

## Sept 8 JBNA preparation for LAP process

Approx. 65-70 participants

### **Urban Village**

Reimagine Croft Street entrance to Thrifty's to facilitate deliveries to Thrifty's Bay, eliminating truck parking on Menzies Street.

Reserve commercial space in village centre small local businesses.

Improve wayfinding on Menzies from Dallas to Bellville

Remove offensive signage, such as BMO sign at 5 Corners

Should be small urban village, not a large one.

We need to be able to use the roads. We can't just pedestrianize everything. 5 Corners has commercial uses and people need their cars.

I want our village centre to stay the same

Maintain small neighbourhood feel and 5 Corners

Public, attractive meeting places and plazas and squares **Agreed**

The OCP for "large urban village" reads "up to approximately six floors". The word "approximately" is ambiguous. It should be removed. **Agreedx3**

Don't consider "large" urban village in JB. If we adopted large urban village we would immediately lose the reasons why we all love living here. We need people sized building & green spaces.

Keep buildings low for livability.

5 Corners needs to stay walkable/livable. Smart development, well thought-out, and people friendly.

Keep 5 Corners as it is now. We love it.

I like the new mini plaza at Menzies and Belleville

The City of Victoria should lobby the Province to turn old Carriage House (corner of Menzies & Superior) into a public space. Could be a youth centre, art space, legislative museum.

Extend the urban village to Niagara St, maybe even Dallas Rd for ocean front shops and cafes

Contain the urban village, maintain a small foot print **Agreedx2**

No changes to urban village. It works well as it is.

On Menzies Street maintain setbacks and boulevards.

Maintain small urban village.

Get rid of buses on Menzies and reroute on outer streets, e.g. Douglas to Superior to Dallas to Douglas.

Get rid of cars on Menzies. Keep bus routes so we can get to urban village.

Keep buses on Menzies. It is important for seniors.

Eliminate one lane on Menzies to cars, continue to reduce emphasis on cars in JB.

Planning considerations on access to JB village centre should be fine-tuned along the arterial and the secondary arterial roads with a rational scale of development and massing.

Change the designation of James Bay village to small urban village. Given the proximity to downtown, there is no need for a large urban village in JB. **Agreed**

The older I get, the further away downtown is and I want large urban village services in JB.

Little or no traffic in the large or small urban village.

Urban village to retain heritage look.

Keep us human sized, no large urban village **Agreed**

4 storey max in the Village along Menzies St

6 storeys ok if all parking is underground. Car free from 5 Corners except for buses.

Make 5 Corners pedestrian only.

Pedestrianize the urban village. 5 Corners create a circle for village use. Keep all buildings to 3 storey height. Maintain character above all and encourage heritage buildings as these are the "quaint" visions tourists expect at the entry from Dallas Road cruise ships. Good planning is vital.

As much as the city has a bias against cars, we must keep as many parking spots as already exist on the large lot across from the Legislature on Menzies Street.

### **Bike routes**

Safe bike routes to JB schools for children. Make Michigan Street a designated shared bike route from west JB to South Park School.

More bike lanes. More traffic control.

No more bike lanes **Agreedx2**

Put bike lanes on Menzies

Cycling is a problem. There is no safe north/south streets to bike into the city to connect to the east/west protected cycle paths. **Agreed**. There is no safe way to cycle on Southgate Street to get to Fairfield. The painted lane on Superior ends at Douglas Street and then the car lane going east is very narrow on the east of the intersection.

No bike lanes on Menzies or Dallas

### **Walking in JB**

Sidewalks (often narrow, with power poles, street signage poles, bus shelters that block access) **agreed**

We have big power lines. Smaller utility poles would result in wider sidewalks. Use technology for better lighting. **Agreed x5**

Improve lighting for pedestrians, beautifully designed.

Wider sidewalks

Pedestrian activated crossing signals at all entries to Beacon Hill Park to cross Douglas at Battery, Niagara, Simcoe, and Toronto.

More walkability – have to remove power poles from sidewalks.

Wider sidewalks for mobility and impaired residents

### **Keeping it green**

Encourage landscapes between buildings rather than hardscapes

Maintain and enhance green spaces to make them attractive and useable. **Agreed**

If Province sells Y Lot, insist the current space used by the James Bay Market is either retained as public green space or there is an equal amount of public green space incorporated into any new development.

Create low rise density, not high rise density. 4 storey limit throughout James Bay.

Limit growth to maximum 3 stories. **Agreed**

Small spaces, green spaces, parkettes, plazas, wide sidewalk areas for shops and restaurants, and cafes.

Set goals for tree canopy coverage and limit impervious surfaces in all new developments.

Permeable surfaces for streets, paths, sidewalks etc.

As part of the overall planning and design for the “large urban village” reimagine Irving Park to really make it one of the jewels of JB.

Put garden plots in Irving Park.

Trees and green stuff – replant. Mandate more set backs on new developments. Use trees or plants with lower H2O needs. We will all need more shade, using less water, over the coming 20 years.

### **Density and character**

Keep density small. No more high density areas in James Bay. **Agreed**

Develop a set of design guidelines that direct new developments to respect the traditional character of James Bay in materials, views, massing, norms and connections with a “rationale” for scale and use that is evident and considerate for those who live here.

Smart density. More density but done wisely.

Over 20 years, some housing stock will need to be replaced. Use carrots or sticks to do so in an organized way.

Tax incentives for large condos, rental buildings to retrofit for e-charging stations and car share spots.

Underground parking for all new development. **Agreed**

Once we start putting up too many 6 storey buildings, we will lose our distinctive character.

Mixed residential to accommodate families and diversity

No more highrise buildings

Any future development needs to supply adequate parking.

Ensure preservation and maintenance of heritage homes.

Lower heights and density south from Capital Park toward Dallas.

Require services to be underground for new developments

### **Other**

Set aside areas for fenced dog runs

I want a vision for James Bay

Being a peninsula with 3 sides facing water, there are a few choke-points to get in/out whether by car, bike, or on foot. These needs to be well thought out and preserved. Often these are willingly sacrificed by the City for special events (races, car rally, cycling events not to mention Canada Day, Symphony Splash etc). When everyone has to detour and get caught in congestion it is a major imposition on the entire community. **These events also keep us vital and interested.**

Need to best acknowledge, promote, and shared the varied and fascinating history of James Bay, both human and architectural.

The City has done a poor job of mitigating the impact of the cruise ship industry. JB residents have paid for this burden with little benefits. This all feeds into the transportation plan for JB. **Agreedx3** Maybe cruise ship industry should pay into a neighbourhood development tax.

If areas are pedestrianized, there will be an effect on all other nearby streets. Vehicle traffic doesn't go away, it just moves to smaller residential streets nearby. Need to slow down or restrict vehicles from cutting through smaller residential streets. E.g. Block the end of streets so that it is resident only use.

30k on neighbourhood streets and Douglas south of South Gate. 40k on feeder and arterial streets.