Centre Area (1)

1. Encourage high quality develop-ment that supports and reinforces Esquimalt Town Centre as the main commercial, civic and recre-ational service centre. What are the 3 things, other than height, that Chard, Bosa and Mariash need to change to "develop in Esquimalt?"

Federal (4)

1. Add CFB Esquimalt and Seaspan to Esquimalt like Halifax and Chilliwack – see previously submitted materials. Then you can work with them better of Esquimalt priorities - as they are not outsiders. "If divested by the Federal govern-ment, it is envisaged that parts of the Macaulay Point – Work Point area could be redeveloped to a mix of townhouse and multi-unit low rise residential developments surrounded by greenspace." It is excellent to see this added into the OCP. Within the current CFB Esquimalt workplan there was redevelopment of the Married Quarters. This could/should be a joint projects like was done at Curry Barracks, Chilliwack and more recently Jericho Beach with Canada Land Comnay (CLC). We seemed to be left out..
2. Federal (Wardroom – Hospital Area). If divested by the Federal govern- ment, it is envisaged that parts of the Wardroom – Hospital area could be redeveloped to a mix of townhouse and multi-unit low rise residential developments sur- rounded by greenspace. Again, excellent, that this is included. We had this in back in 1995-2000.
3. Federal/Macaulay/Work Point: It's absolutely a great thought for the future to have public waterfront access in this area. A path connecting with the Westsong Walkway is a great idea. ANY future development on ANY waterfront in Esquimalt should ensure public access (Plasket Place was a lost opportunity... the so called 'park' land, accessible only by water, is an insult).
4. Be part of solutions with CFB Esquimalt. Work with First Nations and DND to get part of Work Point back to be used for development like Curry Barracks ad Chilliwack Barracks (we almost had this land back in 1998). Build re-use of water into a development similar to Dockside Green – let's make McLoughlin Point a showcase of green tech.

Industrial (1)

1. The rail corridor. For pedestrian use, some small commercial activity should be permitted. The bike trail that runs by Fol Epi Bakery and Caffe Fantastico in Vic West is an example of how to make a bikeway into a social outing!

Revitalization (11)

1. Revitalizing Esquimalt Road
2. Encourage decaying buildings to paint or redevelop
3. Encourage Plaza to develop - merchants to upgrade. Grow up to add diverse businesses.
4. There is room to build-up – in the Plaza – give people a reason to shop more in Esq
5. Encourage businesses + citizens to clean-up fronts, garbage, curbside, weeds, long grass. Lead by example – encourage community pride
6. Property opposite Dominion Road on Vic West side – encourage Victoria to develop park-gardens
7. Establish work parties to regularly clean-up
8. Beautification of the Township is a great first step. The location of Township is a natural draw to people who don't want a long commute or more than one car.
9. There are a few buildings on Esquimalt Road in front of ongoing development of City Hall that really need a serious facelift. It would be nice to have standard to which all Esquimalt adhered to.
10. If properties are not maintained, I feel that it is more challenging for developers and financiers to fund Esquimalt development
11. Suites need to be addressed to support Economic growth in Esquimalt
 - All suites need to be registered on next year's property taxes and have a business license (\$10 or \$100) now for health & safety concerns.
 - if you want to give the property owner a 2-10 year grandfather with potential renewal fine, BUT WE have them registered, and they should all meet CPTED as well as basic Health & Safety requirements to keep them up internally and keep their land cleaned up
 - Hopefully 80-90% of illegal suites could pass a CPTED and health & safety inspection.
 - Let's get the basics covered to help keep our communities safer. For the few that do not pass inspection, look at ways and means to make them "safe enough" - wiring, etc.

Schools (1)

1. Schools that are not currently, should be come part of the community centre virtual extension like other communities – our taxes pay for them, incorporate them into our communities better – allow for community groups meetings, etc.

Economic Development (41)

General (11)

1. Concept of live, work, play Esq
2. Offer property tax deferral to entice developers to develop vacant lots
3. Does the Township of Esquimalt have an Economic Development position on staff?
4. I would be glad to see in the city development plan actions to increase quality of life for the city residents.
5. Allowing more than one business license per household to encourage small businesses that may differ in their offerings
6. EDS info relevant to OCP? [- Sector Backgrounders](#) [- Survey Results by Sector](#) [- Action Plan](#)
7. Add CFB Esquimalt and Seaspan to Esquimalt like Halifax and Chilliwack
8. Build OCP as a marketing tool that draws developers and financiers to Esquimalt - see Victoria as an example.

9. I still see economic development for residents as the key piece for all of these pieces to fit together and yet with limited space to expand/include/develop. How will this be achieved? All the boards talk of myriad ways to grow (and no sector is excluded!) and yet WHERE will this happen? And how will YOUR residents benefit and be impacted positively? There are so many of us that want places to go to WITHIN our community NOW. I don't see that anywhere. Nowhere on the Econ Dev Board does it indicate residents are a priority. If you want to build and sustain the Township, you need to "feed" your residents.
10. Recruiting and maintaining vibrant businesses can be significantly affected by the overall quality of life in Esquimalt, the cost and availability of accommodation – ownership and rental, support services such as child/ elder care for employees, and the availability of a well -trained labour pool.
11. Build OCP as a marketing tool that draws developers and financiers to Esquimalt - see Victoria as an example

Business Attraction & Expansion (22)

Arts (2)

1. Film industry expansion could be dependent on Federal/Provincial tax incentives, value of Canadian \$
2. Include educational series @ EVP

Business Types (10)

1. More offices
2. More regular doctors
3. Another mall
4. A big church (min. 400-600 parishioners)
5. A book store (Indigo Chapters)
6. A cinema
7. Cap # of liquor stores
8. Get rid of existing spaces that are old, ugly, underutilized and give us places to go for dinner, p[laces to buy gifts, places to buy things for ourselves, places to meet for a drink.
9. In term of economic development I would be glad to see more Co-ops style of developments. For instance would it not be nice to have a coop store that will sell products / food produced by small local companies that cannot afford to have their own store?. It is possible to finance such initiatives negotiating with investors.
10. Identify what it takes for retail, stores and restaurants/pubs to come to Esquimalt – ask the downtown and uptown businesses.

Cafes & Restaurants (6)

1. More coffee shops
2. Maybe get some nice pubs – like spinnakers but more of them!
3. When is new pub coming? The one that replaces Tudor.
4. More food/grocery stores
5. Esquimalt needs quality restaurants (other than fast food locations)
6. Family Restaurant – Ihop x 2
Wendy's café
Esquimalt needs more neighbourhood cafes with outside seating where people can meet casually.
How about a decent pub like 4 mile? Very disappointed that Tudor House was not required to replace the original Tudor House.

Harbour/Marine (1)

1. Expanding the "marine sector" is not going to impact me, my family, or my neighbourhood. Same for CFB

"businesses".

Health Services (1)

1. Dr's have been retiring in the region and clinics closing in Victoria. Encourage new doctors to open new offices – ie. Village Project

Technology Sector (2)

1. Work with VIATEC to open a Satellite in Westbay, Viewfield and Work point buildings (\$4 B → \$10 B) – part of our focus can be related to DND and Seaspan.
2. Convert part of West Bay , Work Point and Viewfield into Tech sector (\$4B business) work with VIATEC to open up a satellite here – use some of Work Point buildings

Commercial & Industrial Areas (2)

1. Industrial Park area – try to attract more 'light industry' including technology + software development.
2. Encourage more commercial/industrial activity along Esquimalt/Viewfield Area – maybe a focus on new technology/green energy companies.
3. The rail corridor. For pedestrian use, some small commercial activity should be permitted. The bike trail that runs by Fol Epi Bakery and Caffe Fantastico in Vic West is an example of how to make a bikeway into a social outing!

West Bay (2)

1. Encourage food trucks and small eatery businesses to setup shop on Head St near West Bay Marina – something akin to Fisherman's Wharf. Port-a-potties are already there.
2. West Bay needs a restaurant/pub and hotel/condo similar to Painters lodge

Tourism (4)

1. Make sure recreational sports infrastructure is not left behind as community grows.
2. Further work could be done with DND to recognize heritage at Macaulay Point Park. Some heritage signage is being added as a start.
3. Add wifi to Macaulay Park to help make it safer for walkers. Also add in Macaulay Tourism Cam which doubles as a Park Safety cam.
4. In support of Tourism - Add wifi to Macaulay Park , Saxe Point, and Cairn Rock Park to help make it safer for walkers. Also add in Tourism Cams which doubles as a Park Safety cam – if you want tourists and walkers – let's CPTED and make it safe.

Energy, Environment & Food (50)

Agricultural Land Reserve (15)

1. Disagree with policy surrounding ALR land.
2. Recommend "Support" maintenance of ALR lands and that Council will NOT support applications for exclusions from farm use.
3. Disagree with "Recognize that the ALR lands within Esquimalt has undesirable soil structure..." – This statement does not recognize the broader agricultural possibilities
4. Support the use of ALR lands for non-soil based agriculture (e.g. greenhouses)
5. What are the permitted uses in ALR land? Does it include aquaculture?
6. Disagrees with policy surrounding "capitalizing" on ALR land
7. Support grandfathering of golf course in ALR

8. Allow portion of golf course ALR to be redeveloped
9. Have Gorge Golf Course integrate and become part of our community as an amenity to removing a portion of the land – consider easier access by Esquimalt residents
10. Proposing removing land from the ALR (Gorge Vale Golf Course) doesn't seem to fit the statement of 'supporting local food production'. Neither does the ever increasing deer population. It's hard to grow food when it gets eaten by the deer.
11. Soil can always be amended – phase out the existing golf course that is on agricultural land reserves. This huge area could become a combination of community gardens (raised beds) & parkland... so everyone, not just those able to afford annual golf memberships – could enjoy more greenery. Good place for some commercial greenhouses in this area.
12. I'd like to bring up the question of the Gorge Vale Golf Course. I realize this is a private course, and within the ALR (although it does not function as agricultural land). However, with our region experiencing continued growth, there may come a time when this land-intensive recreation is no longer seen as the highest and best use for lands so central to the region. I believe we should anticipate this (rather than a piecemeal approach) by looking at future master planning for this area should it transition to new uses. This process should certainly consider the aspirations of the Esquimalt and Songhees nations, whose reserves are landlocked, and take into account ecology and housing needs.
13. Strengthen the wording of the existing Energy, Environment & Food policy: Capitalize on opportunities to develop land removed from the agricultural land reserve to provide medium to high density mixed-use development, **only in the cases where significant and substantive improvements, land and financial contributions to public amenity and infrastructure are achieved (including: trails to improve pedestrian connectivity, high- quality pedestrian infrastructure and traffic separated bike lanes, as well as other community amenities)**. On this issue there is the potential for a huge windfall converting ALR land to mixed-use commercial up to 12 stories; the public amenity received must be commensurate with this windfall.
14. You are doubtless aware that land within the Township (presently used for the Gorge Vale Golf Courses) is provincially designated ALR. The ALC requires acknowledgement of this by the addition of a designation "Agricultural Land Reserve" to the Proposed Land Use Designation Map and assignment of a distinct colour for the ALR Lands. As well, a general explanation of what the ALR is, and the ALC's role in regulation land use in the ALR should form the bulk of description in a separate ALR section of the OCP documentation. If needed, general information on the ALC can be had from the ALC website at www.alc.gov.bc.ca. It is noted that a portion of the ALR lands are proposed to be designated "Commercial". This proposal should be removed from the draft plan. Only if the ALC has considered and approved an application for non-farm use or exclusion of those lands from the ALR, would such a designation be appropriate. Leaving this proposal on the draft plan may lead to misrepresentation and create false expectations on the part of both the landowner and others. At this time I am unaware of any formal proposal to change the use or to remove the land from the ALR.
15. I am extremely upset that the municipality plans to infringe yet again on ALR land. This should never be permitted and should remain securely as ALR, unchanged. The moment that we change ALR zoning, it's almost impossible to go back. Several decades from now, I'd like to ensure subsequent generations have options and that we haven't removed these options due to our choices today. I find the approach to be myopic and short term in approach. Esquimalt notes: Recognize that the agricultural reserve lands located within Esquimalt has undesirable soil structure, would require moderately intensive management practices for crop production, and is difficult to till requiring special management for seedbed preparation. Fortunately, this antiquated thinking is no longer true or valid these days. If you want to convince people that farming on clay and compacted soils is useless, take a look at new farming practices, many of which require only a short time to revive compacted soils due to human intervention on these lands. The truth is that there is money to be made as is pointed out in the overview "Capitalize on opportunities to develop land removed from the agricultural land reserve to provide medium to high density mixed-use development,

trails to improve pedestrian connectivity, and other community amenities."

Buildings (2)

1. Bring solar program to Esquimalt
2. What powers does the municipality have to encourage energy efficiency at times of home renovations (building permits, etc.)?

Climate Change Adaptation (2)

1. Remove "Consider" from "Consider including climate change projections..." – begin with "Include"
2. Add contractors, architects or trades to "Educate developers and home owners..."

Community Gardens (5)

1. Re-word "Encourage developments in food production gardens..." to "Encourage development of food production gardens"
2. A community garden
3. Encourage more community gardens – boulevards?
4. Encourage more community gardens; when replanting trees in parks, etc, consider fruit, nut trees,
5. Please, more community allotment gardens. Develop 1 like the Gorge Park Allotments that include veggies + fruits around the perimeters – designed for neighbourhood consumption. Rented raised beds in the centre for individual/family consumption.

Food Production (5)

1. Define "commissary kitchen"
2. Why reference "small scale"? What is the intent? Needs to be defined. Suggestion – see BC Assessments Classification of Farm (maybe \$10,000).
3. Larger outdoor markets
4. Allow graywater for gardening
5. Allowance of garden planting on city frontage with some height restrictions and plant restrictions to avoid invasive species

GHG Emissions (6)

1. Add footnote outlining how targets were established
2. Define "carbon sequestration"
3. Replace "natural systems" with "green systems" such as green space, parks, boulevards. Esquimalt does not have any natural systems left.
4. I'd be keen to see more about how the community GHG reduction targets will be promoted. I think it's very important, and I want to see us succeed.
5. Likewise, I see a will to look toward carbon neutrality, a first step in mitigating the impacts of climate change but no strategizes to adapt for the long term health of the municipality. I do not find the proposed plans to be aspirational.
6. I find it ironic that one of the few concrete commitments in the OCP language is to the GHG reduction target (which I understand was a previous council commitment) of 38% reductions by 2020 and 83% by 2050. These are extremely aggressive commitments, and without concrete targets for specific sectors, there is no chance the township will meet these commitments. For example, Instead of "Encourage the adoption of passive, efficient, and renewable energy systems in new developments and during building retrofits." language could be something like "By 2022, development permits will only be issued for those proposals that are near net zero".

Motor Vehicle Alternatives (4)

1. no idle policy
2. Rename heading "Vehicle & Fuel Alternatives" and move closer to "Transportation Alternatives"
3. Include dedication of on-street parking for Electric Vehicles
4. How can the municipality encourage EV charging in multi-unit buildings?

Partnerships (2)

1. Add policy: "Continue to have elected officials and staff participate in the CRD Climate Action Inter-municipal working group and task force."
2. Clearly identify federal, provincial and local governments, ... and other third parties.

Solid Waste (3)

1. Add "and improved services" to the end of ... "Promote an increase in residents' usage ..."
2. Add "garden waste" to "Encourage new and redeveloped properties to incorporate..."
3. Add "food and garden waste" to "Encourage facilities for on-site composting in all residential developments".

Transportation Alternatives (5)

1. Have a policy addressing storage for bikes, strollers, etc. in multi-unit buildings.
2. Also expand bike network, bike lanes.
3. Recognize growing number of seniors needs in transportation – safe walking for example
4. Recognize that bikeways, especially in Victoria downtown are leading to higher green house gases due to substantial additional idling during commutes
5. support adding HOV (3 people minimum) lanes to sections of Island Highway in median to help reduce green house gases
6. support further subsidization of BC transit ridership to reduce vehicles

Miscellaneous (1)

1. Expand park acquisition activity & trail network, urban forest % should be increased throughout CRD, improves esthetics, sequesters CO2, consider especially native trees that can adapt to probable drier, warmer temperatures with Climate Change.

Proposed Land Use Map (23)

Admirals/Craigflower (2)

1. Thank you for hosting a great open forum to share and review your proposed revisions. These are great ideas in support of increasing density proposed. However, on the proposed re-designation of 101 Island Highway from zoning that currently allows up to 12 stories of mixed down to 6 storeys, I am not supportive. This down sizing of allowable density reduced the opportunity of the owner providing desirable waterfront living opportunity on one of the few remaining undeveloped waterfront locations that allows for it in Esquimalt. Thank you.
2. The property at the corner of Craigflower and Admirals Road should not be changes from Commercial Mixed-use to Neighbourhood Commercial. This will limit the opportunities for a long-term master redevelopment as the proposed density and height are being slashed in half. The Gorge Vale Golf property is being proposed for Commercial Mixed-Use and is along the same transit corridor. Both properties should be identified as Commercial Mixed-Use.

Admirals/Kindersley (1)

1. Re: Proposed Land Use Designation for land area located between Kindersley Road and Admirals Road, Adjacent to Naden Street. We are in full support of the OCP proposal for this land area being designated as Multi Unit Low Rise Residential [up to six stories] as it would be a suitable land use:
 - 1] The area is now generally high density as it is built up with older three storey apartment buildings and a four-plex plus a few single family dwellings .
 - 2] The isolation of this area means there would be virtually no impact on neighbouring single dwellings. It is bounded by empty Federal lands on two sides and Admirals Road on the other.
 - 3] There is a need for higher density use of existing lands.

Colville (1)

1. The block by Colville & Fleming should have a higher density – more storeys.

Craigflower (2)

1. Allowing development to increase low rise residential from 4 to 6 stories without consideration does not consider neighbourhoods. For instance, a parcel that would soon allow 6 stories on the corner of Dominion and Craigflower would mean a six story building behind residences at Colville. Consideration by Council of proposed developments instead of changing zoning is preferable.
2. Support new neighbourhood commercial at Craigflower by Dominion.

English Inn (1)

1. The English Inn development should not be six stories with such high density. Traffic is going to become crazy in this part of Saxe Point. Also the little park should not be allowed to be used privately. It is a public park and should remain so.

Esquimalt Road (2)

1. I do want to see an increase in density along Esquimalt Rd to a maximum height of 6 stories
2. Develop a Dockside Green 3D Model of Esquimalt Rd options. This has helped over the past 10 years to redevelop VicWest – DockSide Green area and also Songhees area - it works, do it

Federal (1)

1. Halifax seems to recognize their CFB Base as a zone within the bounds of Halifax and have a section in their OCP specific to the base (screenshot below). For consideration, this might be useful within our OCP as well. It looks like CFB Calgary was part of Calgary in the day. Then when the land was surplus in 1998, it came to the city thru Canada Land Company (CLC) project... It looks similar happened in Chilliwack for CFB Chilliwack back to the city they CLC as well...
www.halifax.ca/planning/documents/HalifaxPeninsula_LUB_ZM1_Zoning06May2017to.pdf
Zones CFB and AF
[www.halifax.ca/planning/documents/Halifax MPS Effective May 6 2017.pdf](http://www.halifax.ca/planning/documents/Halifax_MPS_Effective_May_6_2017.pdf)

Head/Esquimalt (5)

1. Head + Esquimalt Road: Develop old shopping centres 5+ floors. I would like to see 10 as it will not impact sight lines.
2. Development: I'm concerned that a 12-storey building at the corner of Head & Esquimalt will be too imposing/looming over the neighbourhood directly below.
3. I'm wondering why the entire south side of Wollaston is not zoned for townhouse?
4. Also, in the 1. Commercial/ Commercial Mixed Use for Head Street and Esquimalt Road, some reference to the View Corridor should be made and it therefore would encourage a large setback to any development on

that corner. View Corridors are for all to appreciate, and I must thank the Township for having recognized this.

5. I would prefer the zoning for "Townhouse Residential (up to 3 stories) on the 800 Block Wollaston Street be returned to what it was on the old OCP as "Townhouse Residential" with no (up to 3 stories) designation. It is a strong residential area with mainly one (and *occasionally two story homes) that has discouraged "block Busting" developments in the past, and an "up to 3 stories" just invites conflict which no neighbourhood wishes to embark upon.*(we have only one 3 story, a 1908 Heritage Rattenbury design that was built before there was a Wollaston Street and that is a historical footprint)

Lampson (1)

1. Just want to formally comment and say we [Greater Victoria Housing Society] fully support changing the Muti Unit Low Rise Residential height maximum from 4 stories to 6 stories. It will positively affect our property at 874 Fleming. In addition we support the re-designation of 867 Lampson from Parks and Open Space to Multi Unit Low Rise Residential. These changes will facilitate the development of affordable rental housing in the community.

Lyall (1)

1. Do not rezone the corner of Lyall and Graffton/Sturdee to multi-storey. Negative change to character of the area.

Tillicum/Craigflower (3)

1. ALR – NO, NO, NO – DO NOT recommend exclusion to ALC. If you do, there will be a HUGE fight with your residents. I will lead.
2. Gorge Vale Golf Course is approximately the same size as the residential portions of Rock Heights. Does it pay similar property tax? If not, would it not make good financial sense to re-purpose it into livable space? There are over a dozen golf courses in the CRD, the public utility is negligible and the lost income seems significant.
3. You have proposed a mixed commercial development around the corner from the Gorge golf course going down Tillicum and Craigflower. I know that the Gorge Golf course has applied to take that land out of the ALR for development purposes. There is also a proposed designation of land between Gosper and the park for townhouse development. I have stated before at council and I will say it again and again as I have done in the past. The Township of Esquimalt considers development of these areas without the regard of the current residents of Gosper Avenue. There is **already extreme pressure** on the traffic from the Gorge bridge to the corner of Tillicum and onto Craigflower Road. As residents of this street we have **no other option but to exit into this traffic** as we have no other option but to exit onto Tillicum from Gosper or exit from Tillicum to Gosper. There have been numerous accidents on Tillicum and Craigflower which residents of Gosper have been involved in as the traffic is too heavy now on that corner and on Tillicum and now council is proposing adding to an already overwhelming traffic situation by putting more cars on the road exiting and entering off of those roads. I have asked the residents of Gosper to start tracking the accidents and recording them with their phones and my intention is to bring this information to a public forum in the future. I am opposed to especially the release of the land out of the ALR from the Gorge Golf course and I ask council to consider this situation which endangers residents of our neighbourhood. If you are doing more development than it only makes sense that you should put a traffic light at Gosper Avenue as we are trapped by this situation. This needs to be addressed **before consideration of re-designation of these lands.**

West Bay (3)

1. I'm supportive of the changes around the West Bay triangle
2. Check the Land Use Designation for West Bay RV park area. It was previously federal now showing

commercial.

3. Under the "West Bay Area" heading, it indicates that the area rated "neighbourhood commercial" allows building up to 5 stories. In the land use map (Proposed Land Use Designations), the area identified where the RV Park was located up to the dog park and the other side of dog park is also designated as "neighbourhood commercial" which the map says allows for buildings up to 6 stories. I am wondering about the discrepancy in the number of stories. Is it 5 or 6?

Housing & Residential Development (110)

General (12)

1. Our OCP should reflect a caring community – that cares for its people, infrastructure, environment, culture and heritage.
2. I think the proposed OCP does an excellent job in recognizing the new realities facing our region, including our need for both ground-oriented and multi-unit housing. I also encourage Esquimalt to look closely at using our few laneways and thinking about the properties that back to the golf course - these could be excellent locations for townhome-style development, perhaps with carriage houses or "mews" style townhouses. Providing ground-oriented "missing middle" housing will be one of our tough land use challenges in coming years, and one I believe cities in the core of the region should consider.
3. At the end I have a lot of concerns with the current city development plan that I don't support I think this should be rewrote with a different spirit and not grant developers with specific numbers of storeys they can build. In the plan we should feel more energy to make Esquimalt a great place to live in harmony between residents and developments, protecting green spaces, reducing / controlling car traffic, making kids, pedestrians, bikers feel safer regarding the traffic with more cross walks like in front of the library for instance, there is a issue now since the development that takes place over the library parking. We've been sold a village concept and I see a cement development project at the moment.
4. I would like to ask that the housing discussion include the general requirements of the audiences that we may be looking to attract to Esquimalt. This way the work on affordable housing is recognized within our requirements to meet other Esquimalt audience requirements identified over the past few years as well, such as shipyard and tech sector.
5. Identify audiences for housing in Esquimalt – do we want 100% low-income housing, 100% middle income housing; 100% high-income housing or some combination, and why.
6. USES should revolve around Local community Integration with adequate commercial, recreation and park amenities. A range of affordable housing needs may be considered and a mix of uses will break down social barriers.
7. HOUSING should include a variety of types including Single Family, Townhouse, Coach House, Garden Suites, Lane access homes and Co-op housing.
8. POPULATION MIX should respect diversity for individuals with different age groups, financial backgrounds, needs
9. VALUE CONSIDERATIONS preservation of long term security inherent in a vibrant community with amenities, clean environment and interaction among residents
10. I feel we should focus on people who work in Esquimalt (including the 15000 who drive in daily for Seaspan and CFB Esquimalt – many of whom are middle \$90K to high\$150K family income) – target 10% of them is 1500
 - a. Meet with Seaspan and CFB Esquimalt commuters
11. We are grateful for the positive support offered by Esquimalt for the planned project for the Anglican Church St. Peter/St. Paul site. Our goal is to demolish the old 1958 Hall and build a new church hall (Ministry Centre) along with 3 floors of affordable/seniors rental accommodation. It is rare for a Parish to "build a new

building" so this is a very rare opportunity to 1) remove an old hall, 2) build a new hall, and 3) provide 24 accommodation units. It's the Parish, BC Housing, Diocese, the Township of Esquimalt and the community all supporting this initiative. We say "thanks" and look forward to the grand opening.

12. I did a mini-survey on Facebook over the past few days. As noted, no group is more important than others, than should all be addressed within our planning processes for Esquimalt. I would really like a focus on the CFB Esquimalt and Shipyard people as well to help reduce the Westshore crawl. This has come up a few times in the previous Business round table discussions.

ownhouses, in Esquimalt: (multiple choice, and add,
https://www.esquimalt.ca/.../OCP-r.../draft_policies_housing.pdf

☒	middle-income workers	+25
☒	Downtown workers	+13
☒	Seniors, retirees	+12
☒	CFB Esquimalt personnel (reduce some commuters)	+11
☒	Esquimalt Shipyards / Seaspan / Suppliers (reduce some commuters)	+10
☒	Esquimalt area workers - businesses, retail, services, ...	+9
☒	low-income workers	+8
☒	Tech sector workers (Viatec notes \$4 Billion and growing)	
☒	high-income workers	
☐	Families with children	
☐	no specific target audience	
+	Add an option...	

Affordable Housing (17)

1. Low income housing!
2. Where's the low income housing?
3. More subsidized/low-market high density affordable housing with commercial space.
4. If affordable housing is to be a criteria, then allow some market-rent densification alongside, around and even over the industrial area.
5. To me, affordability needs to be the number one priority, followed by environmental concerns, followed by aesthetics. Parking concerns should be at the absolute bottom- having affordable housing is a need, while being able to park on the street in front of your home is a luxury that can be done without.
6. My own view is that the growth strategy and numbers outlined at the Affordable Housing Workshop are a lot lower than they should be.
7. AFFORDABILITY OPTIONS could include rental and purchase with protection for re-purchase at affordable rates contained in 219 covenants
8. If it is possible for Esquimalt to be the first in the Capital Region to move affordable housing applications to the front of the line for approvals, that would be beneficial to the Affordable Housing Industry.
9. I am excited to see revitalization starting in downtown Esquimalt. I support added density, but let's not lose

sight of the need for diverse housing including affordable housing options (perhaps including pilot homeownership and new equity coop models), and continue to encourage good design including sensitive transitions.

10. Hopefully the NDP will give the city more money for Government Funded Affordable housing.
11. I think there should be more housing in Esquimalt, everybody could be sleeping on the streets really soon. There is BC Liberals that ran this province in the hole. People will be sleeping in front of Leg soon. So wake up and get off your ass and do something for the people of Esquimalt.
12. It was evident from the workshop that there is a lot of interest, excitement and support for further engagement in affordable housing initiatives. It is recommended that the Township capitalize on the energy and expertise in the room and identify next steps for engagement as soon as possible, both to develop clear OCP policies, as well as to take the next bold steps in creating some affordable housing in the community. From the participants' comments, it appears that some topics are less understood than others, and could benefit from further exploration. Further engagement could include, for example:
 - a. Host a follow-up workshop to focus on OCP policy development;
 - b. Host a design charrette to identify parcels of land where housing could be built and the partners that need to be involved;
 - c. Create a housing task force that can identify the terms of reference for a housing fund, which was strongly supported, and to explore options for a housing organization;
 - d. Host another discussion or learning opportunity about resale price restrictions and/or municipal land acquisition, two topics that could have clear benefits in creating affordable housing in the long-term, but may not be well understood and did not have as strong support in the workshop;
 - e. Host a follow-up workshop with the development/builder community to identify the key steps required to support the building of affordable housing.
13. Suggestions:
 - recognize target audiences for new and updated housing stock in Esquimalt: low, medium, high; tech sector, CFB Esquimalt, Shipyards, work in Esquimalt; work downtown; seniors, homeless, ...
 - broaden the housing policy update to include all audiences that we need to consider/address
 - have section related to high, medium and low income housing
 - don't lose sight on the recommendations outlined by this summary report, but add the broader context
 - include a neighbourhoods section in OCP or at least in action plan with relevant comments for housing similar to Victoria
14. I would have preferred a more distinct set of provisions and possibly even actual bylaw proposals that would ensure affordable housing initiatives to be part of all future development proposals, either by way of market versus nonmarket ratios defined in the bylaw and or financial off-sets to allow for the creation of a non market housing fund for the community. With pressures increasing for the redevelopment of older rental buildings, that are at the lower end of the market rental rates, as well as land assembly with a purpose to build either rental or for sale inventory, it would be a high priority for the township to provide clear leadership and well articulated direction to secure a healthy balance of market and affordable housing inventory for decades to come.
15. As far as potentially residential property held/owned and or acquired by the township, language (in the OCP) that would provide clear preferential affordable housing use would also further show a leadership role in securing a pathway for a more balanced housing inventory within the community. The past decades have shown us that not making clear articulated provisions at a community level about affordable housing causes "the economics" to overrule the real needs in the community, with very negative results for large portions of the population. Access to affordable housing has a huge impact to the wellbeing of the entire community and it can only be secured by way of making difficult political and possibly financial decisions, personally I can't see a better way for the Township to lead the community towards a healthy and balanced living

environment than by articulating this in the new Official Community Plan.

16. Would like to see more of an emphasis on ways to protect the current rental stock as many of these buildings are past their prime and will be at risk of being demolished for strata units. Some certainly need replacing and/or updating but I would like to see stronger language about protecting and adding to the current rental stock as well as strong incentives for owners to update and beautify their properties.
17. Under the "**Affordable Housing**" heading, not sure what the bullet "Consider the impacts of converting existing rental apartment buildings to stratified condominiums" means. Is this referring to the need to protect current rentals? If so it needs stronger language. Or is it saying that some current rental buildings could be stratified for an 'affordable' ownership option – not clear on meaning. We will always need rental buildings and need to ensure that what we do have we do not lose.

Age-in-Place (Seniors) (1)

1. The Residential and commercial housing- will ENCOURAGE be strong enough to actually have AGE IN PLACE accommodation for 28% of the people who will be over 65 in 2030, can the Township demonstrate leadership in this area?

Density (12)

1. Increase density x 2
2. Infill housing
3. More condos
4. Allowing more condo type buildings
5. Infill development, multi-unit residential development should be expanded in all core municipalities to reduce urban sprawl in CRD.
6. In helping with community growth, I am in support of new applications for Proposed redevelopment infill housing.
7. The proposed FSR of 1.5 for neighbourhood commercial is not enough and will cause problems for smaller sites designated as Neighbourhood Commercial in being redeveloped. A 3 FSR but keeping the storey height makes more sense. If this is not done the economics for re-development will be hard to make sense.
8. Bonus density should have a set formula. It removes uncertainty and provides the Township with a clear understanding of what its receiving. For example, for every 0.1 FSR increase a developer could pay \$20,000 or provide that by way of an amenity the Township would like to have.
9. Land use isn't just about "how much where", but also about community design/neighbourhood design/architectural design. It would be great to see more of this spelled out – even as a fairly high-level vision -- so that Esquimalt citizens can understand (and hopefully share and support) the vision.
10. Reduce duplex zoning to Victoria size 5850 sq. ft. from 7200 sq. ft.
11. I live in an existing single + 2 unit residential zone. It stays the same. I think there should be much more flexibility for housing options in this zone – garden suites, secondary suites, small homes (100 sq. ft), reductions in parking requirements. Many people need housing and the single + 2 unit residential zone is now too exclusive. Township staff use the bylaws + building code but are not flexible or responsive in their thinking or interactions with the general public.
12. Why are we opposing subdivision and infill housing in Rock Heights? Is it specific to panhandle lots, or just a general prohibition? Given that it's so close to amenities, why wouldn't we want to intensify the population slightly?

Development Approval Process (5)

1. Seamless and speedy development and building process
2. Quick turn around for development / building permits
3. Reduced fees for Development/Building Permits

4. I'd be supportive of a process that allowed for variances after municipal evaluation of a property.
5. Information for all major developments should be published with links on the Esquimalt website as part of keeping Esquimalt informed but also part of Esquimalt marketing plan – show the future and build it

Float Homes (1)

1. Under the heading "**Float Homes**". I, like many residents, support the existence of the float homes and marina – and feel it is a picturesque as well as needed commercial addition to the community. Would like to ensure any future plans for the marina area continue to ensure that the height of the float homes be confined to a specific number of stories, as well as to areas of the marina where they do not obstruct views, etc., and that the area remains an area for walking, sightseeing, etc., for everyone.

Height (4)

1. I do want to see an increase in density along Esquimalt Rd to a maximum height of 6 stories
2. Please keep buildings low and multi-functional to preserve and encourage an "island" culture, small community feel that our children can grow with and into – still sense it as their own community – despite an influx of residents, recognize the community as welcoming as when they were we.
3. Twelve storey buildings anywhere along the Esquimalt Road corridor will fundamentally change the township quality of Esquimalt, even when stepped back at the third or fourth floor. The 'village' character will be irretrievably lost, no street sunshine and very probably a wind tunnel with the summer westerlies. West Bay will be 5 storeys - that's plenty! If Esquimalt Road is to be vibrant and have character and be "pedestrian friendly", it needs to be more like Commercial Drive or Main Street in Vancouver, and not with 12 storey buildings which will give it all the character of Douglas Street in Victoria - and that's NOT a compliment! A very bad idea! If high buildings (6 storeys and more) are to be the future of the township, then create zones which allow them on the highest points of land in the municipality where they have a view and block no one else's. Keep the commercial corridors of the township to "human scale".
4. I've been going to meetings / open houses when it is outside of the working hours and provided comments but I don't get the feeling that I had any influence at the end. I am not happy with the development plan the city is putting together. That plan to me is the result of the pressure of developers on the city but the city does not need to agree with that. There are a lot of of lobbying around to increase city density and it is not because of shortage in housing but because investors make a huge amount of money in these operations. Increasing building height should be case by case and people living around should be consulted and if they don't agree they should be listened. The city should not grant that a current building that is 2 or 3 storey height can become a 6 storey height because of this city plan. Instead there should be negotiation on case by case with the involvement of the people affected. I see that the chamber of commerce put some pressure for development on the city but the city needs to be independent. The chamber of commerce does not represent people living in Esquimalt. The chamber of commerce represent people that pay to be part of this chamber because they have business interest. On this island we see building density increase quickly because investors find a good return on their investment in the real estate market we live in. Does it make the quality of people living there better? I don't think so. It just make a few people richer and more powerful.

Parking (1)

1. New developments, whether they be a strata or otherwise, should consider making accommodations for visitor parking as well as resident parking, to ensure that the street does not become overly congested.

Neighbourhood Plans (6)

1. At some point protect 2 gems of residential, Rockheights & Parklands.
2. It is possible to consider subdivision of some large lot single family homes, where there is room? I am

thinking of Highrock Ave at Rockheights Ave. area.

3. More attractive apartments along the Esquimalt Road with businesses on the ground floor.
4. I am also interested in how the Design Guidelines (West bay and Esquimalt rd) will be incorporated in. Perhaps posting a copy of the updated draft OCP Table of Contents might be helpful.
5. I would also like to see a priority put on the neighbourhood profiles to ensure that we are looking at housing stock priorities in the context of the neighbourhood priorities as well. Affordable housing is very important and does need attention. It does need to fit within the context of Esquimalt's overall housing AND business priorities. Please see the previous information that I provided regarding Victoria's section in their OCP. This should be a priority for us. As we do not have time for design guidelines for our neighbourhoods hopefully we at least have time to clarify the priorities for various areas in 2 page summaries. This should help to bring in a higher awareness of the impact of the 15000+ people that drive in daily.
6. I am also looking at the neighbourhood planning for City of Victoria. I think if we did a light version of the neighbourhood plans (example screen shots below), it could really provide some insights for us including DND, Seaspan, etc. Input could come from roundtables summaries and a few other available sources. [OCP Book 2012 amended April2017.pdf](#) pg 142-163. Some of their neighbourhood vision and strategic direction statements could be very applicable for our neighbourhoods. Along with some from Esquimalt. Add Neighbourhood 2 pg summaries like Victoria Focus on vision and strategy for each area (Saxe Point and RockHeights were profiled recently in TC – let's build on it as these are our "Oak Bay, Sunnymead" areas

Multi-unit Residential Development (9)

1. Support Multi-unit Residential Development in our community as long as everything meets your guidelines. Under "**Multi-unit Residential Development**" heading, re the bullet "Consider, where appropriate, development proposals with densities greater than those set out in the official...for the benefit of the community". This type of policy needs to ensure that the benefits for the community realistically balances out the variances being given for the increased densification, etc. We can all point to examples where developers were given density bonuses in exchange for what many would consider negligible "benefits" back to the community.
2. There should be town-homes for more families with 3 bedrooms. Families need more available housing options. Town-homes in Esquimalt are bought immediately and in demand.
3. An insufficient amount and range of housing forces people to commute long distances to suitable housing, thus increasing the cost of travel and its carbon footprint.
4. "design standards" – have them provided in design guidelines like West Bay Design Guideline – all neighbourhoods need this consideration
5. multi-unit development should be address high, med, low income housing audiences – I do not agree that condos & townhouses targeted for high-end should have same limit to reduce single use vehicles
6. **live/work local should be a focus** - housing stock audience for Esquimalt should include tech industry, CFB Esquimalt and Seaspan staff & consultants to help reduce Westshore, Saanich and Victoria daily crawl - many Seaspan and CFB Esquimalt workers do not want low-income housing
7. should be a reference to working within design guidelines of the city and neighbourhood
8. When considering new development within established areas, acknowledging neighbourhood character is important. Building style, exterior finish, massing, height, and infrastructure capacity, are factors that affect effective integration. It is also important to recognize that new approaches & styles can enhance neighbourhood vitality.
9. All residential land needs to meet CPTED requirements – buildings that are not painted/maintained, grounds that are not maintained /overgrown / weeds results in drawing crime to the area and lowering the value of surrounding property as they detract from a vibrant community.

Rentals (5)

1. apartments available
2. *Rental property, other than for family members, requires a business license. It is a business. Charge \$10 or whatever, but it is a business.* **Note:** absentee landlord properties are bringing in \$30K-70K/year/house on 2-4 bedroom homes. That is a business. Some property owners have a number of properties, that is a business.
3. Residential properties including rental properties including grounds need to be maintained to maintain/establish the quality, health and safety of the neighbourhoods of Esquimalt. **Note:** I realize we have a bylaw but let's make it less onerous to maintain. (recognize and support CPTED for all residential properties)
4. **Safety:** Work with residents, schools, businesses and neighbourhood groups to address public health and safety and crime prevention.
5. **All residential rental properties**, must be regulated for health and safety – fire, insurance – lets get this done – unfair to neighbours and to renters if fire is not covered by insurance

Secondary & Detached Accessory (Garden) Suites (34)

Secondary Suites (12)

1. Support Secondary Suites
2. Duplex – no secondary suites
3. Zoning which allows for rentals within two-family (duplex) zones
4. Allowing secondary suites – in non-single family homes to assist with affordability
5. All residential rentals, should be licensed, and meet standards - inspection, build code, etc.
6. I support the inclusion of secondary rental suites as well as detached and garden suites in municipal definitions of housing.
7. I would like to see duplex properties be allowed to have a detached rental property if the land size is adequate. A lot of home owners live in duplexes and they should not be excluded from this policy that stand alone houses get to take full advantage of.
8. Allow strata title of legal suites.
9. Please allow secondary suites in existing duplexes. We need more affordable rentals. I have had a suite that the building inspector passed before i bought my house. For over 15 years, it has been illegal; Cant be rented out!! Ridiculous.
10. Expansion of secondary suites to duplex & **small lot detached dwellings**. I AM NOT IN FAVOUR OF THIS !! From Dominion Rd to Grafton and Esquimalt Rd to Munro, the streets are clogged with parked vehicles. The current policy of minimum one off street parking space per dwelling, coupled with an expansion of living spaces, will further exasperate an already untenable situation.
11. If you want more density through duplex & small lots, you should address the parking problem first.
12. I think the ability to create new housing forms, such as duplexes with suites and small lot houses with suites, is an excellent proposal to support ground-oriented housing for homeownership (with the mortgage helper of the suite) and new rental units. It also supports multi-generational housing. I encourage this type of housing, and hope good design controls will be in place (including massing that leads to modest-sized, entry-level units).

Accessory Detached Suites (22)

1. Support garden suites.
2. support Detached Accessory (Garden) Suites
3. Detached suites/granny flats
4. Would like to support suites within duplex housing.

5. I'm in favour of garden rental suites & rental units in infill housing
6. If carriage houses and the like are permitted the off-street parking is an absolute MUST! Please don't allow carriage houses without off-street parking.
7. Also, in our case or possibly someone else's plans, we personally would like to build a double garage with a suite above it, and hoping this may be a possibility, however I do understand there is many things to consider.
8. I am in favour of infill. I like the idea of Garden Suites on a property. Can keep families together + give income to seniors who do not have private pensions. Get to stay on our property + not have to sell + move away.
9. Must be regulated for health and safety – fire, insurance – unfair/unsafe to neighbours and to renters if fire/water/electrical is not covered by proper insurance. This needs to become mandatory –look at London fire
10. Requires water and sewer line
11. Must be within property setbacks of zoning – changes to zoning setbacks are significant and should require a referendum
12. Requires off-road parking for any vehicles – consider having a non-vehicle rating on the rental?
13. Please describe process as to *"how neighbourhood impacts can be mitigated"*
14. Relating to the OCP suggesting that it would be permitting garden and backyard suites – she would like there to be a provision in the plan that ensures there is adequate parking *on the property* for the additional suite(s). For example, if there is a duplex being converted into a four-plex, that the additional parking not be regulated to an already congested street.
15. I live in Saxe Point on Bewdley. I am not in support of carriage houses as a housing option. The density of the neighbourhood has already increased dramatically in the past 2 years with the proliferation of rental suites. The upcoming development of rental suites. The upcoming development of the English Inn will also significantly increase the density. Adding coach houses would be too much.
16. The adoption of "coach" houses for the area closely resembling the City of Victoria guidelines would be great! The would be a great step forward to help alleviate the housing crisis!
17. Allow strata title of carriage homes if they have off-street parking.
18. I do want to see allowing for garden suites in single home properties and relaxing the zoning so single family dwellings can add additions by building up/out to create suites for extended families or rentals.
19. I am very PRO detached garden suites! I live on a 13,000+ lot, and have more than enough space for a backyard cottage. If I was able to have one, my mother-in-law could live with us in her own accommodation. And when my husband and I are finding our house too onerous, I'd rent it to my god-daughter, and we would move into the cottage. Aging in place doesn't get any better than that! I wouldn't need to leave my neighbourhood, and I could make my lot a whole lot more manageable as I age. I have seen many Auxiliary Dwelling Units (ADUs) in Portland.
20. I am very pleased to see the zoning of "single and two unit" residential, and the discussion of detached suits. Given the ongoing difficulty with housing in Victoria, infill funded by homeowners will produce more units cheaper than any government subsidized operation ever could, and offer the dignity and privacy of separate dwellings rather than being jammed in a hastily converted basement. The policy document does not go into specifics on detached suites, and I hope such details are forthcoming. My main concern is that having accepted the idea of detached suites in principle, the zoning and approval requirements will prove so prohibitive that very few can actually be built, or that the square footage ratios (max 10% of property, max 35% floor area to property size) will be left adjusted. Or that not all RS-1 zones will be eligible for detached suites, and the distribution becomes arbitrary. The draft policy statement doesn't indicate whether a detached suite can exist in the same lot as a main dwelling with a secondary suite built in. I am guessing there is no intention to allow this. Assuming I am correct, is this a matter of principle, expressed community will, or the difficulty of deciding which lots could support the configuration without deleterious effects?

21. ****Under the heading “**Secondary and Detached Accessory (Garden Suites)**”. At the Open House staff members explained that the new draft policy for garden suites would see them go through as a permit vs a rezoning application. Rezoning is the way it would have been done in the past. For example, that will mean that if people applying to put a garden suite in their yard meet the permit requirements they could proceed with no input or consultation with their neighbours, which would have been required under the old system (i.e. rezoning of the property). New garden suites are in fact a rezoning of properties but without the input. This means that neighbours may not have any prior knowledge of a backyard suite going in that may or may not impact their privacy and enjoyment, but at the very least changes the configuration of their neighbourhood. I am definitely in favour of the Municipality adding secondary and garden suites as a housing option. However community residents will be concerned if the system, as we move forward, does not provide for information, consultation and input prior to a new garden suite being built next door. On the other hand, done right garden suites could be a win-win for everyone.
22. I would very much like to encourage building permits for garden suites. However, when I looked at the Victoria garden suite bylaw text that was approved by City of Victoria, I believe it made reference to the fact that a duplex could not have a garden suite on the lot. Because I'm not familiar with the terminology I wasn't sure if it meant neither half of a duplex that was owned by different owners could construct a garden suite, or if meant a single private owner of both sides of a duplex could not have a garden suite on the lot. I could understand the limitation on the former situation, but not if the owner owned the whole duplex/property. I'm not sure if I'm articulating this very clearly but, for example, my Dad is the single owner of a fairly large lot in Esquimalt with a duplex on it - the primary residence on one side and the other side is rented out. The backyard behind the duplex is large enough to have a garden suite, vegetable garden, plus keep some of the yard as grass. If say, Esquimalt were to adopt the same wording as City of Victoria I'm unclear if a garden suite would be permissible to be built on his property because of the wording, when in fact there'd be plenty of room for it. I would hope also that garden suites would be offered (rented) as viable, affordable options for seniors, students, family members, and individuals who otherwise can't afford rising housing prices in the area (and not have an adverse effect of driving up prices somehow). I think we really need to protect housing, especially for seniors, especially.

Short Term Accommodations (3)

1. Charging Airbnb operators a municipal tax
2. I also support the allowance of Air BnB types, “grass roots” economy enablers. I’m sensitive to the impacts to a neighbourhood, such as parking, but believe the benefits outweigh the disadvantages.
3. (is this AirBNB?). This statement seems to be setting a precedent to change zoning? Must consider noise, parking, and especially safety/security (if in apt or condo). If we want to support more long term rentals, we need a workshop to discuss why property owners are considering short-term rentals, and address the issues including problem tenants; we also need to address slum landlords – or Esquimalt have a much more challenging time to change Esquimalt image.

Parks, Recreation & Trails (44)

Facilities (9)

1. More parking is needed now that waterpark is open
2. Maintain and enhance recreational facilities to keep up with development + growth.
3. More parking is desperately needed at Esquimalt Rec Centre. The parking lot is almost always full.
4. I would like to see the Esquimalt Arena and Curling Rink remain, but I would like to see a redevelopment of the facility incorporating multiuse (people coming to Esquimalt for large events/festivals) instead of on ground parking, what about underground? Also retail/residential incorporated into this new facility.

5. I'd like to see a better developed public kayak launch.
6. I'd also like to see some permanent facilities - in Memorial Park (for one)... washroom, stage, covered public area.
7. More public docks
8. Public Boat Launch facilities in West Bay for Kayaks etc. would be a tremendous asset to the West Bay and Esquimalt community.
9. I hope the OCP can recognize establishing the Victoria Waterways Loop as a goal. This would be a stellar recreational opportunity, and really only requires two improvements: a portage at the Tillicum Narrows, and an improved portage at Portage Park in View Royal.

Parks (6)

1. Parks should have recreations geared to seniors.
2. Parks – Saxe Point Pavillion – get it done!
3. Need a park or playground in Parklands neighbourhood.
4. Full public consultation on use of CRD wastewater \$ for parks (\$5 m)
5. Add wifi to Macaulay Park to help make it safer for walkers. Also add in Macaulay Tourism Cam which doubles as a Park Safety cam
6. Further, as part of our desire to connect parks and the waterfront, I would hope we can establish a goal of connecting the Gorge Parks in Saanich and Esquimalt, with a pedestrian and bicycle-friendly connection, ideally connecting into the existing trails on either side of the Gorge, rather than above grade on the Tillicum Bridge. I realize this is more detail than an OCP warrants, but I hope the OCP can indicate desired connections across the city.

Trails (4)

1. more trails
2. Please, more public trails
3. I would love to have a local chip trail to run around; similar to what is available at Cedar Hill Rec Centre. I would be open to paying a fee to use/maintain the chip trail if it could be built along/around the Gorge Vale Golf course. It would be a great way for families to be active together. A safe place to walk/run without worrying of crossing roads/intersections.
4. Improved infrastructure to enhance the existing Gorge Rd/Park, Tillicum/Craiglower/Admirals multi-modal trail by: a) acquiring and connecting waterfront property/corridors; b) including public art and improving public infrastructure to match Saanich's contribution to this regional amenity.

Urban Forest (6)

1. more education on native plants and preservation of trees.
2. educate on invasive species and have a program to rid yards of invasives. This will support our native environments and ensure gardens can provide healthy habitats
3. Landscaping trees – streets use species suitable of maintenance of height & width – parks enhance natural ecosystems (Garry Oaks, Coastal df) aggressive invasive species program – protect threatened species.
4. Congratulations on making “the protection of the natural environment, its ecosystems and biological diversity” more of a priority. May this include land management decisions where development of land is being considered versus scraping the land bare may there be requirements that include consideration of established trees + plantings. These trees + plantings are part of the inherent beauty of any neighbourhood + add greatly to the character. Replacing established trees + plantings with new trees help but is not really a solution.
5. If we want to grow our tourism and liveability, please keep Esquimalt naturally beautiful. Protect + preserve our entire community's trees. After all this is one of the main reasons Oak Bay is so desirable + beautiful.

Thank you.

6. As we move forward with densification may this be a factor to ensuring our community doesn't continue to lose trees + established plantings (ie. Large shrubs, hedges, etc.) as these are home to numerous birds, species.

Waterfront & Walkways (7)

1. Please, more public walkways
2. In future plan towards walkway along Esquimalt shoreline of Gorge Waterway.
3. Maintain public access to the waterfront when new developments are considered.
4. I support the desire for more waterfront access. I would also urge us to be open to any efforts by First Nations to seek access to the Gorge waterway.
5. The navy site has such a potential, it is unfortunate that access to the sea is so limited for pedestrians.
6. Forbid the removal of important native species on waterfront sloping properties to support bird sanctuaries
7. This statement "Consider construction of a networked waterfront trail along the Gorge Waterway from Admirals Road to Tillicum Road." This has been proposed by Esquimalt from 1952 on, it has been a goal of the Parks Commission on and off since 1996. I object to resetting this goal, community has been working towards this a long time.

Waterpark (5)

1. Fabulous swimming and waterparks
2. Fun swimming place can't wait to swim here again!
3. Thanks for the awesome waterpark. Maybe we could get a coffee/ice cream truck/stand some days in the summer. Gates would be great. A standback line around the dump bucket might be good way to help parents keep toddlers safe.
4. I would love to see water on at water park June, July, August. Great Park.
5. Love the new playground/waterpark! 2 improvements would be nice though: 1) more seating for parents, and 2) another swing set for older children (i.e. not baby swings) since friends always want to swing together. Or more than 1 non-baby want to swing at same time.

Miscellaneous (7)

1. Sailing lessons
2. Love your family programs.
3. Committee - Friends of Fort Macaulay – to form cleanup parties.
4. You are doing great. Great community. Thanks!
5. Haven't taken advantage of it yet but LOVE the Block Party supply trailer, such a good idea. Thanks!
6. Use Esquimalt Rec Centre as a place for healthy lunch and snacks – hire a catering business to bring in healthy foods on a daily basis. Use of the vending machines is not conducive to socializing or promoting healthy eating. Surely we can do better to improve the situation.
7. I think the OCP generally looks great. My main concern is that Parks & Rec section has no consideration for programming. There has been a noticeable shift in the department over the last 5+ years and more and more emphasis (too much!) is being put on infrastructure while detracting from the programs that make Esquimalt such a great "small town". Invest in your staff team, start planning strategically to grow the organization. The staffing in recreation seems to be shrinking even though population and participation are increasing. Seriously consider a change in leadership.

Transportation & Infrastructure (46)

I. Infrastructure (7)

General (1)

1. Transportation and infrastructure cost effective maintenance of all infrastructure and provide for future growth (assisted by development).

Storm Water Management (2)

1. Don't mean to be a doom sayer. There is no mention about Storm Water both in Quality and Quantity, Esquimalts Storm Drain / Storm Sewers are the worse in the CRD by far, oil spills, raw sewage, sediments following into the Gorge, Harbour and Shoreline, can we not make a statement to put in place a stormwater management plan. I sat in Camera in 1996, had a very frank discussion with council, they agreed to address this in 1996, I lobbied with Mayor Rice to get 6 million from the feds. It end there.
2. This was presented to council in 2010, I worked with UVIC Environmental Law for two years, it's a solution that's been adopted by City of Victoria. Why this is not address in Esquimalt is beyond me, we could integrate with Victoria and get a plan in place. <http://www.elc.uvic.ca/press/documents/stormwater-report-FINAL.pdf>

Street Lights (4)

1. Utilize the provincial governments corporate supply arrangement to switch all street lights to LED
2. Convert more municipal / street lighting to low voltage led at appropriate schedule
3. Convert street lights and new crosswalk lights to low power LED lights
4. Get a proper lit crosswalk with flashing light for seniors by Esquimalt Plaza – Oak Bay respect their seniors with extra crosswalk in their village – why can't we support our seniors

II. Transportation (39)

General (3)

1. I'd like to see the Township work on some sort of solution with DND to improve commuting options. And partner with DND to get their workers out of 'one car, one person' mode.
2. Another area where there could be stronger language is in transportation. It's unclear to me why we need a map showing collectors and arterials, but no pedestrian/transit/bicycle maps. This implies that despite the language in the draft policies, vehicular use is still being prioritized.
3. We need to reduce Esquimalt / Westshore commute traffic from 10000 vehicles → 7000 vehicles by 2025, and Saanich/Victoria to Esquimalt commute vehicles from 5000 vehicles → 3000 vehicles. With transit, HOV, and possibly rapid transit of buses on railway lines (like Australia A-bahn)

Cycling (6)

1. Keep up with bike lanes
2. Cycling: Put lane on Lyall, but do NOT take out the lane on Esq Rd since it calms traffic and increases the "human" feel of the road
3. Please don't use bike lanes in a way that gentrifies the area.
4. Bicycle lanes on secondary roads – in same direction as vehicle traffic!
5. DO NOT build a Pandora Street bikeway in Esquimalt – delays are causing increased carbon emissions, road width is dangerous for park cars, bikes ad buses in a number of places
6. Reducing car usage is great (for those who can afford hybrid vehicles or car sharing but not for those who cannot) but the plan doesn't seem to include the building of specified bike lanes except when roads are

repaired. Adhering to a transportation management plan would be appropriate and I find information lacking.

E&N Rail Corridor (4)

2. Co-operate with other municipalities to get E&N running again.
3. Improve street lighting to reduce light pollution so we can see the night sky!
4. Keep up the good cycling and side walk infrastructure.
5. It's mentioned that the E&N rail can be used to move people and goods. I'd like to see the Township continue to pursue using the E&N rails for people movement. Let's continue pushing for use of the train! Once train tracks are ripped up, they don't ever come back.

Multi-modal Transportation (6)

1. I applaud our movement towards multi-modal transportation; I regularly commute through Esquimalt by the E&N trail or by bus.
2. Proportionally greater emphasis and recognition of the multi-modal transport options should be represented in the OCP. I'm concerned that the 'Roads Network' map does not document and include other forms of transport (walking, cycling, public transit) and the connections to neighbouring communities. For example, and perhaps because of this, there is little recognition of the importance of the tillicum bridge and road corridor, especially considering the insufficient infrastructure that exists for pedestrians and cyclists. I would prefer to see much greater recognition of this as a multi-modal corridor and greater emphasis on working with the District of Saanich to improve the corridor.
3. Inclusion in the Energy, Environment, Transportation and Infrastructure policies of the following:
4. Multi-modal all ages sustainable transportation action plan to provide requirements specific urban and infrastructure requirements including:
 - a. Traffic calming as a primary consideration and tool in creating safe, livable communities.
 - b. Transportation corridors that physically separate pedestrians and cyclists from the road (try walking from Tillicum bridge to Colville on the sidewalk and see how 'safe' you feel. Not safe for an able adult let alone children, elderly etc.)
 - c. Active & Safe Routes to School implemented for each school within Esquimalt in recognition of the co-benefits this has in providing a community that is active and able to travel as sustainably as practical.
 - d. Considering public transport design options that exceed typical standards (e.g. bus pullouts as currently designed are too small and do not allow buses to pullout fully from road and bike lane).
 - e. Note: the area between Esquimalt Road and the water is particularly suited to multi-modal transport and more should be done to improve the area for walking and cycling for all ages: traffic calming on some streets is appropriate here subject to public consultation etc.
5. Improved infrastructure to enhance the existing Gorge Rd/Park, Tillicum/Craiglower/Admirals multi-modal trail by:
 - a) acquiring and connecting waterfront property/corridors
 - b) including public art and improving public infrastructure to match Saanich's contribution to this regional amenity.
6. Be part of solution with CFB Esquimalt and Seaspan,
 - request that CFB Esquimalt parking be \$50/month to help support road system – challenge because with have PILT, but this does provide some incentive to ride share
 - request CFB Esquimalt and Seaspan to partner with Esquimalt to promote ride-share. Metro Vancouver has "[Go-cars](#)" Monthly rental funds go towards purchase of "Go-cars". Get 20-30 "Go-cars" for the base so people can use them for chores ... If it works get more go-cars – partner with Victoria go g-car

preferred parking spots. (I heard about go-cars from my barber today – he has used them in Vancouver.

- Encourage use of the rail trail as preferred path for CFB Esquimalt and Seaspan to/from the Dockyard – offloads Esquimalt Rd

Parking (Public) (2)

1. Encourage/mandate sufficient parking at Base + Drydock. Encourage staggered shifts. More public transit/shuttle buses/ferries, etc.
2. Esquimalt does a great job with community building through art, culture, creating spaces + places for people. The rec centre is wonderful and well used. I would like to continue to access these things. However, my one great concern is that I need to drive my car to all this. There is less and less parking available for people like me. Not everyone rides a bike, can take a bus, or live close enough to walk. This is becoming a problem all over Victoria not just Esquimalt – less and less parking! I don't feel this issue is being addressed by public officials at all. It is like if we don't have parking the cars will go away – well so will the people.

Public Transit (6)

1. In most cases, Bus shelters DO NOT shelter from cold wind in fall thru spring
2. Advocate for more transit buses to service Naden (both Admirals & Esquimalt entrances) to/from Western communities to reduce traffic congestion in/out of Esquimalt.
3. Expand bus routes in coordination with transit & add more bus shelters.
4. Provide direct BC Transit bus service from Craigflower/Tillicum corner – to Rec Centre. Who wants to take 2 buses for this trip? More people would leave their cars at home + use the Rec Centre.
5. I would encourage the OCP to support BC Transit's desire for Frequent Bus routes. Although the Route 14 on Craigflower is well used, I feel we will never see a strong mode shift to bus as long as buses are stuck in the same traffic as cars.
6. "Encourage Public Transit" means subsidize it further to get people out of vehicles.

Roads (11)

1. Instead of "When rebuilding or improving roads, consideration will be given to accommodating pedestrians, cyclists, and motorists in the interest of road safety and community needs.", we should explicitly state that the priority (in order) is pedestrians, transit, cycling, and then motorists. This could be re-written as "When rebuilding or improving roads, the needs of different road users will be prioritized as follows: pedestrians, transit users, cyclists, and motorists, in the interest of road safety and community needs."
2. Never mind the parking lot, pave the roads.
3. Is Colville a collector or major road?
4. Restrict commuters on non collector and major roads
5. Dunsmuir – Esquimalt Road heading East – can't see traffic on Esquimalt Road approaching because of shrubs in front of apartment.
6. I am very much in favour of the statement, "Roads within Esquimalt...a community resource...personal communication and interaction...not simply conduits for motor vehicle travel". Some roads in neighbourhoods are even worthy of special protection. So...
7. I've been asking several times to reduce the speed on Esquimalt Road and Admirals to 40 km/h. I had asked during the Admirals road project if we could get these signs that show the vehicles speed but without success unfortunately.
8. I also contacted to police a few times to ask them to do speed control on Admirals of Esquimalt road and again this is not happening. On the evenings there are over speeding on these roads. Nothing is done to reduce that. Over speeding as a effect on the quality of live of the residents, it brings safety issues and noise issues.
9. My kids (10 and 12 year old) are dropped from the school bus at the corner of Admirals and Esquimalt road.

Crossing that intersection when you walk is challenging because drivers can still turn right when the light is red and it is not a great design. More stores there increase traffic and traffic patterns. A few times they got scared there and not respected by aggressive drivers. Infrastructures that were Ok with a low population density are not anymore when you increase density. New developments create traffic, roads still need to be save for walkers. City needs to be careful to not increase the density before fixing the infrastructure issues.

10. The transportation and infrastructure report talks about encouraging through traffic to use main roads rather than local streets yet there is no effective enforcement of the 30 km speed limits on the side residential streets. These side streets are too often treated as raceways by speeding drivers trying to "beat the traffic". This is a safety hazard to animals and small children and a source of noise pollution too as they often floor it and get up to 60 km in the 30 km zone. The side streets are already narrowed by the vehicles of residents parked on both sides of these streets and the expected increase in secondary and garden suites (of which I approve) will require even more parking spots so something must be done to curb the speeding done (largely twice a day) by those commuting to and especially from work at the graving dock and the base.
11. Regional Connectivity: Notwithstanding the focus on the boundaries of Esquimalt it is incredibly important to quality of life, urban form and overall community growth to explicitly recognize and include the connections and interconnectivity with neighbouring municipalities. In particular, the Road Network Map should include connectivity to neighbouring roads and destination centres. Esquimalt isn't an 'island' - I think much greater emphasis and influence needs to exist in terms of regional integration and connectivity.

Walking (1)

1. Would like to see more coordination with City of Victoria to support Dominion Road. For example, the sidewalks need to be wider for children's strollers.

General (16)

1. Lower my taxes
2. Get out of my private property
3. Great suggestion on boards.
4. CRD consistency
5. AMALGAMATE
6. listening to youth more!!!!
7. Please KEEP the beautiful mosaic pillars in front of library.
8. Also I would like to see the Navy more involved in the city. Right now all we know/hear is when people arrive and leave the Navy. Sometimes there are crazy alarms turned on but we don't get informed of what is going on there.
9. Other than these comments, the documents provided for the update to the OCP are praiseworthy. Well done to those who contributed!
10. Thank you very much for the overview and visual summary of your work. I am looking forward to reading it online beginning tomorrow. I appreciate you staying late to host the Open House. Thank you.
11. Noise control is not in the city development plan. It should be there. Esquimalt has a lot of noise issues to improve. City of Vancouver is working on it. How such an idea can be on the city development plan?
See <http://council.vancouver.ca/970513/citynoisereport/solution.htm>
12. I was disappointed to see that, apart from the greeting at the door, no other staff/public figure approached me during 25 mins, despite my making eye contact with them. (Marlene said hello, but did not engage). Additionally, I (and others) would've loved to see the proposed multi-use plan near the door but the man there was dominating the conversation with 5 other men – the board wasn't even visible to others. Twice I approached and indicated I wanted to see the board – both times the "speaker" (big, tall, loud guy) smiled

at me but did not offer/present opportunity for viewing. Wendy (you know it's me!)

13. I am having a look at Appendix C "Demographics" of the previous Esquimalt OCP, and at the Oak Bay Demographics section. From demographics, what if anything is changing or coming down the pipe ... including impact of change from RGS draft. [OakBay-OCP-Final-Website-dec0414.pdf](#) pg 22-26
14. Thank you again for all the hard work and excellent resources you have put together in preparation and delivery of the OCP review process. As to feedback of the information received and reviewed, much of the direction of the OCP is very much in line of what one would expect from the meetings and discussions I have attended.
15. The 12 days for online feedback afforded by Esquimalt to residents is ridiculously short and doesn't adhere to best practices of public engagement. This is one of the most important phases to have buy in for the OCP. Less than two weeks to expect all citizens to provide their input is inappropriate. Feedback I provided in May 2016 is not noted in any documents, namely, that water should be used in artforms to encourage conservation and for citizens to understand the value of water.
16. I attended the recent OCP information evening at Archie Browning. I should start out by saying I was disappointed at the lack of detail presented at the open house- the boards were too high level to be of much value- they presented themes that were very hard to disagree with. That being said, upon reading the specific text, there was more 'meat', and something worthy of commenting on. I wish this had been more easily available at the meeting. I generally agree with the overall direction as presented in the 7 draft texts, but wish that there was more specific language, as opposed to using verbs like "support" and "develop", which are quite non-committal. Community decisions are about prioritizing- the draft OCP language presents a laundry list of conflicting priorities, with no guidance to council as to how these priorities should be weighted. While obviously council needs to be able to make the best decision on a given proposal, and there needs to be room to adjust priorities for specific context, the current language provides very little direction when for example, affordability concerns needs to be traded off vs. climate change (e.g. do you build affordable housing in an area far from transit or community facilities because the land is cheaper?). Again, I think the general direction of the OCP is fine, however, the language needs to be made more specific, with particular attention to setting priorities.