



TOWN OF VIEW ROYAL

WHAT WE HEARD REPORT

Phase 2: Policy
Review Engagement
January 2026

engage.viewroyal.ca

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ABOUT THE VIEW ROYAL 2050 OFFICIAL COMMUNITY PLAN

The Official Community Plan (OCP) is a blueprint and will help define what we envision for View Royal over the next 20 years. As a key municipal document, it reflects community values and guides decisions on land use, housing, transportation, parks, environmental stewardship, economic development, and more.

The OCP is a living document, updated periodically to stay relevant as the community evolves and grows. View Royal's last comprehensive OCP update was adopted in 2011. While the current OCP has served our community well, there are opportunities to review what policies, objectives, goals, and guidelines within the Plan are working, what isn't and what we need to do to prepare for our future needs and wants.

Process

View Royal 2050 is a multi-year process with three phases. The review and update of the OCP began in January of 2025 and is expected to conclude in 2027/2028. In each of the three phases, there will be a focus on key topics and content that will be reviewed to update the OCP. During each phase there will be consultation that includes both in-person events and online tools. This approach balances technical analysis with community feedback to shape a long-term vision and policies that reflect residents' needs for the OCP.

We are now in Phase 2, focusing on the general policy review and writing the first draft of the Official Community Plan.



OCP Engagement Touchpoints

Through the View Royal 2050 process, the Town has completed five rounds of engagement. The first engagement touchpoint, Visioning and Guiding Principles, ran from January 24 to February 18, 2025, and the feedback collected is summarized in the [Phase 1: Visioning and Guiding Principles Survey What We Heard](#) report. The second round of engagement, Phase 1: How We Grow, took place from March 7 to April 4, 2025, with results captured in the [Phase 1: How We Grow Engagement What We Heard](#) report. The third touchpoint, Vision and Goals, ran from July 18 to September 7, 2025. The fourth round of engagement, Western Gateway Community Corridor, took place from October 10 to November 7, 2025.

The fifth engagement touchpoint (Policy Review) took place from November 8 to 30, 2025. What we heard during this engagement is summarized in this report and will be used by the Town to update and refine draft objectives and policies in the survey, as well as other policies that are not shown.

The following section provides a summary of the Town's Communications and Engagement Strategy for the OCP review and update.

OVERALL OCP ENGAGEMENT OBJECTIVES

The guiding objectives and principles of the OCP review and update include the following:

- **Inclusive:** offer multiple methods or platforms for engagement, including online and in-person;
- **Educate:** provide and share information to educate and inform the community to help them understand how their involvement shapes their future community;
- **Engage:** identify, engage, consult, and listen to a range of stakeholders;
- **Establish:** objectives, guidelines, and policies that are measurable and actionable;
- **Demonstrate:** active listening by staff and Council, by incorporating feedback;
- **Transparency and accountability:** open dialogue between stakeholders and decision makers;
- **Address:** challenges that pose risk to our community and opportunities that pose a reward;
- **Communicate:** clear, concise, communication which avoids the use of jargon to ensure all those involved understand and participate in the process; and
- **Adaptability, learning, and improvement:** openness to learn and improve with the understanding that stakeholder and community interests and needs and wants change.

AUDIENCE

- View Royal residents
- View Royal business owners

- View Royal community organizations
- View Royal staff
- View Royal Mayor and Council

The project team also encouraged people that may not live in View Royal but work and play in View Royal to participate in the process. This approach recognizes that View Royal is located between many neighbouring municipalities and serves as both a corridor and destination for those that live outside our municipal borders.

ENGAGEMENT APPROACH

The consultation process was designed in alignment with the International Association of Public Participation (IAP2) spectrum and core values. For more information on IAP2 visit: www.iap2.org

The engagement process for **View Royal 2050** aims to engage at the “consult” level on the IAP2 spectrum of engagement. Council has previously endorsed the use of IAP2 principles, which will guide public engagement through the OCP review and update.

PUBLIC PARTICIPATION AND COMMITMENT

The project’s communications and engagement strategy identifies the need to engage with the community across three levels of public participation, including “inform”, “consult”, and “involve”, which follows the IAP2 spectrum of public participation. The project team is committed to ensuring that participants in this process are informed and are heard, and that concerns raised, and feedback received will help inform the review and update process moving forward.



WHAT WE DID: ENGAGEMENT TOUCHPOINT 5

The fifth engagement touchpoint focused on the general policy review and asked for early feedback on draft objective summaries and the most impactful new policies being considered for the OCP Review and Update.

The Plan includes nine policy chapters, each with objectives and policies that guide how land is used, what amenities and services are provided, and how community needs are supported.

Through an online survey and in-person open houses, community members were invited to comment on the policy chapters that interested them most. This feedback will be used to refine the draft objectives and policies shared in the survey, along with additional policies that were not shown.

Engagement Touchpoint 5 Objectives

The objectives of this engagement touchpoint included:

- providing information that is relevant and easy to understand, particularly about what an OCP is and how it will be used in the future;
- raising awareness of the project and opportunities to provide input;
- sharing the new draft objective summaries and policies, and gathering public feedback;
- inspiring dialogue and participation using digital and in-person methods of communication; and
- demonstrating that the project team has listened and incorporated community input gathered during the engagement period.

How We Spread The Word

Multiple methods, both digital and print, were used to inform the community of the OCP update during this engagement touchpoint. A list of all methods are included below:

- View Royal 2050 webpage (engage.viewroyal.ca/view-royal-2050);
- Town's official website (viewroyal.ca);
- Social media (Facebook, Instagram, Bluesky);
- Inside View Royal e-newsletter;
- Engage View Royal subscriber campaigns;
- 1. Project 'business cards';
- 2. Newspaper ads; and
- Stakeholder e-mails.

The following section provides a summary of the outcomes from the tools used to promote this engagement touchpoint.

PROJECT PAGE ON ENGAGE VIEW ROYAL

The View Royal 2050 project webpage was updated on October 31, 2025, to announce the launch of the Policy Review engagement period and highlight opportunities to participate. On the same day, an email was sent to project subscribers to share these opportunities and invite them to take part. A follow-up reminder email was sent on November 12, 2025, to encourage participation from those who had not yet shared their feedback.

Between October 31 and November 30, 2025, the webpage was viewed 579 times by 304 visitors. Over the same period, 12 people subscribed to follow the project page, bringing the total number of subscribers to 152.

Since the project launch on January 24, 2025, and the close of the fifth round of engagement on November 30, the project webpage has received 4,840 views by 2,618 visitors.

The webpage can be found at: engage.viewroyal.ca/view-royal-2050

TOWN'S OFFICIAL WEBSITE

During this engagement period, the OCP update was featured on the Town's website, viewroyal.ca, homepage. In addition, three "What's Happening" notices were sent to subscribers to support ongoing promotion and awareness:

- **October 31, 2025:** Announced the focus of the fifth engagement touchpoint and promoted upcoming opportunities to provide input.
- **November 12, 2025:** Announced the launch of the Western Gateway Community Corridor survey and highlighted upcoming in-person engagement events.

SOCIAL MEDIA

Between November 5 and 30, 2025 content was shared on the Town's social media accounts to promote the project and encourage public participation.



Figure 1: Social Media Stats



Figure 2: Sample Social Media Post



Figure 3: Newspaper Ad

NEWSPAPER AD

Print ads were placed in the November 5 and 12, 2025, editions of the Goldstream Gazette. The ads raised awareness for the OCP update and encouraged participation in the Policy Review survey and open houses.

NEWS RELEASES

On November 10, 2025, a news release about the Policy Review engagement period was distributed to local media highlighting the purpose of the engagement and opportunities to participate. The news release led to earned media coverage, with *Island Social Trends* publishing an article the same day.

WHAT WE HEARD: ENGAGEMENT TOUCHPOINT 5

POLICY REVIEW SURVEY

The Policy Review survey was available online from November 8 to 30, 2025, with paper copies also offered at Town Hall and at both open houses. The survey invited participants to share early feedback on draft objective summaries for the nine policy chapters and the most impactful new policies being considered for the OCP Review and Update. To make participation flexible and accessible, respondents could choose to answer the full survey or focus only on the policy chapters most important to them.

In total, 43 survey responses were received.

OVERALL THEMES

- 79% of respondents wanted to review and provide feedback on all nine (9) policy chapters.
- *Where respondents didn't provide feedback on all sections, the most popular section (16%) that respondents wanted to provide feedback on was Park, Trails, and Recreation.*
- *Where respondents didn't provide feedback on all sections, the least popular section (5%) that respondents wanted to provide feedback on was Economic Development.*
- 42% of respondents support the draft Land Use & Urban Design objective summary, whereas 11% do not.
- 62% of respondents support the draft Transportation & Mobility objective summary, whereas 10% do not.
- 47% of respondents support the draft Climate Action & Sustainability objective summary, whereas 16% do not.
- 54% of respondents support the draft Community Wellbeing & Culture objective summary, whereas 3% do not.
- 57% of respondents support the draft Economic Development objective summary, and no respondents did not support it.
- 58% of respondents support the draft Housing objective summary, whereas 8% do not.
- 75% of respondents support the draft Parks, Trails, & Recreation objective summary, whereas 3% do not.
- 79% of respondents support the draft Natural Environment objective summary, whereas 3% do not.

- 73% of respondents support draft Infrastructure objective summary, whereas 3% do not.
- The majority of respondents indicate that they support the draft policies overall. However, there are some policies that respondents provided mixed feedback on, indicating that further review and revisions could be required if desired. The project team flagged any draft policy that received equal to or more than 20% “No Support”. A table is provided below.

Draft Policy	% Did Not Support
<u>Transportation & Mobility</u> <i>Establish progressive walking, cycling, public transit and private vehicle targets, to develop affordable and equitable transportation options and reduce transportation-related greenhouse gas emissions. (Question 15)</i>	Support: 47% No Support: 21% Limited Support: 13%
<u>Transportation & Mobility</u> <i>Eliminate barriers to active transportation by increasing cycling and pedestrian routes, improving key intersections and providing a variety of end-of-trip facilities (i.e., showers, lockers, secure bicycle parking) in developments. (Question 21)</i>	Support: 49% No Support: 22% Limited Support: 14%
<u>Transportation & Mobility</u> <i>Explore opportunities to implement parking maximums in certain areas of the Town as part of a future update to the Zoning Bylaw to reduce parking oversupply, encourage transit use and cycling, and improve housing affordability. (Question 29)</i>	Support: 27% No Support: 24% Limited Support: 24%
<u>Economic Development</u> <i>Provide incentives and tools to support hotel development in View Royal. (Question 61)</i>	Support: 23% No Support: 31% Limited Support: 26%
<u>Housing</u> <i>Facilitate an increase in housing by expediting development approvals and permits by delegating certain authority from Council to staff, such as issuing development permits and minor variances, as under the Local Government Act. (Question 67)</i>	Support: 37% No Support: 24% Limited Support: 24%
<u>Housing</u> <i>Exempt residential development where four units or less are proposed from form and character development permit areas to incentivize the construction of ground-oriented housing forms. (Question 73)</i>	Support: 29% No Support: 21% Limited Support: 13%

WHO PARTICIPATED

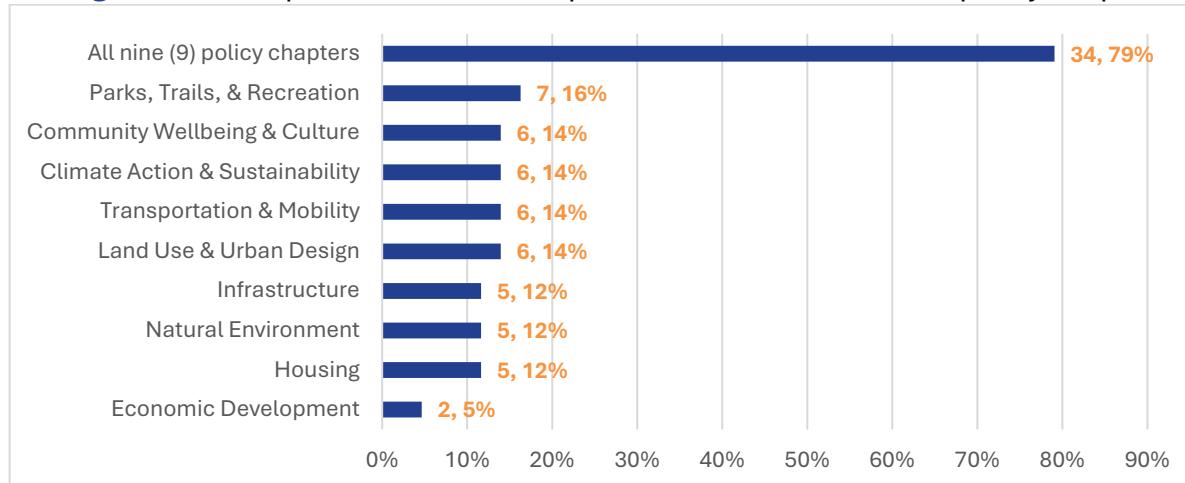
- 98% of respondents are residents of View Royal
- 28% of respondents live in the Harbour neighbourhood
- 83% of respondents live in a single detached house
- 95% of respondents own their home
- 17% of respondents are between the ages of 70 and 74
- 21% of respondents are new to View Royal within the last five years.
- 69% of respondents indicated they found out about the Policy Review Survey engagement process by both the Town of View Royal website and social media.
- 32% of respondents indicated that this was their first time engaging on the View Royal 2050: Our Future View Official Community Plan Review and Update.

SURVEY RESULTS

The following section provides a summary of results for questions 1 to 125 in the Policy Review survey, including the verbatim comments received for questions.

Question 1: Which policy chapters would you like to provide feedback on?

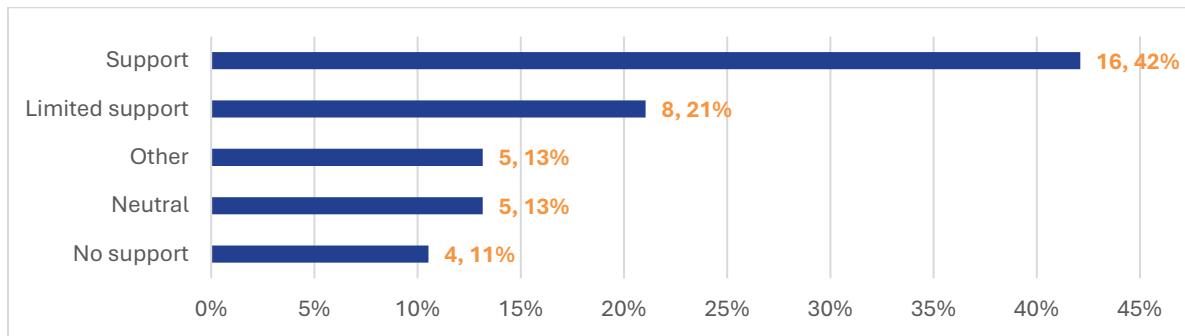
Findings: 79% of respondents elected to provide feedback on all nine policy chapters.



Question 2: Indicate your level of support for the overall direction of the draft Land Use & Urban Design objectives summary:

Create a more complete and sustainable community by encouraging new compact housing near amenities, services, and areas well serviced by transit, that considers the scale and existing character of established residential neighbourhoods.

Findings: 42% of respondents support the draft Land Use and Urban Design objective summary and 21% of respondents indicated limited support, whereas 11% do not support the draft objective.

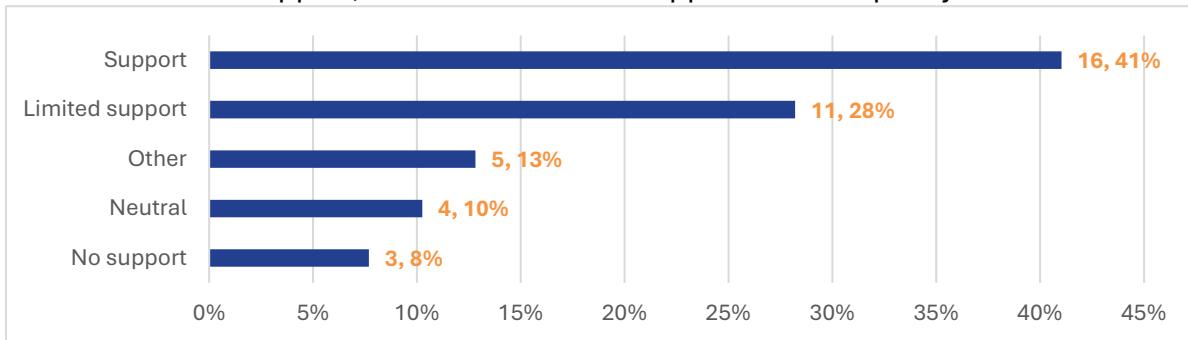


Other (Please Specify):

1. Nothing respecting environment / climate crisis. Hidden threats of six or more buildings with FSR of 2.5 or more. On top of Bill 44 and 47, and narrow roads and already congested corridors. "Well serviced" transit IF buses are not in gridlock. Limit these objectives to where rapid bus and #40 can reasonably operate. Not in the central areas of Helmcken / Island highway because "considers scale and character" are words to drive a "semi" thru loopholes of placating jargon. ONLY consider once a through traffic analysis proves that essential vehicle traffic can move in / our and throughout our town. Focus housing density on Western Gateway and Admirals.
2. Would like to see the density focused in the Hospital TOA and around the Western Gateway.
3. Support is conditional: higher densities must be restricted to the Western Gateway (west of the Bridge) and the Hospital Transit-Oriented Area, with no expansion beyond those specific zones.
4. Blanket rezoning is not a good idea. New areas like near the hospital are suited to high density. Single family neighborhoods should be left as that. I didn't move here to live beside a duplex or condo.
5. I support the first clause, but fear that the added clause about "scale and character of established neighbourhoods" is meant to negate the purpose of creating a complete community that can accommodate a range of incomes and support transit and walkable shops and services.

Question 3: Support local businesses and meet residents' needs by focusing higher levels of housing densities and jobs to the Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Villages, and along major transit corridors.

Findings: 41% of respondents support the draft policy and 28% of all respondents indicated limited support, whereas 8% do not support the draft policy.



Other (Please Specify):

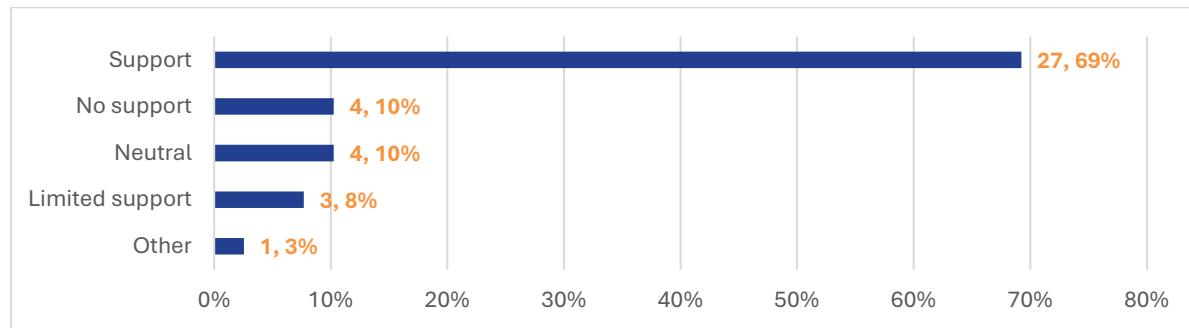
1. Bill 44 and 47 first. Restrict OCP housing to the Western Gateway (not strictly employment), Hospital and Admirals. NOT if villages means 6 storey buildings with FSR 2.5. Not along major transit corridors (AKA Helmcken, Island Highway) until we can prove essential vehicles can move without gridlock on corridors and in neighbourhoods without "active transportation costly panacea-possible pipe-dream solutions".
2. Limit the density as required by Bills 44 and 46. Don't allow over-building especially when not called for.
3. Ensure development density is limited to the minimums required by Provincial Bills 44, 46, and 47. Do not exceed provincially established housing targets.
4. Leave existing neighborhoods alone, density where there are not already single family neighborhoods.
5. Will attend meeting for clarification regarding neighbourhood villages

Question 4: Please leave a brief comment letting us know why you do not support this draft policy.

1. Against densification!
2. Not without parking plans and road plans. Not without considering short term rentals aligned with the province
3. Need to know that the "Hospital Transit -oriented Area" is as small as the provincial government will let us get away with. Not OK with more residential in Western Gateway nor with it being seen that way as a transit corridor until there is massive parking

Question 5: Prohibit subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.

Findings: 69% of respondents support the draft policy and 8% of respondents indicated limited support, whereas 10% do not support the draft policy.



Other (Please Specify):

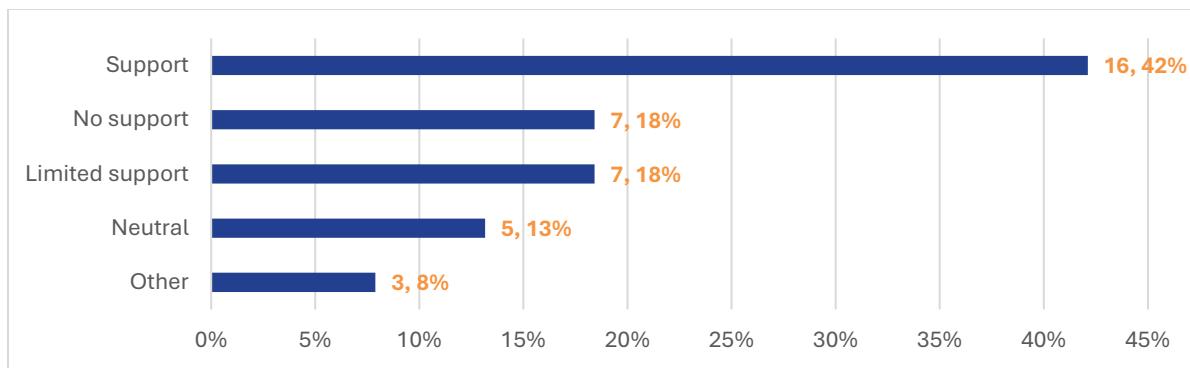
1. Agree, and add: absent subdivision that can provide some minimal waterfront access, the Town should strategically acquire waterfront parcels to enhance access, enjoyment and ecology..

Question 6: Please leave a brief comment letting us know why you do not support this draft policy.

1. We have a lot of waterfront and almost all is for the enjoyment of small number of owners, we need to start exploring using it in more ways, mixed use, town centers etc.. so many can enjoy it. Don't arbitrarily limit it, council can decide case by case
2. Waterfront lots are ideal for more density and multi-family housing. More housing and some commercial lots (tourism/restaurants) should be on the waterfront as they would allow more of the community to access and enjoy the water.

Question 7: Consider increased building heights for rezoning applications where proposed developments advance community goals, protect natural features and trees, or provide public benefits such as affordable housing or parks.

Findings: 42% of respondents support the draft policy and 18% of respondents indicated limited support, whereas 18% do not support the draft policy.



Other (Please Specify):

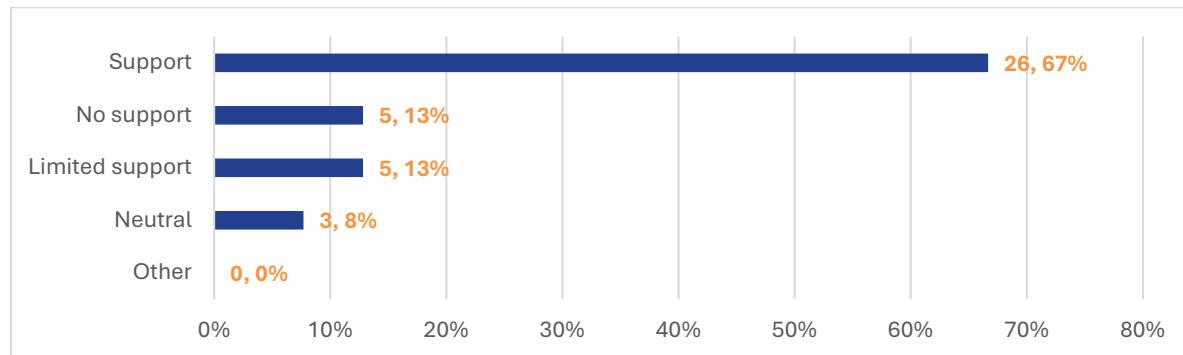
1. ONLY "consider" when its assured that the quality, quantity and size of parks, green spaces, tree canopy matches the increased density, population increases. Ensure 40% tree canopy, set an acre of parkland for every 1000 residents, within walking distance. Establish/ ADD protected ecological areas for wildlife. Provide benefits such as affordable housing AND parks AND amenities (drinking fountains, shade, toilets, benches etc) .. not OR. Quality of lifestyle is not Either / Or.
2. Can only support if we maintain our current park area ratios.
3. Can only support if park area is increased to maintain the current park area per capita

Question 8: Please leave a brief comment letting us know why you do not support this draft policy.

1. People purchased single family homes in these areas because it's what they wanted. It's not fair to force us to live beside dense housing. It's destroying the small town feel of view royal. We aren't downtown.
2. This sounds like a way of justifying increased building heights (based on vague criteria such as "advance community goals") that planning staff wanted in the OCP land use designation maps. This was already rejected by council.
3. We have more than enough building going on, density is getting too crowded. Do not need taller buildings.
4. There is plenty of land in VR that could be used for high density projects. Get off the hyper-densification band-wagon.
5. Adding more density will just result in more traffic and congestion.
6. The congestion and lack of planning for parking and roads makes this ridiculous.

Question 9: Conduct analysis to identify underused sites, such as older buildings or surface parking lots, that have a high potential for redevelopment.

Findings: 67% of respondents support the policy and 13% of respondents indicated limited support, whereas 13% do not support the policy.



Question 10: Please leave a brief comment letting us know why you do not support this draft policy.

1. There's already too much traffic down there that in the morning it takes 20 minutes to get from Chilco road to the old island highway
2. Stop funding redevelopment studies while our roads are already overloaded. Prioritize fixing traffic flow on Helmcken, Wilkinson, Burnside, and highway access before adding more density.
3. We don't need a municipal make work project. Follow the OCP.
4. To develop you need to think about parking and roads. Just look by the hospital and the giant building is still empty when that is full what do you think that will do to traffic?

Question 11: Are there any additional comments you would like to provide on the direction of the draft Land Use and Urban Design policies above?

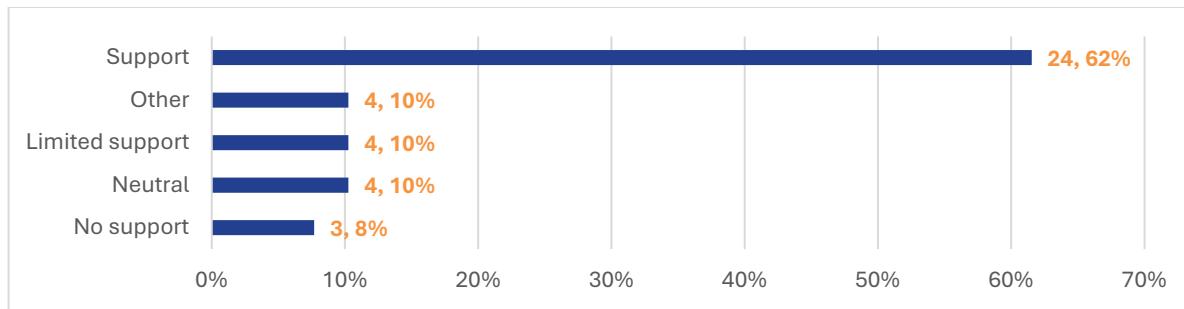
1. Focus the OCP on Western Gateway, Hospital, Admirals until the public knows the new transportation AND parks master plans. OCP will be cast in stone, no recourse, NO public hearings. Essential to respect, listen to residents. The tax burden is coming.
2. Shorelines, aquatic environments, riparian zones, and other ecologically sensitive areas, must be identified in a Natural Assets Inventory and embedded into our OCP and BYLAWS to be protected from development.
3. Shorelines, aquatic environments, riparian zones, and other ecologically sensitive areas, must be identified in a Natural Assets Inventory and embedded into our OCP to be protected from development.

4. If you want to be carbon neutral stop building and focus on infrastructure
5. Urban land use should not add more density while traffic is already over capacity. Fix flow on Helmcken, Wilkinson, Burnside, and highway access first. Stop redevelopment studies until current congestion and infrastructure issues are resolved.
6. Also consider parking needs, road/city planning for traffic flow via vehicle. Will our public schools allow for the projected number of new housing/population? Walkable sidewalks.
7. Ensure that development sites are not impacting residential neighbours.
8. Follow the existing OCP.
9. I fear that limiting development on Old Island Highway to 4 storeys will prevent the development of rental housing and slow redevelopment that can enhance the right-of-way and support shops near me. This area should not be protected as an exclusive enclave.
10. We have interesting topography so building height and use should be reviewed in each case. A 3 story on one site can feel like a 6 story on another site. Try not to be too prescriptive in the bylaws
11. Parking lots could be multi-levels...
12. Christie point should not be developed and should be made into a natural parkland when the existing structures are no longer viable.
13. I think that you're supposed to actually listen to residents and not ignore the concerns. I think you should think about all the people and what your Municipal rules have done to people wanting to provide short term rental
14. View Royal has a nice ambiance and can hopefully expand while maintaining the quality and character of urban spaces.
15. greater density for west gateway east of bridge must depend on massive parking at end of Atkins and easy access to this parking from Sooke Road right at the main underpass intersection

Question 12: Indicate your level of support for the overall direction of the draft Transportation & Mobility objectives summary:

Develop an integrated pedestrian, cycling, and transit network that supports a safe, efficient, equitable, accessible, and sustainable interconnected multimodal transportation system.

Findings: 62% of respondents support the draft objective summary and 10% of respondents indicated limited support, whereas 8% do not support the draft objective.

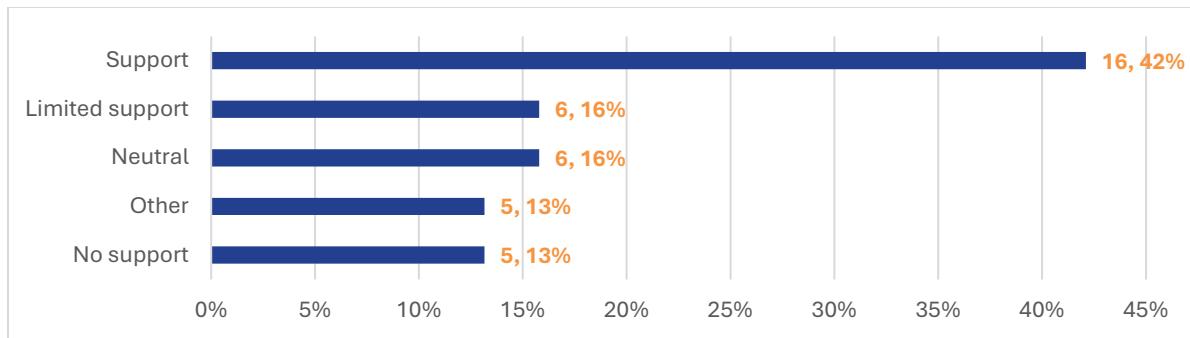


Other (Please Specify):

1. So far Active Transportation has just been about bike. Bill 44 and 47 has changed focus the capital /maintenance costs to sidewalks and transit. Chaos, confusion, conflicts with Active transportation bi-directional bike lanes and shared pathways. Our roads do not have width without expropriation and loss of vehicle lanes... which slows transit to infrequent service! Will get worse. We cannot stipulate developers (44 / 47) put parking on site, so SAFETY now is paramount. Our businesses rely on roads for product deliveries, and where customers can DRIVE, walk, bus, bike safely, efficiently, equally. both Left in / out. Get safety pedestrian lanes on galloping goose and E&N.
2. Support but do not develop multi-use shared pathways. Separate pedestrians to reduce conflicts. HUB Cycling Vancouver: "As much as possible, design and build separate active transportation facilities to accommodate people moving at slower and faster speeds The Fast Bus lane needs to extend well beyond 6 mile bridge to area with ample parking (JDF?)
3. Support but do not develop multi-use shared pathways. Separate pedestrians to reduce conflicts. HUB Cycling Vancouver: "As much as possible, design and build separate active transportation facilities to accommodate people moving at slower and faster speeds The Fast Bus lane needs to extend well beyond 6 mile bridge to area with ample parking (JDF?)
4. I only partly support the draft. It overlooks the major congestion problems on Helmcken, Wilkinson, Burnside, and highway access. Traffic flow must be the top priority before shifting road space or adding more density.

Question 13: Make transportation investments that prioritize walking, mobility aids, emergency access, public transit, cycling, shared vehicles, and commercial transportation, before single-occupant vehicles.

Findings: 42% of respondents support the draft policy and 16% of respondents indicate limited support, whereas 13% do not support the draft policy.



Other (Please Specify):

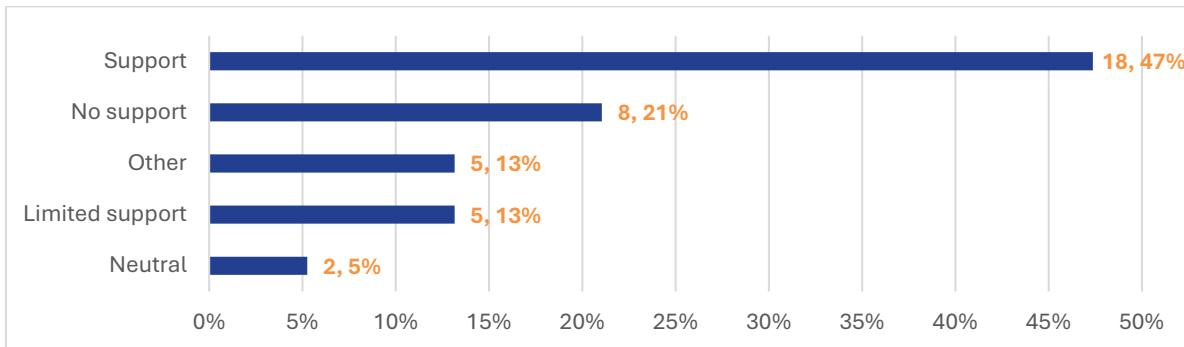
1. Limited Support. The town must focus on the 2022 Baseline Conditions Report where the issues are, especially for sidewalks worsened by Bill 44. Single occupant vehicles include daycare trips, hospital / medical appointments, moving goods beyond bus or bike capability, where accessibility / disability prohibits alternate modes. Use advanced AI modeling to predict road capacity to ensure commercial, protective services, transit, school buses remain efficient. We remain the regional gridlock pinch-point until the E&N is more than just a bike corridor... and rail will fail.
2. Use the View Royal Conditions Report to identify critical sidewalk routes.
3. Support. Use the View Royal Conditions Report to identify critical sidewalk routes
4. I support safe options for all users, but prioritizing everything over single-occupant vehicles ignores reality. Families, commuters, and base workers rely on cars. Investments must address road capacity and traffic flow before shifting focus away from vehicle travel.
5. Yes, but we need to recognize how "single-occupant vehicle" and bus space is intertwined. The standstill along Old Island Highway and Admirals not only affects cars, it makes bus transit completely ineffective. Explore solutions, including adding a westbound lane, queuing lane, etc.

Question 14: Please leave a brief comment letting us know why you do not support this draft policy.

1. The more bus lanes and bike lanes and traffic lights you keep adding only slows traffic and creates more carbon
2. No more bike lanes, narrowing of streets.m, traffic calming round abouts or speed bumps.
3. Prioritize efficient use of our existing transportation corridors. Stop choking arterial roads. Reality check - visit any Elementary school and count the cars.
4. It is ridiculous- people are not going to use it . People need to get to work and take kids to school and activities - building and building without a real plan just hoping people won't have cars is dumb

Question 15: Establish progressive walking, cycling, public transit and private vehicle targets, to develop affordable and equitable transportation options and reduce transportation-related greenhouse gas emissions.

Findings: 47% of respondents support the draft policy and 13% of respondents indicated limited support, whereas 21% do not support the draft policy.



Other (Please Specify):

1. Support but will only work if Province, CRD, and Transit ALSO sets similar targets, AND provides a shared funding support to make this possible for the region? AMEND To develop, affordable, equitable, SAFE, EFFICIENT transportation options.
2. Make sure there are adequate shade trees and shaded rest areas along transit routes and trails to protect people from heat.
3. Support. Ensure there are sufficient shade trees and shaded rest areas along transit routes and trails.
4. I support emissions reduction and better mobility, but targets must be practical. Improve walking, cycling, and transit by directing commuters onto the Galloping Goose, reducing road strain while keeping travel realistic for families and local traffic.
5. I'm not concerned about greenhouse gas emissions, only traffic congestion . And I don't support reducing road lanes for bike lanes.

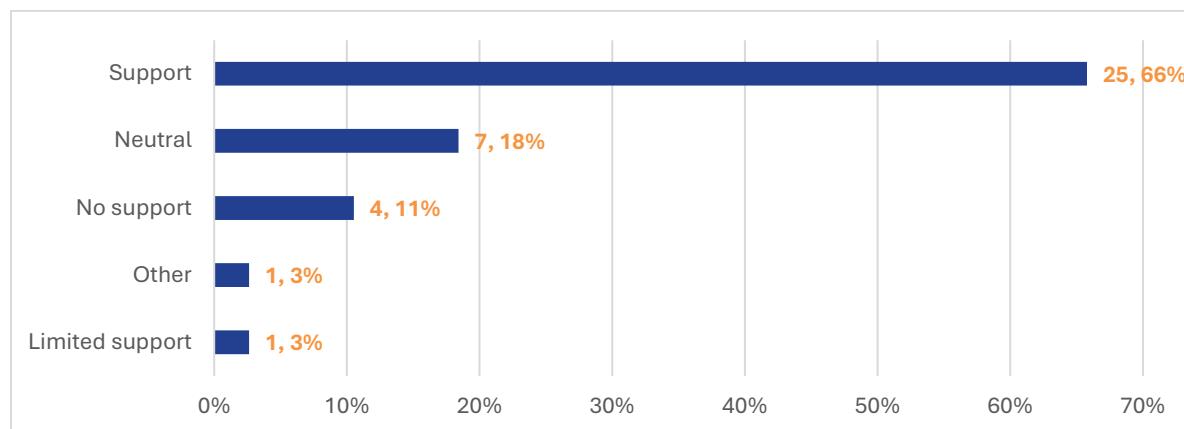
Question 16: Please leave a brief comment letting us know why you do not support this draft policy.

1. You will never get people out of there vehicles the quicker you move traffic the Less green house gases
2. Public transit & safe walkable side walks are important. Traffic calming/ inconsiderations for a motor vehicles and proper safe traffic flow needs to stop. To afford our family home in view Royal we both work jobs outside VR. Bike & bus for family w/ 2 ki

3. All of these initiatives seem to lead to more traffic jams and an increase of transportation emitting gasses. These other cycling, walking, etc options are not feasible or realistic for all. Most of these are only realistic for a minority
4. Sync traffic lights and open arterial roads.
5. This is a bit confusing, let's make nice options for all modes but to create targets might be pushing it.
6. You have no real plan - people are not going to give up cars and ride a bike it isn't going to happen

Question 17: Focus transportation improvements in areas where many youths, seniors, and people with disabilities live to make travel safer and more accessible.

Findings: 66% of respondents support the draft policy and 3% of respondents indicated limited support, whereas 11% do not support the policy.



Other (Please Specify):

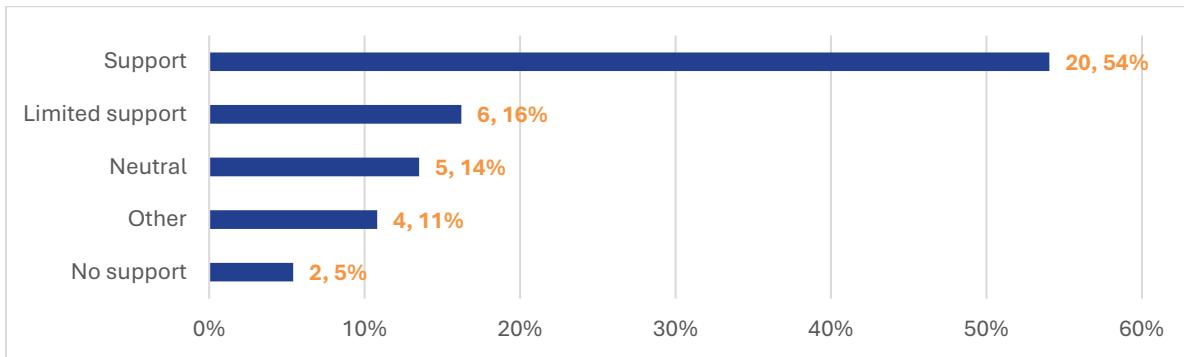
1. Everyone has mobility needs. Working age people commuting is the prime driver of traffic and generates need for good transit, bus lanes, and bicycle connections.

Question 18: Please leave a brief comment letting us know why you do not support this draft policy.

1. Enforcement of speeding and reckless driving the longer it takes to get somewhere the faster and more reckless people are
2. These are established communities that already have these services.
3. It is just stupid

Question 19: Support consistent decision-making about on-street parking restrictions that considers on-street parking demand and surrounding land uses (i.e. time limits, residential-only, etc.).

Findings: 54% of respondents support the draft policy and 16% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

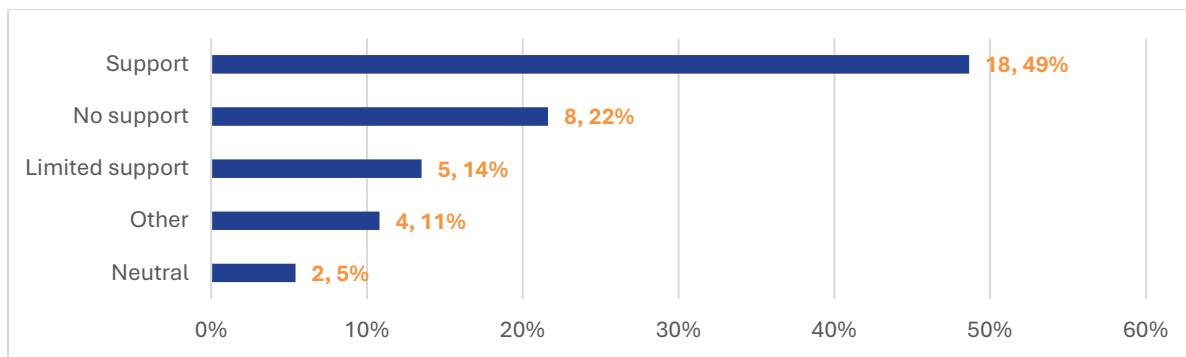
1. SUPPORT, but such restrictions may not be permitted as province's disallows on-site parking. UDI will see to that.
2. Prioritize safety for pedestrians and cycling/rolling modes. Only allow parking when it is safe for all road users. Allow parking only on one side of the road so emergency and service vehicles can have access without impeding traffic. No parking on narrow hilly streets.
3. Prioritize pedestrian and cycling/rolling safety, permit parking only when safe for all road users. Limit any parking to one side, to keep traffic flowing, along with essential services eg. waste collection and recycling *None on unsafe narrow hilly streets leave space for deliveries, and for traffic to pull over and yield to high priority emergency vehicles.
4. We need to review the whole on street situation, there is a lot of opportunity here for revenue and turning a negative to a positive.

Question 20: Please leave a brief comment letting us know why you do not support this draft policy.

1. If you're going to build then make sure there's enough parking residential parking means nothing happens every day in our neighborhood
2. Ensure that parking is still available and exists

Question 21: Eliminate barriers to active transportation by increasing cycling and pedestrian routes, improving key intersections and providing a variety of end-of-trip facilities (i.e., showers, lockers, secure bicycle parking) in developments.

Findings: 49% of respondents support the draft policy and 14% of respondents indicated limited support, whereas 22% do not support the draft policy.



Other (Please Specify):

1. ONLY if no bidirectional bike lanes, nor shared bike / pedestrian paths on our roads. Eliminate the barriers of chaos, confusion, conflicts, inconsistency. Create mutual safety and respect by required pedestrian lanes on regional trails. YES, replace “soft traffic corners” with hard corners. Yes, remove suicide bike lanes between car lanes. Yes, require developers / businesses to have end of trip facilities, including ebike/escooter charging stations.
2. Need to protect against heat on all active transportation routes to make it cool and appealing so people won't drive. E-bike charging in buildings should have safety in mind and have dedicated charging areas or specially designed fire-suppressed cabinets or lockers.
3. Support. We need to mitigate heat on all active transportation routes or people will drive. Note- E-bike charging in residential and commercial buildings should utilize dedicated charging areas and/or fire-suppressed charging cabinets/lockers, as recommended by the New York Fire Department (FDNY).
4. These sound like wants and not needs. Good idea but let's keep an eye on the dollars.

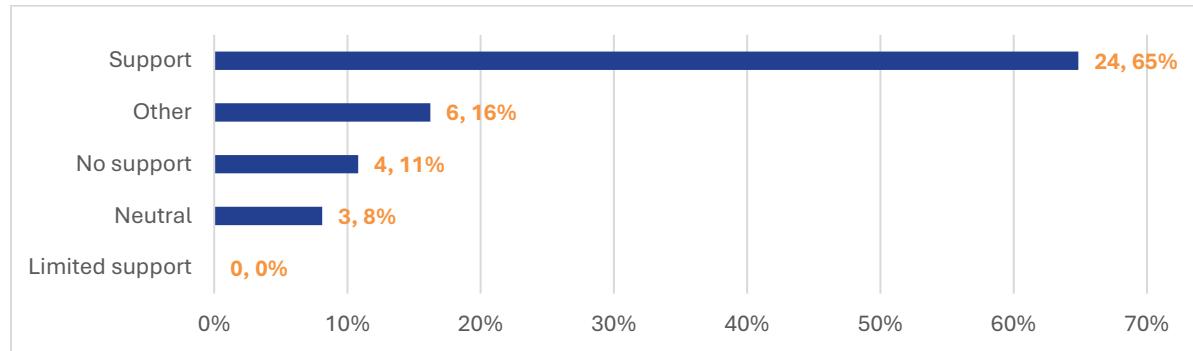
Question 22: Please leave a brief comment letting us know why you do not support this draft policy.

1. I don't support prioritizing more cycling/pedestrian routes and end-of-trip facilities when existing traffic flow, congestion, and commuter pressures aren't addressed. We need practical fixes first, not added costs or requirements for developers.
2. Not a high enough priority, maybe a future goal but not at this time
3. These other transportation modes are not realistic for many. Focus on improving roads and vehicle traffic flow so we don't have so many hours long traffic jams with cars idling.
4. Folks can shower at their home, or places of work...
5. If you chose to cycle or walk View Royal should not be responsible for providing you with showers or lockers.

6. End of trip, less bike stands, should be funded privately
7. What ? Showers ? Umm no

Question 23: Prioritize residents' abilities to move around the town over commuter traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods.

Findings: 65% of respondents support the draft policy, whereas 11% of all respondents do not support the draft policy



Other (Please Specify):

1. SUPPORT, provided we accept all 13 municipalities will require the same priorities. This likely means that east/west traffic will slow even more as existing and new signalizations are prioritized for resident north/south egress: Prince Robert, Shoreline, Aldersmith.
2. Identify and block through traffic in specific areas eg View Royal Ave.
3. Support, also consider blocking View Royal Ave from through traffic, and perhaps other areas if needed.
4. Allow for “all” traffic. Don’t choke traffic it chokes local traffic.
5. I strongly oppose this. It defies logic. As a resident I AM a commuter. I go to work downtown, I bring my kid to school, I bring my kid to the westshore for programs, I visit my mom. The Old Island Highway is one of only two east-west arterials in the region and need to be treated as such. The gridlock there directly affects me, a resident, every day. I feel like this objective is written by/for wealthy retirees.
6. Does this mean overpasses and crosswalks?

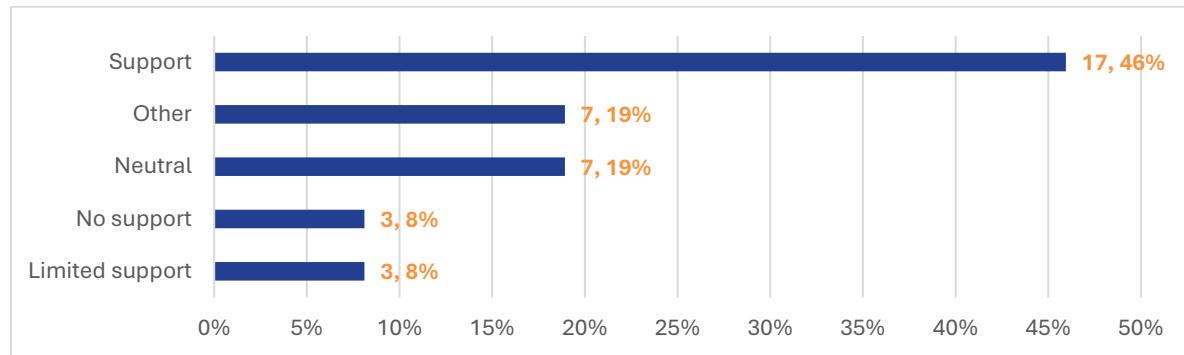
Question 24: Please leave a brief comment letting us know why you do not support this draft policy.

1. Our town straddles a major highway, so traffic management is complex. Prioritizing residents means improving flow across all major routes, not just limiting through-traffic. Long-term planning must focus on reducing congestion town-wide.

2. This makes no sense. How is this even a thing? Like a sticker on your vehicle to go around others?
3. Not sure exactly what this means. We are the route for the Island. Let's not try to fight an unwinnable battle.

Question 25: Establish off-street parking requirements that align with broader Town objectives related to mode share targets, growth, housing and affordability.

Findings: 46% of respondents support the draft policy and 8% of respondents indicated limited support, whereas 8% do not support the draft policy.



Other (Please Specify):

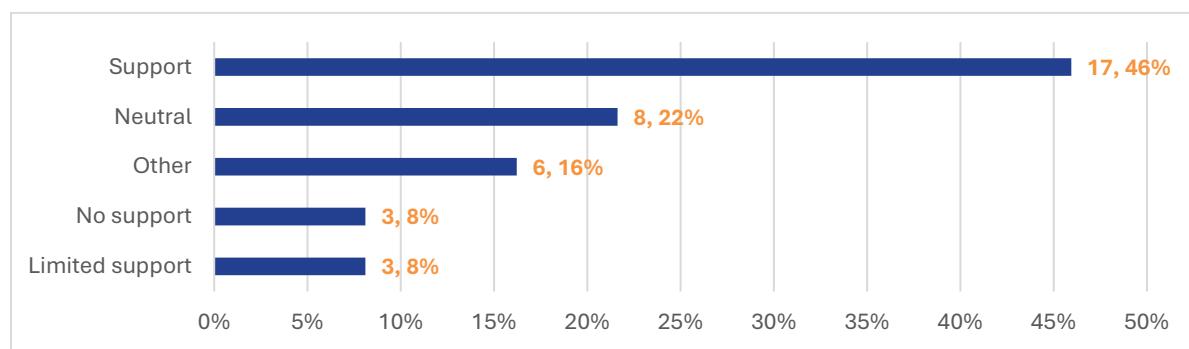
1. What does this mean? Parking lots? More park & rides? Can we achieve affordable, increased housing density and still comply with provincial legislation?
2. Adhere to universal design principles and established accessibility standards to guarantee physical access for users with disabilities when using carshare parking spaces and drop-off /pickup areas.
3. All carshare parking spaces and associated drop-off/pickup areas must adhere to universal design principles and established accessibility standards to guarantee physical access for users with disabilities.
4. What does this mean? If it's about incorporating on-street parking into streets and managing it to support businesses and residents, I support it. If it's about using on-street parking to prevent needed housing diversity and local businesses, I am strongly opposed.
5. Bill 25 has other plans for this. Let's look at incentives for off street parking so people opt to do it. Also annual permits for on street will generate revenue.
6. This should be privately funded
7. If you mean more parking , resident only parking , parking spots yes if you mean less parking no

Question 26: Please leave a brief comment letting us know why you do not support this draft policy.

1. If you to make sure there's enough parking not in front of someone's house two or three blocks away
2. No, sounds like some politic words to make all parking disappear.

Question 27: Prioritize the use of public curb space on roads based on the land use and mobility context with a consideration of vehicle parking, loading zones, public transit, cycling corridor, commercial and community activation (i.e. outdoor public seating areas), trees, raingardens, etc.

Findings: 46% of respondents support the draft policy and 8% of respondents indicated limited support, whereas 8% do not support the draft policy.



Other (Please Specify):

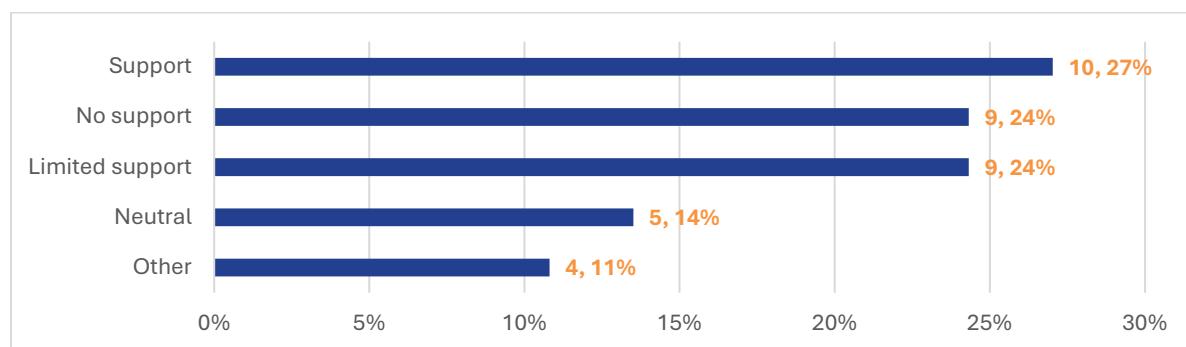
1. FORGOT prioritizing sidewalks of 2- 2.4m width for mobility context of safety, accessibility, etc. Ensure that transit has PULL OUT bays that do not obstruct and worsen congestion..
2. Always plan with emergency vehicles in mind. Bidirectional or multi-use shared pathways in cycling corridors are not safe!
3. Emergency vehicles must always be a consideration. Do not consider developing bidirectional or multi-use shared pathways in cycling corridors.
4. Strongly agree. Old Island Highway is a Frequent Transit Route, but right now it is being treated like a local neighbourhood street, with medians prioritized over buses which remain unuseable during the PM rush hour due to gridlock.
5. Not sure what this means.
6. Parking

Question 28: Please leave a brief comment letting us know why you do not support this draft policy.

1. Our town already has limited road space, and we straddle a major highway. Prioritizing curb space for everything except practical parking and flow could worsen congestion. We need clear priorities that keep residents moving not added competition for space
2. Heavy parking on my neighbourhood streets will make walking and cycling very dangerous. At age 83 I still cycle 3 or 4 times a week.

Question 29: Explore opportunities to implement parking maximums in certain areas of the Town as part of a future update to the Zoning Bylaw to reduce parking oversupply, encourage public transit use and cycling, and improve housing affordability.

Findings: 27% of respondents support the policy and 24% of respondents indicated limited support, whereas 24% do not support the draft policy.



Other (Please Specify):

1. Staff "explored" with Eagle Creek Shopping Centre a few years ago, declaring there was oversupply of parking stalls. NO MORE. BOTH above and below ground are typically used up most days. Rexall Drugs parking surplus is a short term factor until site is redeveloped to 8+ storey building with shops on ground floor. Canadian Tire expansion also shows limitations of such "opportunities". Increased transit, cycling, pedestrian would support the employees of our businesses ...for more customer parking.
2. There is no proof that waiving parking requirements makes housing more affordable. Don't isolate the disabled and elderly or shift workers. We already have zoning in place for housing with reduced or zero parking. Continue to improve alternatives to private vehicle usage and continue to grow active transportation. Separate cyclists from pedestrians wherever possible. Enforce speed limits of 20 km/hr on multi-user trails like the Galloping Goose and E&N. Free transit for youth 18 and under, for seniors within 5 years.

3. No support: there is no proof that waiving parking requirements makes housing more affordable. We need to be careful not to isolate the disabled and elderly, or disaffect shift workers for example. We have zoning in place for housing with reduced/zero parking already. We should continue to improve alternatives to private vehicle usage and continue to grow active transportation organically. Reduce conflicts on multi-use paths, separate cyclists from pedestrians wherever possible. enforce speed limits of 20 km/hr on multiuse trails Galloping Goose, E&N. Give youth 18 and under free transit immediately, and seniors within 5 years.
4. Does this mean pay parking lots?

Question 30: Please leave a brief comment letting us know why you do not support this draft policy.

1. Vancouver Island is very car dependent and making parking more difficult is not helpful
2. Reducing parking supply does not encourage public transit use or cycling. It just makes life for real people and families more challenging. While one can commute to work for certain occupations shift hrs, childcare and activities, groceries need car
3. There is not a parking oversupply?
4. Again, need parking. Taking parking away will increase parking issues in other areas.
5. Total wrong direction. Let Victoria and Saanich make this mistake.
6. I'm concerned that the OCP would limit parking spots in new developments
7. If you limit the amount of parking then the people who need to park will park in places that infringe on the quiet enjoyment of their neighborhoods.
8. So make residence pay for your over building and not considering parking ?
9. All attempts to do this kind of thing have resulted in massive on street parking.

Question 31: Are there any additional comments you would like to provide on the direction of the draft Transportation and Mobility policies above?

1. I am annoyed that there was so little publicity regarding the recent Active Transportation Survey.
2. Local alternate modes is not the panacea for a community that is the regional pinch point for East West commuters. Put our housing density on Western Gateway and Admirals with transit solutions, regional trails and lobby for future E&N transit corridor.
3. Please continue to improve biking infrastructure! Add more protected lanes
4. HUBCycling Vancouver Beside busy two-way roads consider adding pathways on each side of the roadway and limiting people cycling and rolling to travel in the same

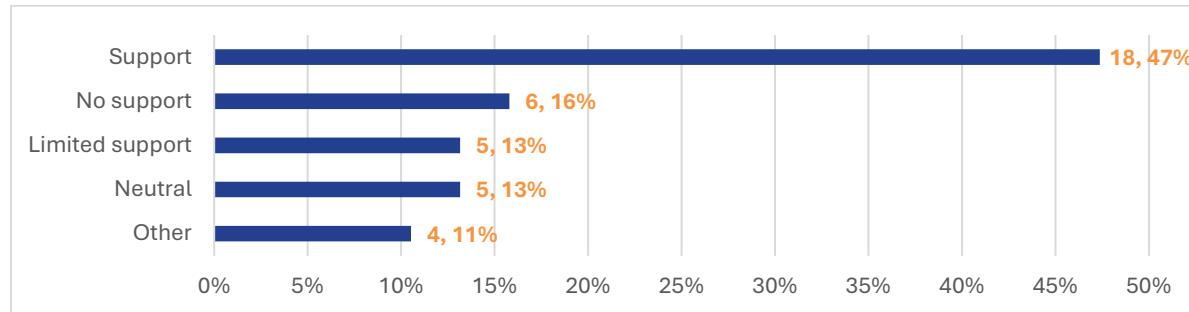
direction as motor vehicle traffic This is a proven means to improve safety and reduce injur

5. HUBCycling Vancouver Beside busy two-way roads consider adding pathways on each side of the roadway and limiting people cycling and rolling to travel in the same direction as motor vehicle traffic This is a proven means to improve safety and reduce injur
6. Bylaw needs ro enforce no parking on private roads, especially near construction sites.
7. While access and mobility is important, it should not be the sole focus. People actually need cars for certain realities of family life. Contractors can't commute as they carry tools. Shift workers,housing isnt cheaper, you now have to pay to park.
8. Active transportation is important, but over-prioritizing bikes won't fix traffic. We need realistic solutions that improve vehicle flow and emergency access, especially with major developments adding thousands of trips.
9. Focus should be on traffic flow, shared HOV minimize further bike lanes. Take restrictions off current bus lanes to further increase flow by diverting aux roads
10. Transit is too often overlooked with emphasis on bicycles. I only bicycle in good weather. We need buses to move, and not just on HWY 1. Old Island Highway buses remain stuck in rush hour traffic and will never be attractive as long as this persists.
11. Prioritize space and parking to attract car-share programs (evo + modo), and other bike share and scooter share programs
12. I would like to see you listen to residence , listen respectfully and consider what is being said . I would like to know that I am safe and that I can count on my city to protect me and consider what I want to do with the property that I own
13. Traffic through view royal can be brutal. The train is the only real solution. All in on the train.
14. Don't demonize vehicles. Many people need vehicle access for a range of reasons. Make sure Accessibility parking is prioritized.
15. Please, no two way bicycle paths. Cycle lanes on each side of the road are fine and with plastic markers to discourage penetration by motor vehicles they become excellent.

Question 32: Indicate your level of support for the overall direction of the draft Climate Action & Sustainability objectives summary:

Establish View Royal is a climate leader in adapting to and mitigating the effects of climate change by reducing community and corporate greenhouse gas emissions to achieve net-zero emissions by 2050, allocating the necessary resources to facilitate this change and mitigate risks, and integrating climate adaptation principles into community decision-making.

Findings: 47% of respondents support the draft Climate Action & Sustainability objective summary and 13% of respondents indicated limited support for the are supportive of the objective overall, whereas 16% do not support the draft objective.

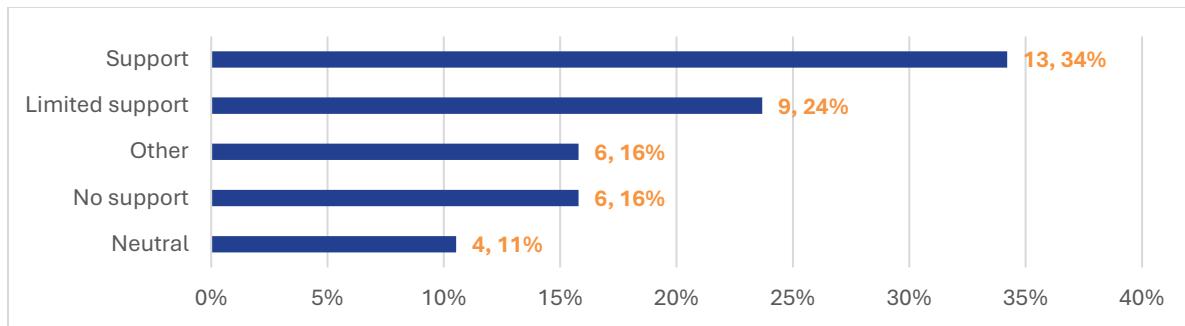


Other (Please Specify):

1. VR need to create a solid plan with steps and resource allocation. Climate Warming/Collapse is already dangerous and lip service to this emergency is not acceptable.
2. Support- but this is not meaningful unless the town specifies an incremental step by step plan to reach net zero by 2050 Lead with a 40% urban forest tree canopy, a requirement for resiliency in the face of urban heat islands.
3. Support- but this is not meaningful unless the town specifies an incremental step by step plan to reach net zero by 2050 Lead with a 40% urban forest tree canopy, a requirement for resiliency in the face of urban heat islands.
4. Fiscal responsibility will be the most important trend now.

Question 33: Explore opportunities to transition the Town's fleet of vehicles to electric and low emission vehicles.

Findings: 34% of respondents support the draft policy and 24% of respondents indicated limited support, whereas 16% do not support the draft policy.



Other (Please Specify):

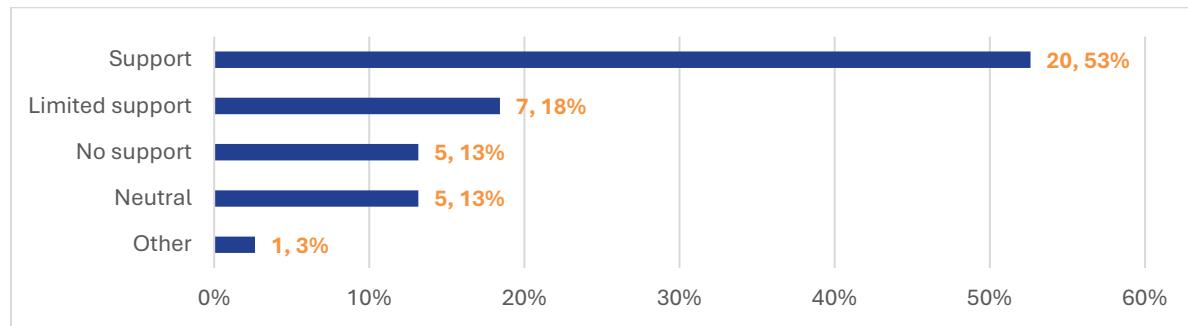
1. As well explore opportunities for staff to reply on digital conferences, use alternate modes like cycle / transit during business hours, as well as work from home. What can AI enable to reduce carbon emissions?
2. The Town need to commit to transitioning all town's fleet to electric only by 2030. The town has made some progress today. Town must commit to never purchasing another gasoline or diesel vehicle again with the exception of fire emergency response
3. Don't just explore opportunities; make it mandatory policy Mandate, for example, no vehicle replacement except by electric vehicle
4. Support- but this is not meaningful unless the town specifies an incremental step by step plan to reach net zero by 2050 Lead with a 40% urban forest tree canopy, a requirement for resiliency in the face of urban heat islands.
5. Support, slow transition
6. Not a bad idea but it needs to also make fiscal sense. If it reduces repairs, maintenance and fuel then of course but if the purchase price makes the overall cost higher, this needs to be thought through more carefully.

Question 34: Please leave a brief comment letting us know why you do not support this draft policy.

1. You want build more which in turn causes more green house gases the waste money on electric vehicles which no matter how you look at causes greenhouse gases
2. Most of the draft policy deals with areas out of Municipal scope and responsibilities. Stop posturing and focus on Municipal responsibilities. Gain efficiencies with the vehicles we have (unnecessary trips). There are no true zero emission vehicles.
3. I don't believe any such initiatives would have any meaningful affect on this naturally occurring climate change.

Question 35: Ensure that the voices of youth are included in climate change planning and action by collaborating with local youth organizations and schools.

Findings: 53% of respondents support the draft policy and 18% of respondents indicated limited support, whereas 13% do not support the draft policy.



Other (Please Specify):

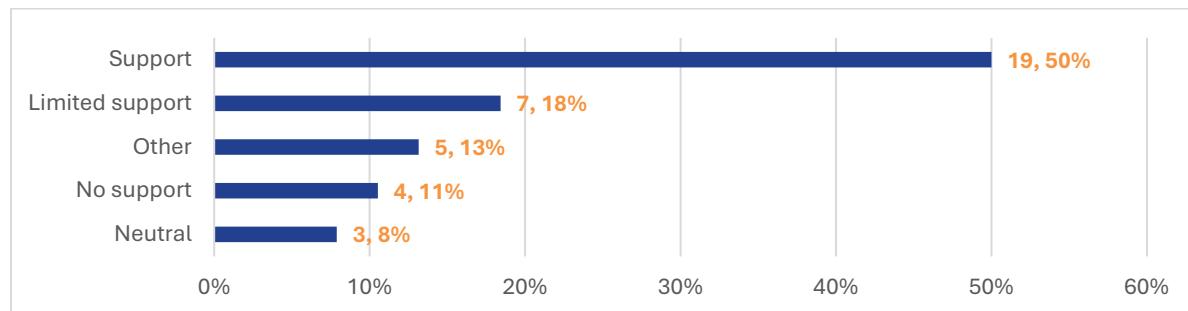
1. How are we doing so far on this file, when youth were really scared / motivated to fight the climate crisis and protect their future?

Question 36: Please leave a brief comment letting us know why you do not support this draft policy.

1. Leave the school boards work to the school board. Focus on municipal responsibilities. If we are overstaffed, lay off downsize staff.
2. See above
3. There is no definition of the term 'youth'. Did you mean young adults, children or what? For this reason I cannot support this policy.

Question 37: Create a climate adaptation and mitigation strategy to address impacts of climate change, reduce greenhouse gas emissions, increase climate resiliency, and identify opportunities and initiatives for the Town to undertake related to climate change.

Findings: 50% of respondents support the draft policy and 18% of respondents indicated limited support whereas 11% do not support the draft policy.



Other (Please Specify):

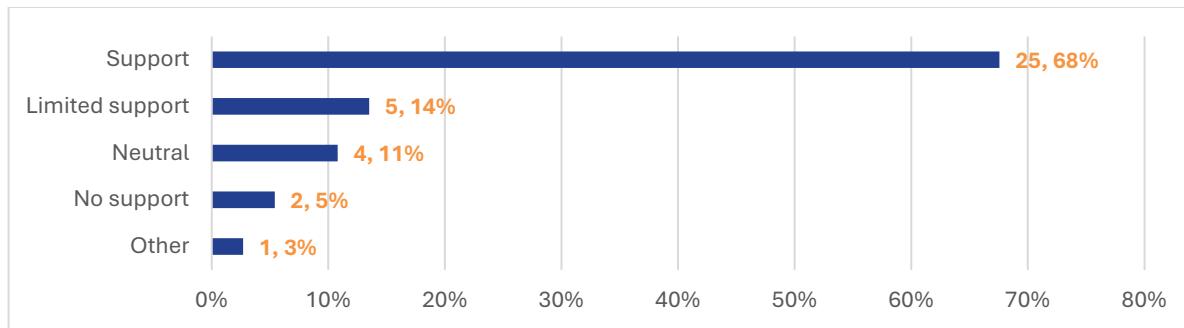
1. We STILL haven't created this strategy?! Obviously essential but do not contract this out... go to Saanich / Victoria and adapt theirs... and maximize AI Tools. Its all there.
2. Town needs to demonstrate leadership and first eliminate all carbon emissions from space heating in all town facilities. Use the town hall as an example to our community on how easy and cost effective it is to transition to heat pumps for heating and cooling. Use the monies from Fortis Gas to prime the investment pump for low carbon solutions.
3. Need to see stronger definitive GHG reduction targets, and annual reporting. Need more specifics not just aspirational words: stronger push to get homes off oil and gas, better transit system to get people out of their cars, carbon emissions reporting for buildings 10,000 sq. ft or more, low carbon construction materials, low carbon procurement policies,
4. Need to see stronger definitive GHG reduction targets, and annual reporting. Need more specifics not just aspirational words: stronger push to get homes off oil and gas, better transit system to get people out of their cars, carbon emissions reporting for buildings 10,000 sq. ft or more, low carbon construction materials, low carbon procurement policies,
5. We can always keep ideas flowing but we have done a lot in this regard. Let's put energy into high value, long lasting improvements that keep maintenance low and long term costs in line.

Question 38: Please leave a brief comment letting us know why you do not support this draft policy.

1. These should already be in your SOP's.
2. See above

Question 39: Identify opportunities to mitigate wildfire risk by integrating FireSmart principles into Town bylaws and policies where appropriate and applying a Wildfire Development Permit Area to high-risk parts of the community.

Findings: 68% of respondents support the draft policy and 14% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

1. This must be balanced with urban forest strategy to protect and maintain our tree canopy at 40%. FireSmart can be a convenient excuse to clearcut and/or remove critical wildlife habitat. Part of "smart" is requiring fire prevention with building materials AND built-in pre-plumbed roof sprinklers. Those embers travel making most of View Royal hgh risk.

Question 40: Please leave a brief comment letting us know why you do not support this draft policy.

1. These are not already in our policies?
2. We live near beautiful nature and forests. Firesmart is too blunt of an instrument.

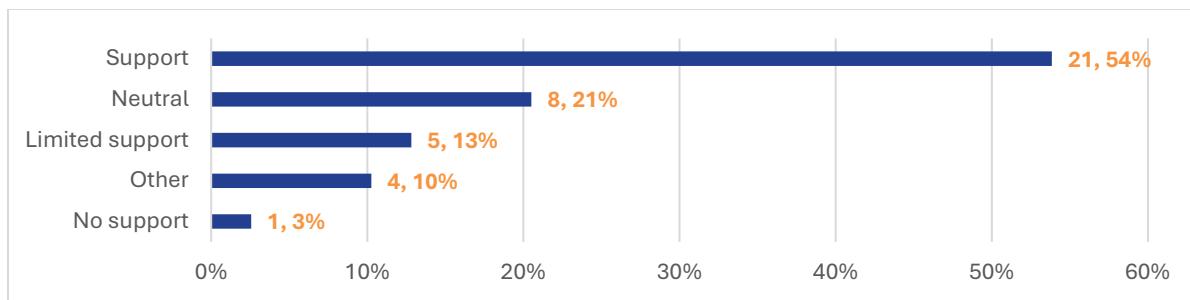
Question 41: Are there any additional comments you would like to provide on the direction of the draft Climate Action & Sustainability policies above?

1. Strengthen wildlife natural area protection through Parks Master Plan, covenants, collaboration with nature conservation groups like HAT, Pen. Streams, etc.
Maximize solar opportunities on top of buildings where tree shade isn't an issue.
2. The town should make a pledge to our community to transition to zero emission complete with timelines. The town need to measure town specific energy consumption and emissions own a yearly basis
3. Please move on this with the urgency that a Climate Emergency warrants. If we act now we will save ourselves a lot of grief in the long run. Start with establishing community solar hubs.
4. Support the establishment of community solar hubs
5. No support unless the town follows the same rules
6. Currently Firesafe principles conflict with Tree Bylaw policy
7. Most of this is lip service that is out of the municipalities control and scope. We don't need make work projects to increase government bloat.
8. I would encourage an even more aggressive target for arriving at net-zero (2040) and then to set targets reduce even more the burning of fossil fuels in our municipality
9. Cut the giant lights at the fire hall
10. Require developers to include spaces for growing food in all development permit applications.
11. Any focus on 2050 is ridiculous. Any decent plan will have goals for every 5 years with some serious penalties for failing to meet them. Replace all Town Parks gas powered equipment by electric in 3 years. Have a firm Town policy of no gas or diesel power

Question 42: Indicate your level of support for the overall direction of the draft Community Wellbeing & Culture objectives summary:

Identify, protect, and celebrate View Royal's history and culture, and continue to enhance the quality of life for all by focusing on health and wellness, and fostering a sense of belonging and a community that is diverse, equitable, accessible and inclusive.

Findings: 54% of respondents support the draft Community Wellbeing & Culture objective summary and 13% of respondents indicated limited support, whereas 3% do not support the draft objective.

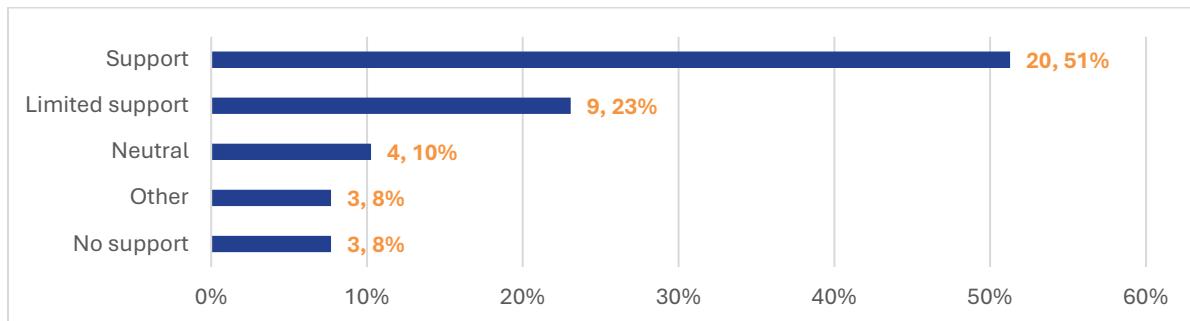


Other (Please Specify):

1. Focusing on health, wellness and climate Celebrate our climate adaptation and mitigation. Foster an awareness that carbon emissions are a costly health hazard
2. focusing on health, wellness and climate Celebrate our climate adaptation and mitigation foster an awareness that carbon emissions are a costly health hazard
3. The goal speaks to "identify, protect and celebrate" existing culture, when it should speak to developing the culture supports and venues needed by a growing city and region. We have very limited cultural spaces. The VR Community Hall can't even accommodate a local talent show or holiday market, for example, much less the needs of a growing city. We need to understand the needs of our town and plan and invest in them.
4. If the text above is the summary than yes, it is supportable.

Question 43: Enhance heritage preservation by establishing a heritage protection program that establishes criteria for identifying sites with heritage significance, restoration, preservation and upkeep of heritage sites, temporary protection of properties with heritage value, and provide guidance for collaborating with the Songhees and Xwespuum First Nations to recognize and celebrate sites with Indigenous heritage.

Findings: 51% of respondents support the draft policy and 23% of respondents indicated limited support, whereas 8% do not support the draft policy.



Other (Please Specify):

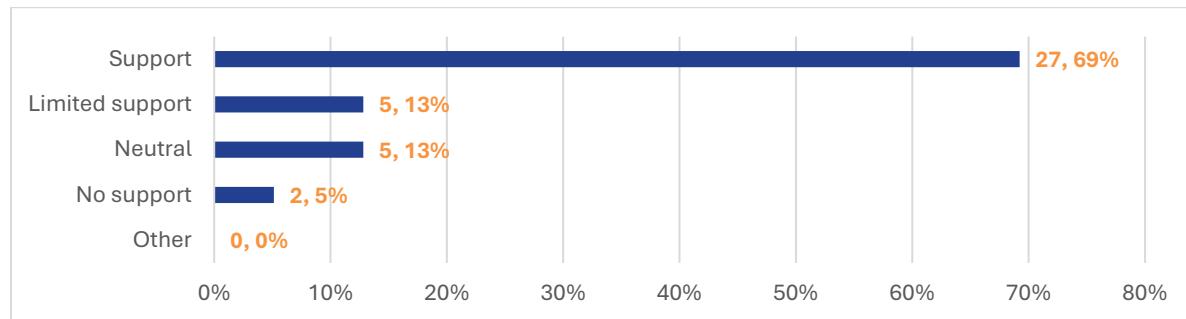
1. Support, with emphasis on protecting our last remaining farm, the Dave Pollock farm on Atkins Road.
2. Support, with emphasis on protecting our last remaining farm, the Dave Pollock farm on Atkins Road.
3. Please protect cultural landmarks like the Six Mile Pub. These spaces define our community and should not be lost to redevelopment.

Question 44: Please leave a brief comment letting us know why you do not support this draft policy.

1. This is a provincial / federal matter. Move on.

Question 45: Pursue opportunities to enhance access to childcare spaces as a public amenity in new development by reviewing the Zoning Bylaw to expand where childcare is a permitted use.

Findings: 69% of respondents support the draft policy and 13% of respondents indicated limited support, whereas 5% do not support the draft policy.

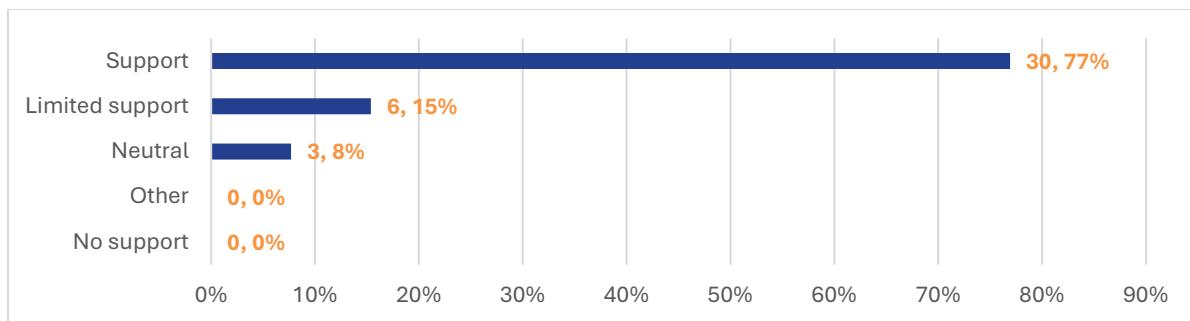


Question 46: Please leave a brief comment letting us know why you do not support this draft policy.

1. We have an OCP. Use it. We also have avenues to deal with exceptions.

Question 47: Identify how the Town can better support an aging population and develop an action plan.

Findings: 77% of respondents support the draft policy and 15% of respondents indicated limited support, no one did not support the draft policy.

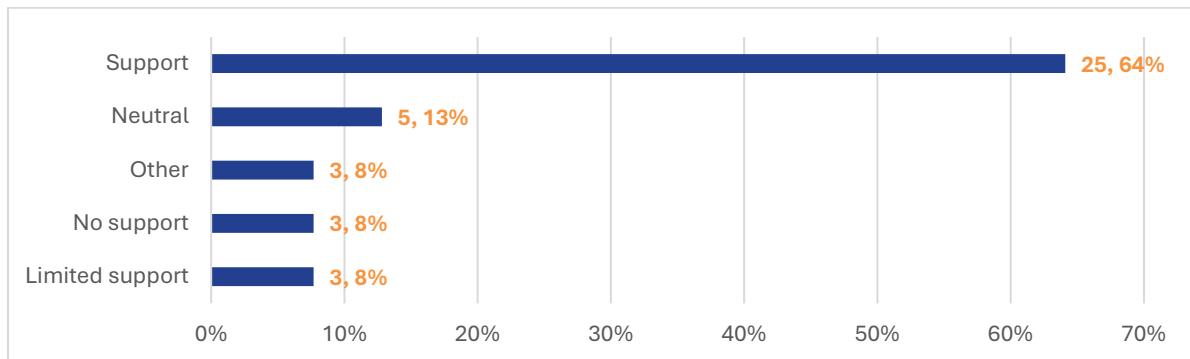


Question 48: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 49: Ensure all members of the community have access to affordable, healthy, and local food and address food security current and future issues in the Town.

Findings: 64% of respondents support the draft policy and 8% of respondents indicated limited support, whereas 8% do not support the draft policy.



Other (Please Specify):

1. Fully agree. We need to identify what is food access (e.g. grocery stores, food banks, food box programs); what is more community building (community gardens), and who needs what based on demographics, housing unit type, income etc.
2. Very complicated issue. Of course this sounds like a great idea but to ensure all members have access to affordable, healthy.... food? How could the town possibly tackle this?
3. This is not a local government responsibility.

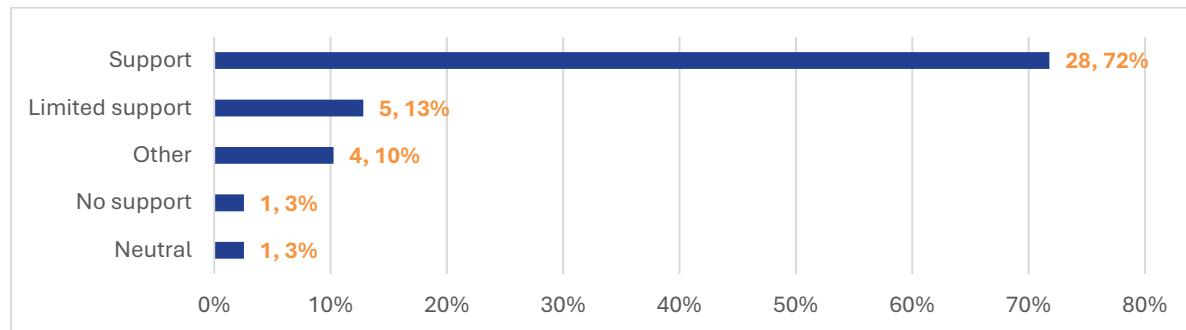
Question 50: Please leave a brief comment letting us know why you do not support this draft policy.

1. We are a municipality, not a grocery store. Focus.

2. You need to be more specific. Does this mean opening soup kitchens in View Royal? For this reason I cannot support this policy.

Question 51: Encourage the development of small-scale, healthy and affordable food retail options such as year-round and seasonal farmers markets, small to mid-size locally owned grocery stores, mobile food vendors, bakeries, and restaurants.

Findings: 72% of respondents support the draft policy and 13% of respondents indicated limited support, whereas 3% do not support the draft policy.



Other (Please Specify):

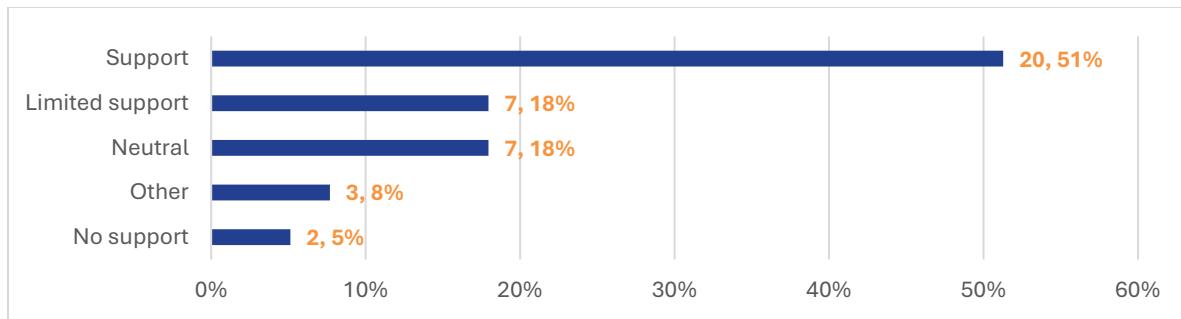
1. Only if there is safe access and ample parking while maintaining safe streets for all Make 1642 Little Rd an educational farm. Provide land for the Young Agrarians - get fresh produce into the community directly from farms and by providing more community gardens.
2. Only if there is safe access and ample parking while maintaining safe streets for all Make 1642 Little Rd an educational farm. Provide land for the Young Agrarians - get fresh produce into the community directly from farms and by providing more community gardens.
3. We need to population and population density to realistically support this, vs. supporting markets like Esquimalt Farmers Market and westshore.
4. Of course, our zoning is still quite limited for out of the box options. Most people don't want to go through the process of bringing items to council.

Question 52: Please leave a brief comment letting us know why you do not support this draft policy.

1. No support for something with no demand. See new condo on Island Hwy.

Question 53: Encourage the hosting of local cultural events and activities, such as annual celebrations, fairs, festivals, outdoor markets, and arts and sports events.

Findings: 51% of respondents support the draft policy and 18% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

1. Our neighbouring communities already put on some great events. Would like to see us support and collaborate with them. Continue to support the South Island Powwow.
2. Our neighbouring communities already put on some great events. Would like to see us support and collaborate with them. Continue to support the South Island Powwow.
3. For sure! WE should look at the park spaces and how to best utilize them. The dog park would work very well as a soccer field, mutiple softball fields, community gardens, playgrounds, on and off leash dog areas. Centennial can also be repurposed. It would be fun to think of some new ideas.

Question 54: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 55: Are there any additional comments you would like to provide on the direction of the draft Community Wellbeing & Culture policies above?

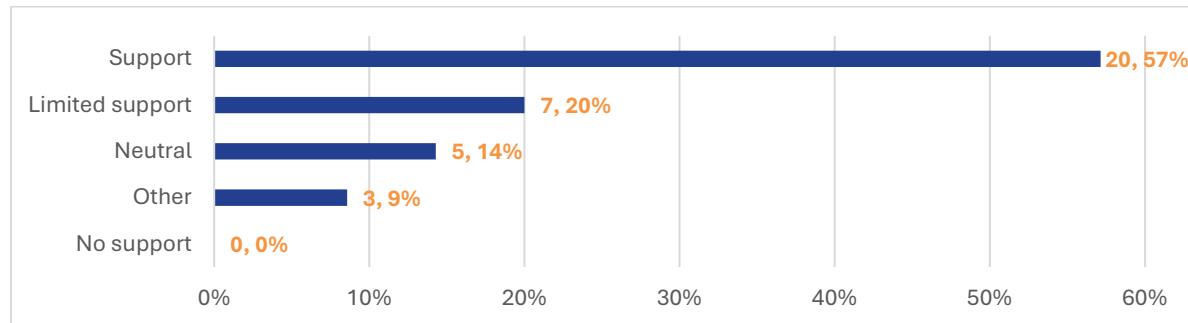
1. Create a museum beyond just paper archives, protect and invest in ALR (Pollock farm, Little Road parkland), support expnasion of hospital facilities, support continued collaboration of Westshore recreation for all areas, support Westshore shelters.
2. Look into creative ways to get more doctors for View Royal residents.
3. Look into creative ways to get more doctors for View Royal residents.
4. View Royal has limited streer and community events compared to other municipalities ie. Holidays, View Royal Day etc
5. A Walk-in clinc, a LifeLabs office and even a doctor program similar to Colwood
6. The Town should invest more in community events that bring residents together. These gatherings strengthen connection, support families, and build a healthier, more engaged community.

7. Focus on municipal responsibilities.
8. Our community will need larger, more modern community spaces in the future that allow for performing and visual arts, education, child care, fitness close to home, and multi-use spaces. Existing facilities (e.g. community hall) are too small and outdated.
9. When considering small to midsized grocery stores, remember the lessons learned from the one that went out of business on Six Mile Road. These stores cannot survive charging 2-4 times the prices of the same products in big grocery stores.
10. Please be more specific with your descriptions of the policies.
11. Encourage households to grow their own food, working with non-profits that can guide that process. Require developers to include food-growing capacity in all development permit applications.

Question 56: Indicate your level of support for the overall direction of the draft Economic Development objectives summary:

Create conditions that encourage investment and economic growth to meet the service needs of residents and position View Royal as a regional destination that supports local employment, new businesses and entrepreneurs by leveraging its central location within the Greater Victoria area.

Findings: 57% of respondents support the draft Economic Development objective summary and 20% of respondents indicated limited support, no one did not support the draft objective.



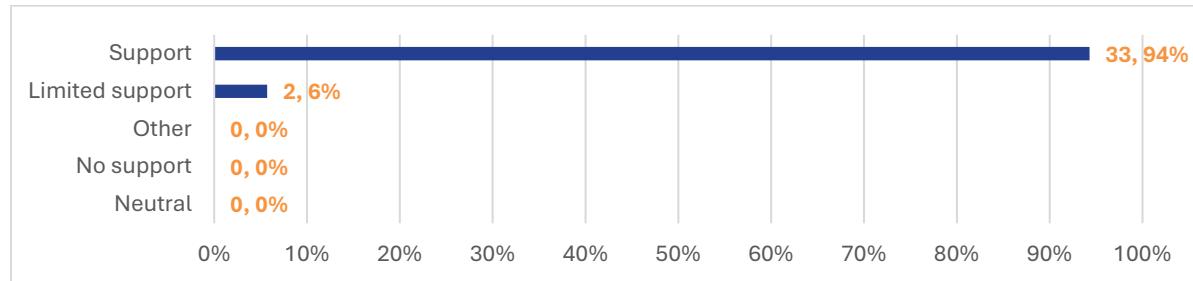
Other (Please Specify):

1. Presumptuous, unsubstantiated, unattainable. We are the pinchpoint, not the centre. That is Uptown. We must improve conditions for investment and growth for new businesses... lets try to do that.
2. No support: we don't need to be a regional destination, our central location is a geographical pinch point in the rapidly densifying CRD. The last VR public satisfaction survey identified traffic as our biggest concern.

3. No support: we don't need to be a regional destination, our central location is a geographical pinch point in the rapidly densifying CRD. The last VR public satisfaction survey identified traffic as our biggest concern.

Question 57: Explore opportunities to expand the health services industry, such as developing medical offices and related services near Victoria General Hospital.

Findings: 94% of respondents support the draft policy and 6% of respondents indicated limited support.

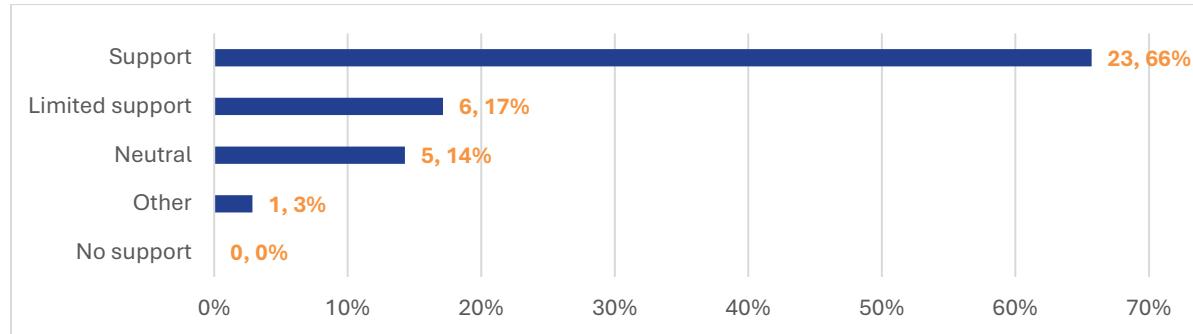


Question 58: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 59: Establish a plan on how the Town can identify opportunities for economic innovation, attract and retain new business, and stimulate investment in the future.

Findings: 66% of respondents support the draft policy and 17% of respondents indicated limited support, no one does not support the policy.



Other (Please Specify):

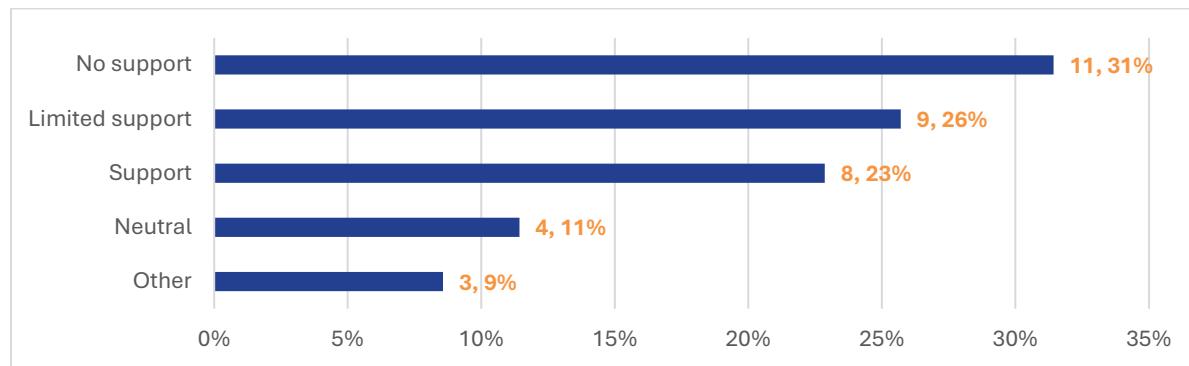
1. We have limited commercial areas. Keep the zoning and/or OCP designations flexible and we will see more ideas come forward.

Question 60: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 61: Provide incentives and tools to support hotel development in View Royal.

Findings: 23% of respondents support the draft policy and 26% of respondents indicated limited support, whereas 31% do not support the draft policy.



Other (Please Specify):

1. Spend our money on natural assets and green infrastructure, let the market decide where to best position hotels
2. Spend our money on natural assets and green infrastructure, let the market decide where to best position hotels
3. Review the short term rental policy first. This can help overnight. A hotel will take years and there is currently not enough options for families visiting, hospital, tourists. Short term is not a swear word. There are a lot of people who refuse to rent out their spaces long term due to the risks of the tenancy act. View Royal was a leader for secondary suites, now let's look at adopting the provincial policy.

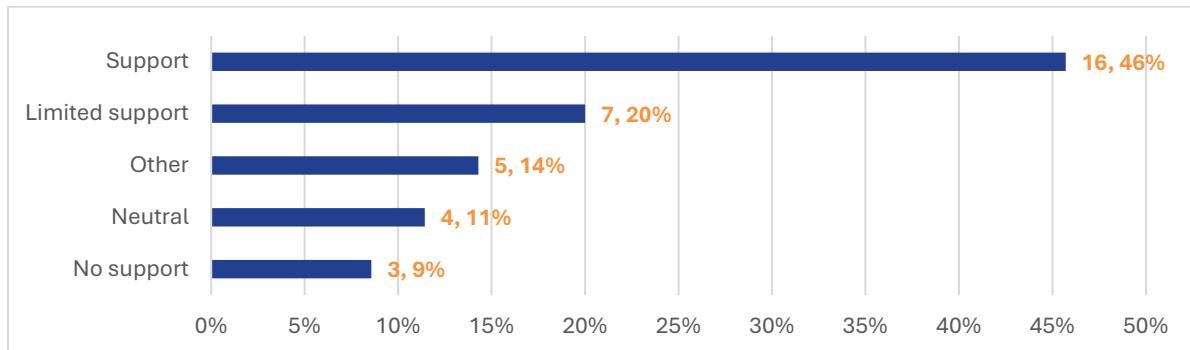
Question 62: Please leave a brief comment letting us know why you do not support this draft policy.

1. It will only create more traffic
2. Leave private enterprise alone. We have an OCP.
3. Hotels? You have many people wanting to provide short term rentals for a variety of reasons and you won't support that but you want a hotel? Shameful
4. Do not see enough value in having hotel(s) in VR to justify subsidies. Hotel industry needs to be able to survive on its own w/ out incentives.
5. Keep tourists in downtown. Keep view royal for those who live here.

6. NO hotel guests likely and hoteliers know this. Recall the setup for a hotel near Thetis Lake

Question 63: Concentrate growth in areas where mixed-use development will be encouraged, such as Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Centres, Villages, and along other transit corridors to support local businesses and economic stability.

Findings: 46% of respondents support the draft policy and 20% of respondents indicated limited support, whereas 9% do not support the draft policy.



Other (Please Specify):

1. This means every part of View Royal except north of Thetis Lake. No. An excuse to support high density with buildings 6 or more stories, and FSR 2.5 and more. List those transit corridors... Helmcken, Island Highway... E&N corridor?
2. Only if density is limited to the minimums required by Housing Bills 44, 46, and 47, and the required housing targets.
3. Only if density is limited to the minimums required by Housing Bills 44, 46, and 47, and the required housing targets.
4. That's about the only areas we will see growth so yes.
5. Again, I need clarification regarding N. Centres.

Question 64: Please leave a brief comment letting us know why you do not support this draft policy.

1. This is duplicating the OCP. Stop looking for ways to further bloat government.
2. Look around - do you not see the issue ? The traffic is horrendous

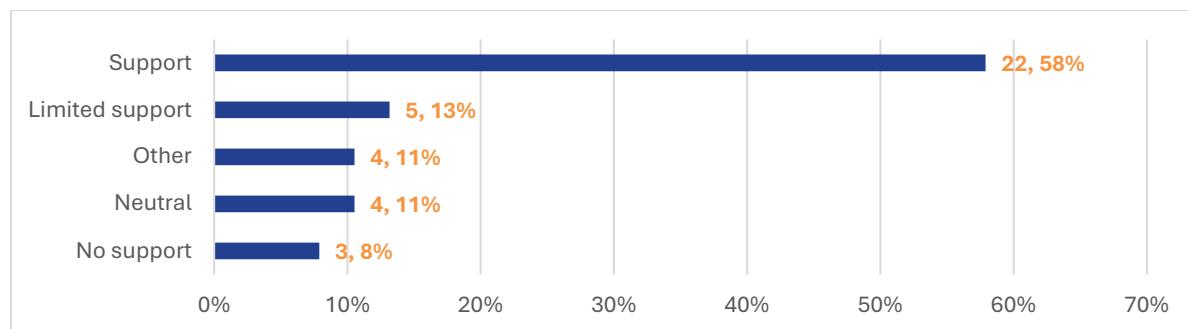
Question 65: Are there any additional comments you would like to provide on the direction of the draft Economic Development policies above?

1. Tourism Policy... FAR more than a hotel or two! It is investing in promotion, wayfinding, historic preservation, sports, easy transportation, recreation (parks, waterways), and where one feels safe.
2. Market housing has not been affordable for a very long time. Focus on below market housing, supportive housing and co-ops so working people can afford to live here.
3. Market housing has not been affordable for a very long time. Focus on below market housing, supportive housing and co-ops so working people can afford to live here.
4. Shared planning for access, integrated land use to supporting future vision for Esquimalt Nation lands. Work with Westshore on a master plan for densifying Juan de Fuca Rec lands as part of Gateway. Protect, intensify and expand light industrial lands.
5. Tight control on any new development with respect to climate sustainability
6. Growth can occur on the waterfront, and not be limited to the areas noted. The waterfront is our greatest attraction, hotels and restaurants should be added.
7. You need to focus on transportation meaning the roads and parking

Question 66: Indicate your level of support for the overall direction of the draft Housing objectives summary:

Provide a diverse range of housing types, including rental and home-ownership opportunities, that are attainable and affordable to meet the needs of current and future View Royal residents, including families, seniors, people with diverse abilities and low-income households.

Findings: 58% of respondents support the draft objective summary and 13% of respondents indicated limited support, whereas 8% do not support the draft objective.



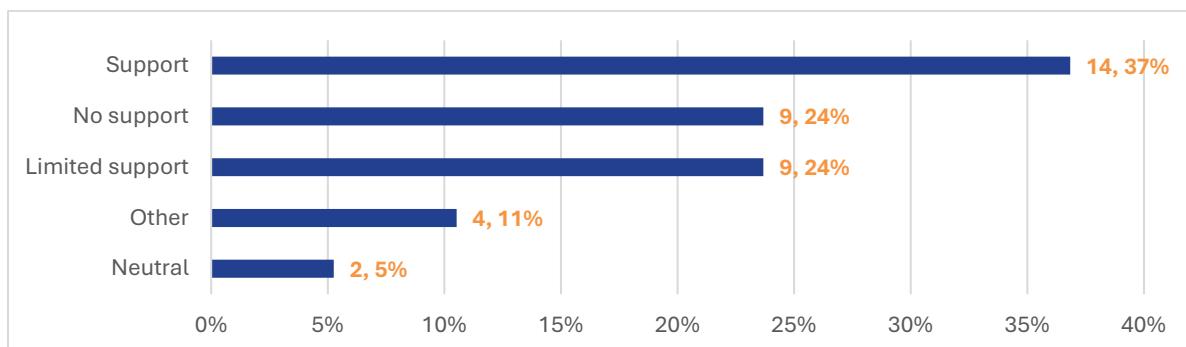
Other (Please Specify):

1. How do you get all this in a town that actually has little developable area, and still keep it's community identify, and safe streets?

2. For structures that can't be repurposed and must be removed, the hierarchy of disposal methods should be: relocation, then deconstruction/recycling, with demolition reserved only as the final measure.
3. For structures that can't be repurposed and must be removed, the hierarchy of disposal methods should be: relocation, then deconstruction/recycling, with demolition reserved only as the final measure.
4. Do not pretend that any kind of market housing will be affordable.

Question 67: Facilitate an increase in housing supply by expediting development approvals and permits by delegating certain authority from Council to staff, such as issuing development permits and minor variances, as under the Local Government Act.

Findings: 37% of respondents support the draft policy and 24% of respondents indicated limited support, whereas 24% do not support the draft policy.



Other (Please Specify):

1. This is exactly the kind of business that should be dealt with by council. we recently added two councillors to help with work load
2. This is exactly the kind of business that should be dealt with by council. we recently added two councillors to help with work load
3. Absolutely, if you don't trust the professionals that are hired, I'm not sure what they are there for.
4. With the apartment that sold to the Navy- lets not rush and over build if the demand isn't there.

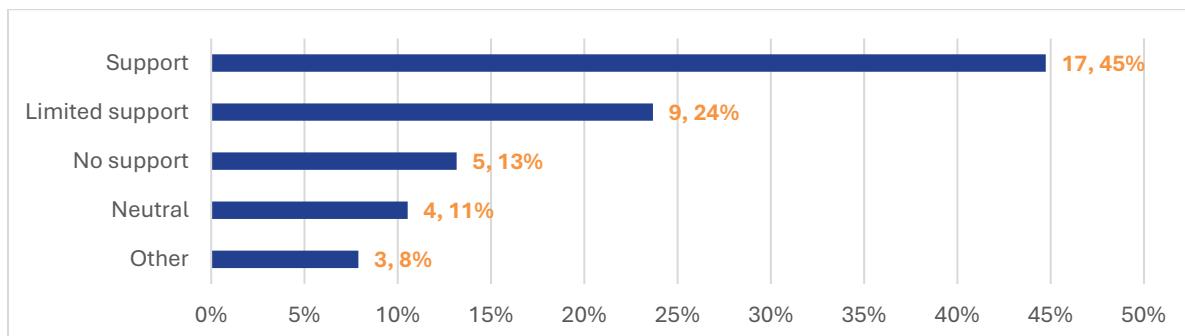
Question 68: Please leave a brief comment letting us know why you do not support this draft policy.

1. More specific information is needed before I offer support for this.

2. Dont trust staff or Province. OCP already cast in stone, with no PHs. Bill 44/47. NO. Enough. DPs and variances must remain to those who are voted to represent residents and businesses. Staff do not thoroughly investigate adverse impacts.
3. Council is best positioned to provide oversight and accountability as most staff don't actually live in View Royal.
4. Follow the OCP. Deal with applications for changes as they come up. That is why we elected a council.
5. Permit issuance should be a transparent process vetted by Council
6. Don't trust town's staff! They have mid-led the community way too many times and are continuing to do so.
7. Are you talking allowing people to make decisions about how they rent and who they rent to up to them ? Like following the bc government policy ?
8. Staff do not well represent the mood of residents of View Royal

Question 69: Identify sites with a high likelihood of redevelopment for potential pre-zoning for multi-unit residential in the next Zoning Bylaw update.

Findings: 45% of respondents support the draft policy and 24% of respondents indicated limited support, whereas 13% do not support the draft policy.



Other (Please Specify):

1. No support for pre-zoning, unless for permanently affordable housing
2. No support for pre-zoning, unless for permanently affordable housing
3. It's tough to prescribe, likely the zoning would still need to be amended. The OCP designations should be fine. We still want council to have a look over significant projects.

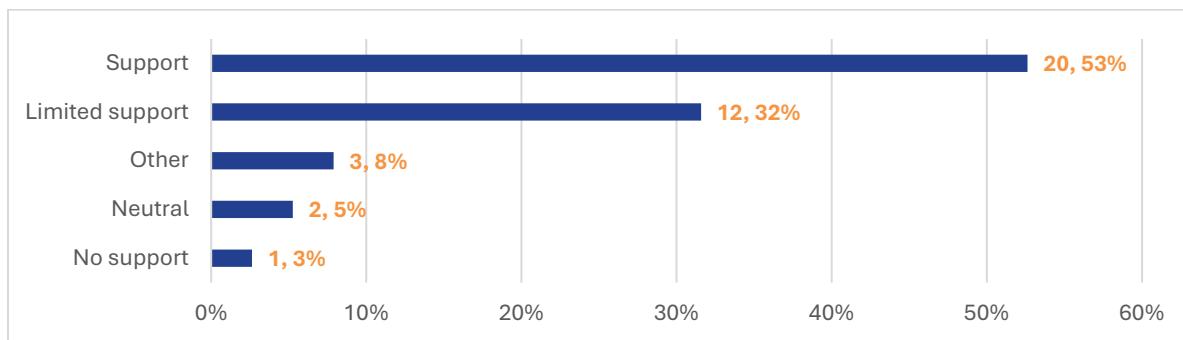
Question 70: Please leave a brief comment letting us know why you do not support this draft policy.

1. Bill 44 and 47 is enough pre-zoning for increased housing! Enough! Pre-zoning for hotels is one thing, but anything else is "beware what you wish for". Don't. Stop.

2. Our roads are already gridlocked. The Town needs to fix current traffic problems before adding more development that will worsen congestion and make daily travel even harder for residents.
3. We have an OCP and an already poorly planned, ineffective infrastructure.
4. Are you joking ?

Question 71: Prioritize the retention, renewal, and development of existing and new purpose-built rental housing.

Findings: 53% of respondents support the draft policy and 32% of respondents indicated limited support, whereas 3% do not support the draft policy.



Other (Please Specify):

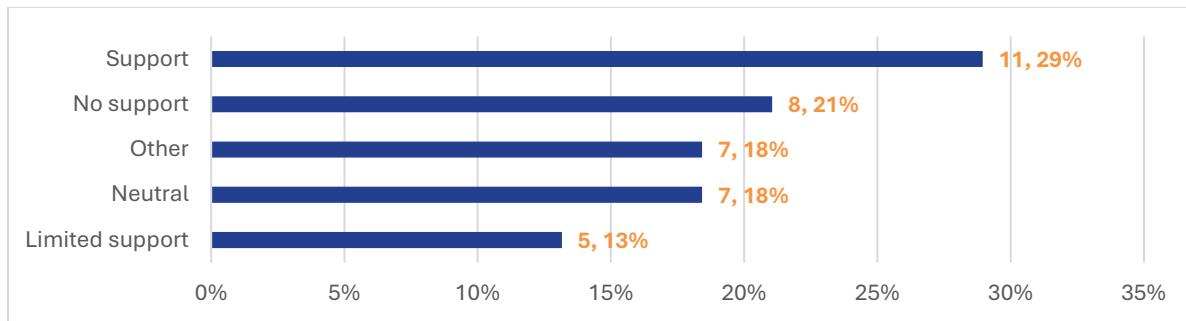
1. Only if providing number of units that are affordable rental
2. Strongly oppose this wording. It seems to be focused on "accommodate new rental homes by demolishing and replacing existing rentals so that single-family home owners don't have to see change near them." We need to add space for more rental and homeownership housing.
3. Market driven, I didn't think the bylaws differentiated between rental or ownership.

Question 72: Please leave a brief comment letting us know why you do not support this draft policy.

1. Seriously how much more are you going to build ?

Question 73: Exempt residential development where four units or less are proposed from form and character development permit areas to incentivize the construction of ground-oriented housing forms.

Findings: 29% of respondents support the draft policy and 13% of respondents indicated limited support, whereas 21% of respondents do not support the draft policy.



Other (Please Specify):

1. No support: Permeable land and tree canopy must be maintained as we densify to mitigate the life-threatening UHI urban heat island effect
2. No support: Permeable land and tree canopy must be maintained as we densify to mitigate the life-threatening UHI urban heat island effect
3. Don't clearly understand what this means.
4. I dont understand this
5. Oppose. While well-intentioned, good design guidelines are possible. See for example City of Victoria. I understand the desire to exempt 4plexes from guidelines because there have in past been "poison pills" put into zoning and guidelines. But I think good design can be incorporated into viable 4-6 plexes. Rather than no guidelines, have reasonable guidelines that are delegated to staff.
6. This is not the reason why the uptake has been slow. The current max square footage has created a very restrictive policy.
7. Need clarification.

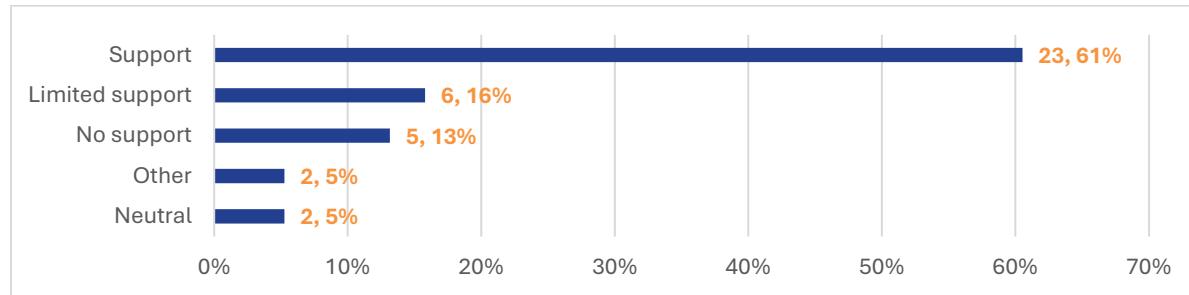
Question 74: Please leave a brief comment letting us know why you do not support this draft policy.

1. why can't residential developments where four units or less are proposed adhere to form? (to fit into a neighbourhood)
2. No, form and character permit areas are important to maintain. Developers get their 4 units, let the community keep its character!
3. I don't understand the direction of this statement. I would need an example of what you are referring to.
4. Small scale developments should continue to comply with form and character requirements
5. Follow the existing OCP and bylaws.
6. No building none zero until you fix the problem

7. All developments should conform to neighbourhood form and character.

Question 75: Support family-oriented housing by establishing minimum requirements for the number of two and three-bedroom units in new multi-unit residential developments of four storeys or greater, with the exception of seniors housing, supportive housing, and affordable rental housing projects.

Findings: 61% of respondents support the draft policy and 16% of respondents indicated limited support, whereas 13% do not support the draft policy.



Other (Please Specify):

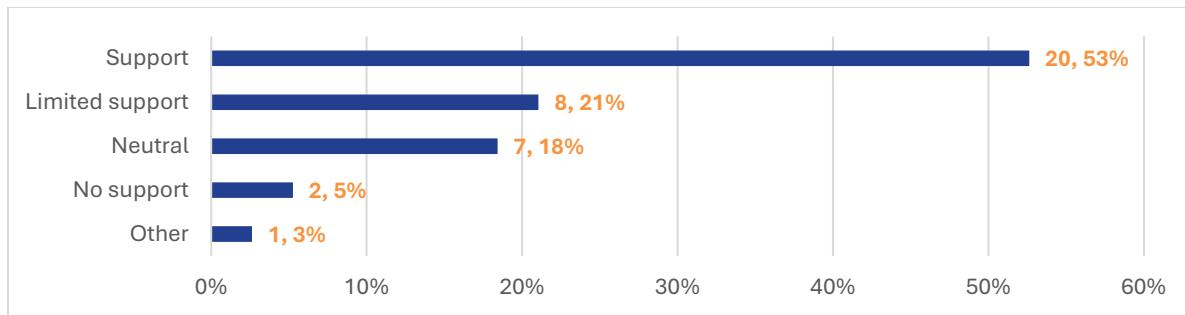
1. The cost of a three bedroom in a mixed use will typically be higher than what a family would be able to afford. Unless you incentivize developers with increased FSR, height or parking relaxations, they will struggle to want to build many. As for 2 bedrooms, there are typically a decent amount of these being built. With the absence of investors, 1 bedrooms are now not favourable unless in a purpose built rental scenario.
2. As long as affordable follows what I said above, I support.

Question 76: Please leave a brief comment letting us know why you do not support this draft policy.

1. This appears to be a precedent setting statement aimed at building highrises that might not be appropriate to the area.
2. We need to follow the OCP, current infrastructure does not support this .

Question 77: Explore the feasibility of requiring 10% of units in all new multi-unit housing developments of four or more storeys be dedicated as accessible or adaptable units.

Findings: 53% of respondents support the draft policy and 21% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

1. Is this necessary given recent BC Building Code updates?

Question 78: Please leave a brief comment letting us know why you do not support this draft policy.

1. We have an OCP and bylaws for a reason

Question 79: Are there any additional comments you would like to provide on the direction of the draft Housing policies above?

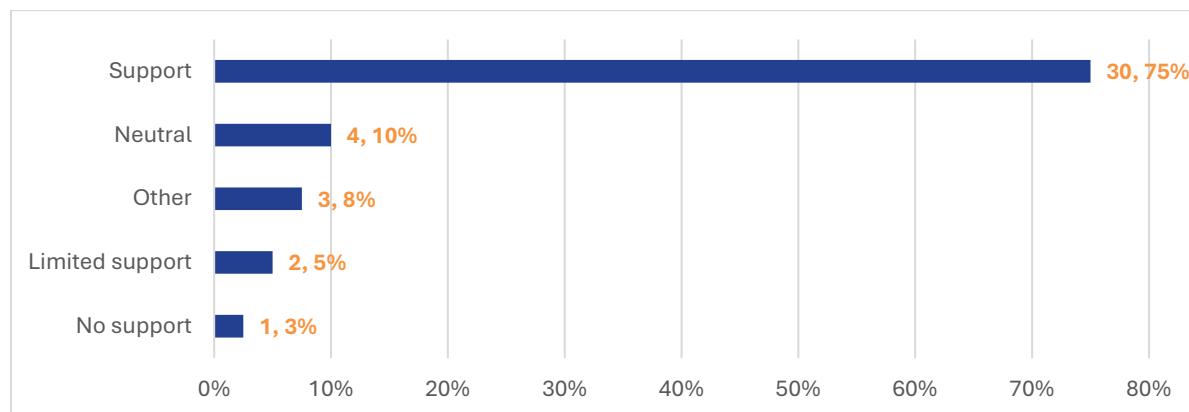
1. Affordable rental housing projects also need two and three bedroom units.
2. Maintain View Royal's SSMUH small scale average 1000 square foot (93m2) floor space limits, to keep prices more affordable and to preserve tree canopy, and permeable land. RESTORE community advisory committees: housing, transportation, parks etc
3. Maintain View Royal's SSMUH small scale average 1000 square foot (93m2) floor space limits, to keep prices more affordable and to preserve tree canopy, and permeable land Bring back municipal advisory committees
4. Maintain View Royal's SSMUH small scale average 1000 square foot (93m2) floor space limits, to keep prices more affordable and to preserve tree canopy, and permeable land Bring back municipal advisory committees
5. Affordable housing is important. Dividing a lot to allow multiplex and still charging a \$1M isn't what is affordable. Also look into non-stratified units such as freehold units. Much more appealing as strata fees add costs to home ownership.
6. Develop housing committee issues and oversee agencies, programs, and activities within their jurisdictions
7. We should be adding space for all types of needed housing (rental, condo, missing middle) in all areas served by transit and existing/future services. Avoid "poison pills" like limiting height to 4 storeys if it prevents development of rentals.
8. Support develop low income seniors housing on public property with rent at 30% of income such as is done in Edmonton Alberta.

9. Why don't you start by fixing what you have before you build more . A grocery store within walking distance that is accessible and has parking wield be good
10. Look at innovative housing models that are neighbourhood oriented to support seniors (in Denmark the young families are subsidized to help the seniors in their neighbourhood; child care can be a mutually beneficial option as well).
11. How do you plan to increase park area and transportation to accomodate increased density. No more density until you avoid jamming our parks and transportation modalities full of people.

Question 80: Indicate your level of support for the overall direction of the draft Parks, Trails, & Recreation objectives summary:

Continue to maintain and invest in park improvements and recreation amenities within the financial capacity and levels of service of the Town, and where possible, acquire new parkland to support community health and well-being, preserve ecological integrity, and strengthen climate adaptation and resiliency.

Findings: 75% of respondents support the draft Parks, Trails, & Recreation objective summary and 5% of respondents indicated limited support, whereas 3% do not support the draft policy.

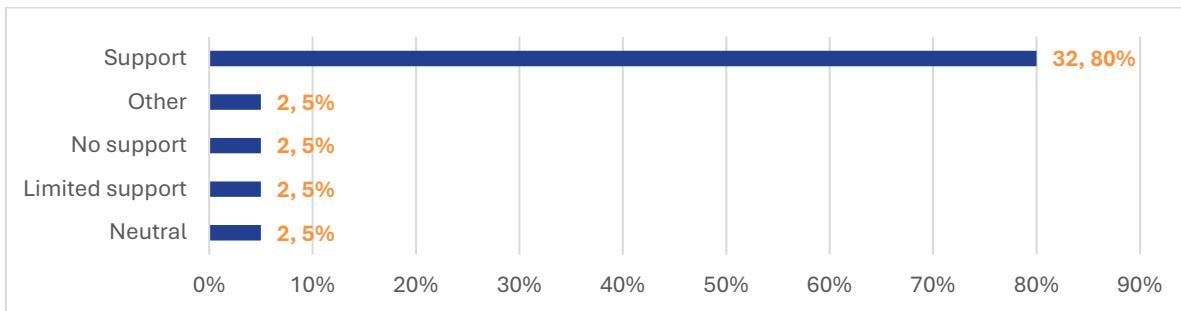


Other (Please Specify):

1. Parks / recreation Status Quo NOT good enough for the coming densities. The town is promoting 6+ storey buildings with 2.5+ FSR throughout, and WITHOUT a Parks Master Plan review. Not good planning. We must acquire new parkland to support this, strengthen climate adaption, protect sensitive ecosystems and 40% of tree canopy. We must INCREASE park DCCs / ACCs for this and costly recreational amenties required in the Westshore.
2. Support, with the added proviso that park area per capita is to be maintained in any development
3. Support, with the added proviso that park area per capita is to be maintained in any development

Question 81: Prioritize parkland acquisition and improvement in neighbourhoods where supply is deficient. Special attention should be given to areas with high concentrations of underserved demographic groups, children, youth, and other groups with unique recreation and access needs.

Findings: 80% of respondents support the draft policy and 5% indicated limited support, whereas 5% do not support the policy.



Other (Please Specify):

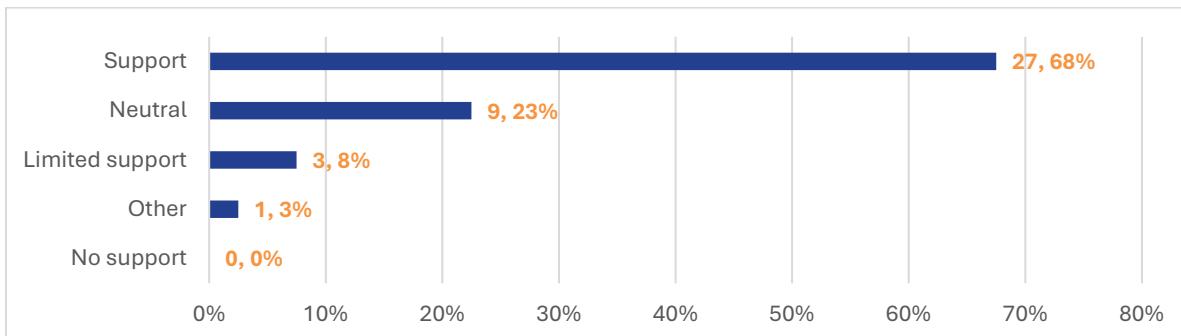
1. Agree BUT also park acquisitions to protect sensitive ecosystems and wildlife corridors / habitats
2. Strongly support, but we also should prioritize expansion of waterfront parklands, and creekside trails, that all residents can enjoy, and increase access to the waterfront. Think of spaces like Saxe Point Park, perhaps with adjacent concessions.

Question 82: Please leave a brief comment letting us know why you do not support this draft policy.

1. We don't need to purchase more parkland.

Question 83: Support non-motorized water transportation by improving access and facilities for canoes, kayaks, and small boats in Esquimalt Harbour and Portage Inlet.

Findings: 68% of respondents support the draft policy and 8% indicated limited support, no one did not support the draft policy.



Other (Please Specify):

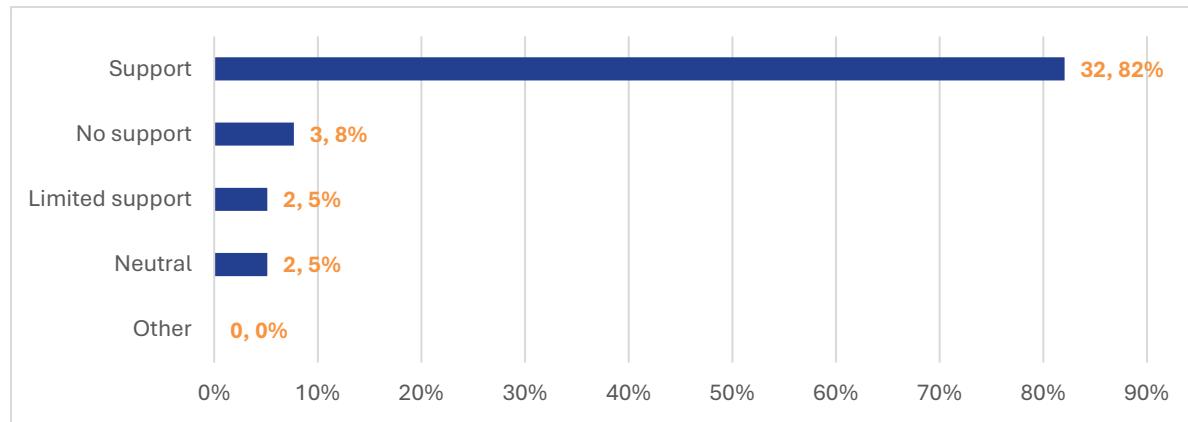
1. Let's open up some of that waterfront! It's time to review the Harbour precinct as only a few get to enjoy or access the waterfront. Portage has the new launch by Shoreline, not sure where else would work but more access is always a plus.

Question 84: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 85: In reviewing development proposals for waterfront sites, encourage new public water and shoreline access, parks, and boat launches.

Findings: 82% of respondents support the draft policy and 5% of respondents indicated limited support, whereas 8% do not support the draft policy.

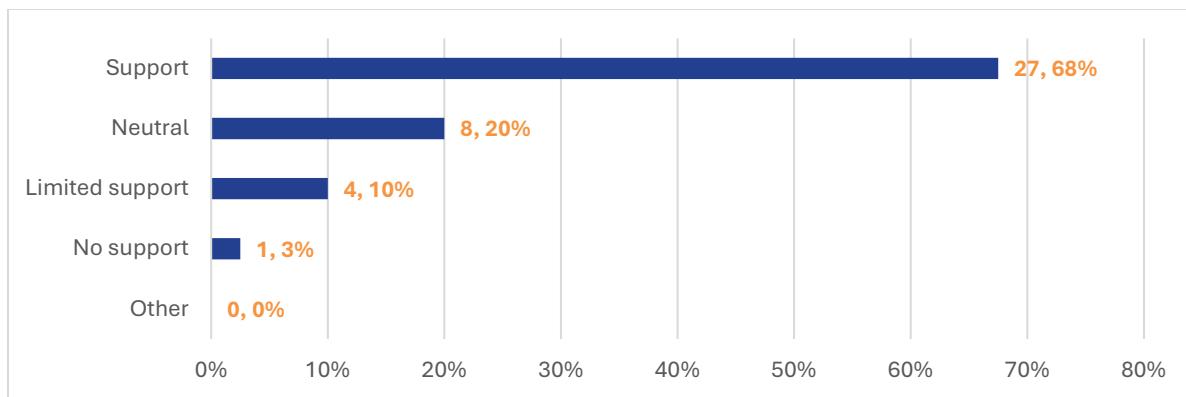


Question 86: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 87: Ensure parks and recreation facilities provide sufficient access to shade and weather-protection for visitors.

Findings: 68% of respondents support the draft policy and 10% of respondents indicated limited support, whereas 3% do not support the draft policy.

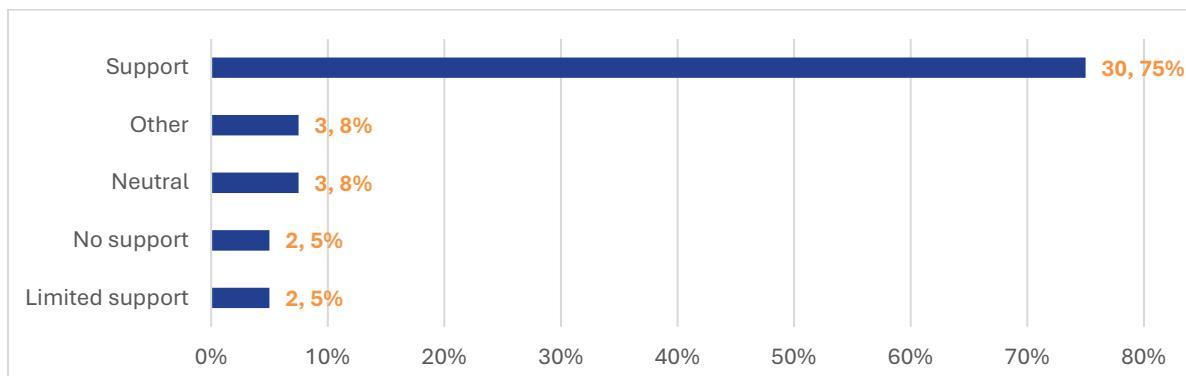


Question 88: Please leave a brief comment letting us know why you do not support this draft policy.

1. Until the Town can reign in the homeless, this is a bad idea.

Question 89: Maintain and enhance the tree canopy in local parks to help regulate temperature, management stormwater, and support overall environmental health.

Findings: 75% of respondents support the draft policy and 5% of respondents indicated limited support, whereas 5% do not support the policy.



Other (Please Specify):

1. Support, but a boulevard tree planting program is also needed for human comfort and to help regulate temperatures, manage stormwater, and support overall environmental health.
2. Support, but a boulevard tree planting program is also needed for human comfort and to help regulate temperatures, manage stormwater, and support overall environmental health.
3. Yes but let's make sure the trees are not high maintenance and can survive well in our climate

Question 90: Please leave a brief comment letting us know why you do not support this draft policy.

1. I support this, but come on, is this not already policy?

Question 91: Are there any additional comments you would like to provide on the direction of the draft Parks, Trails, & Recreation policies above?

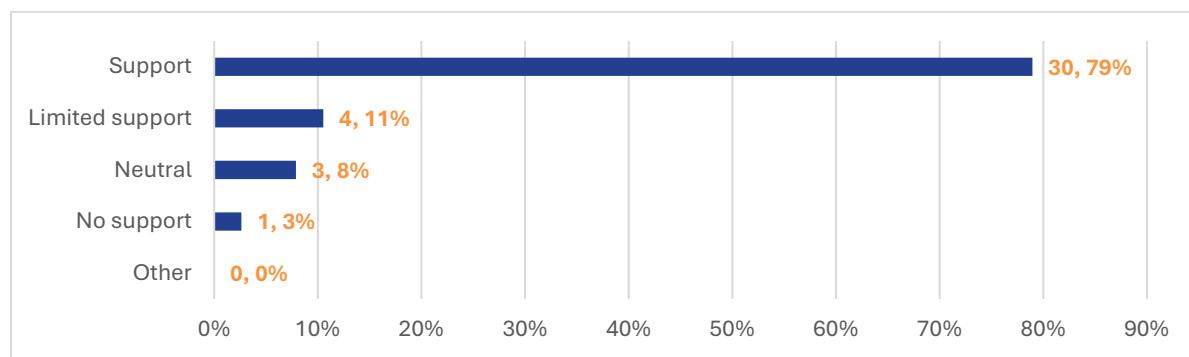
1. Enhance and invest in more town's trails that includes better accessibility and safety from traffic, & night lighting, add more drinking fountains and toilets, build more dog offleash areas, more community gardens, and protects wildlife (birds, fish).)
2. Like the strong focus on shade and tree canopy. Hope there is a plan to address drought and that our trees are properly watered on a regular basis.
3. Like the strong focus on shade and tree canopy. Hope there is a plan to address drought and that our trees are properly watered on a regular basis.
4. Bylaw needs to enforce no camping in parks. Need to get rid of homeless and drug users from children's playgrounds.
5. The Green Team does a fantastic job of removing invasive growth. Work should be expanded to other municipal properties
6. Ensure universal design and accessibility access to parks
7. We have excellent parks, maintain them. We don't need to spend money we don't have on more parkland.
8. Let's prioritize adding space for public enjoyment, and ecology of our wonderful waterfront, and enhancing access for all residents. Imagine another waterfront space like Saxe Point park, a year-round cafe and boat rental with a view. Also creekside trail
9. provide sufficient access to washrooms and water fountains in parks and park access points. consider a public dock access in esquimalt harbour
10. Keep green spaces green by avoiding paving for recreation activities
11. christie Point should be developed as a natural park when the apartments are no longer viable.
12. The town could make money by having kayak storage similar to downtown.
13. Really important to enhance the tree canopy - for all the right health and environmental reasons.
14. We can't enhance tree canopy by planting trees. We can enhance canopy by retaining all sizable trees despite the whines of developers. Canopy is essential for dealing with global overheating and new trees take far too long to mature to be of

much use.

Question 92: Indicate your level of support for the overall direction of the draft Natural Environment objectives summary:

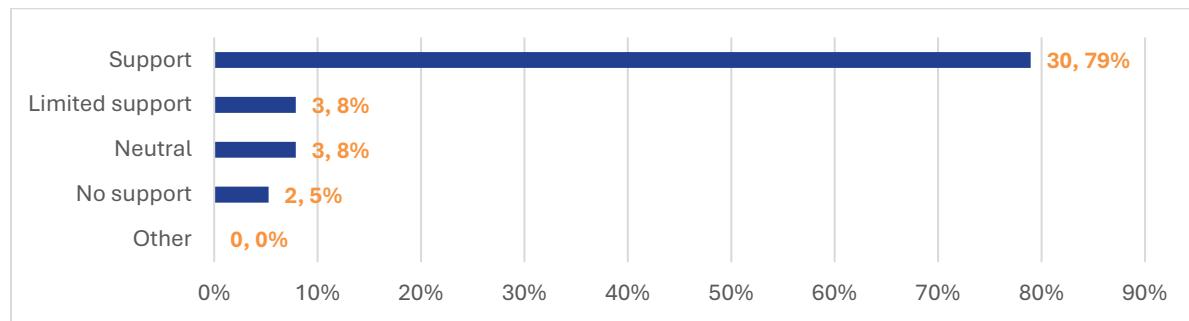
Safeguard the Town's directive natural beauty by limiting the effects of development and human activities on sensitive ecological areas, balancing ecological conservation and community growth, and mitigating public safety risks associated with natural hazards such as flooding, tsunamis, landslides, wildfires, and earthquakes.

Findings: 79% of respondents support the draft Natural Environment objective summary and 11% of respondents indicated limited support, whereas 3% do not support the draft objective.



Question 93: Protect and conserve the long-term health and sustainability of important terrestrial, aquatic, and riparian ecosystems, species of concern, and environmentally sensitive areas through development permit area designations, negotiations at the time of rezoning or subdivision, tax exemptions, protective covenants, etc.

Findings: 79% of respondents support the draft policy and 8% of respondents indicated limited support, whereas 5% do not support the draft policy.

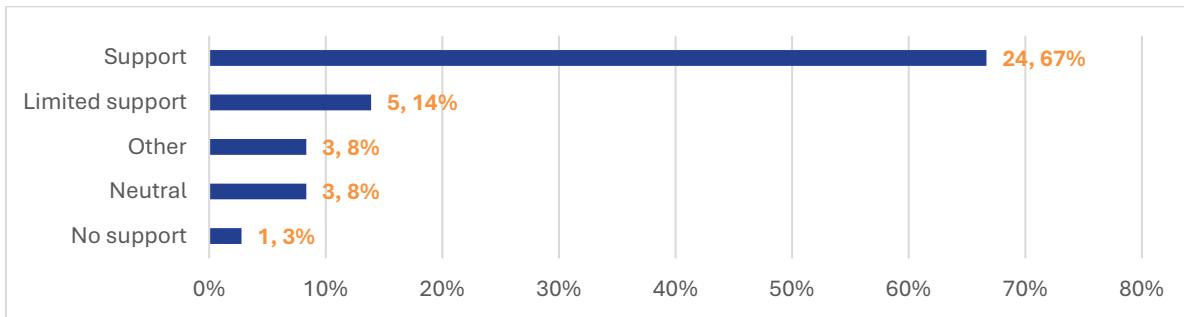


Question 94: Please leave a brief comment letting us know why you do not support this draft policy.

1. I support this, but come on this is already municipal policy, isn't it?

Question 95: Create a Natural Asset Management Plan to inventory, value and manage ecosystems like wetlands, waterbodies and forests that provide ecosystem services, such as mitigate flood risk and regulate climate change.

Findings: 67% of respondents support the draft policy and 14% of respondents indicated limited support, whereas 3% do not support the draft policy.



Other (Please Specify):

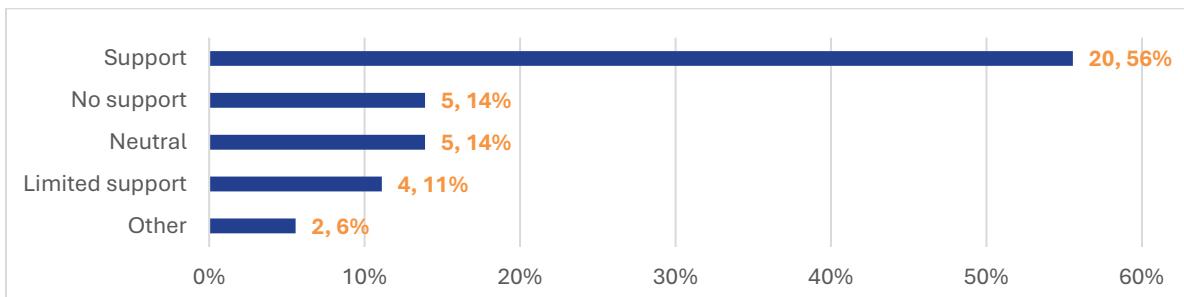
1. Support, and needs to be done ASAP
2. Support, and needs to be done ASAP
3. I read that sentence three times and still am not sure what it's saying

Question 96: Please leave a brief comment letting us know why you do not support this draft policy.

1. We don't already have this?

Question 97: Explore opportunities to limit pet access and activities that have detrimental impacts on sensitive ecosystems.

Findings: 56% of respondents support the draft policy and 11% of respondents indicated limited support, whereas 14% do not support the draft policy.



Other (Please Specify):

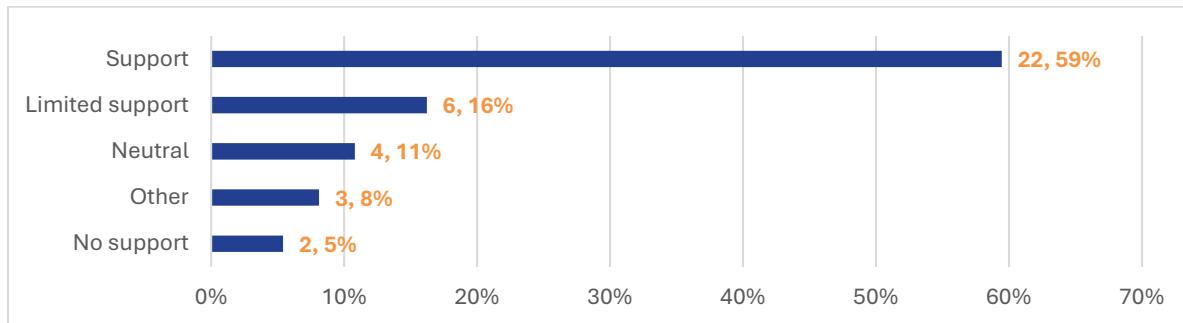
1. Animals are going to animal. I think most taking pets out for a walk have some degree of respect. Especially people who have pets with human names, like Dave.
2. Limit or licence the free roaming cats that kill small bids and animals.

Question 98: Please leave a brief comment letting us know why you do not support this draft policy.

1. Already covered in our bylaws.

Question 99: Consider opportunities to reduce or ban the use of pesticides, herbicides, and other toxins like microplastics in View Royal.

Findings: 59% of respondents support the draft policy and 16% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

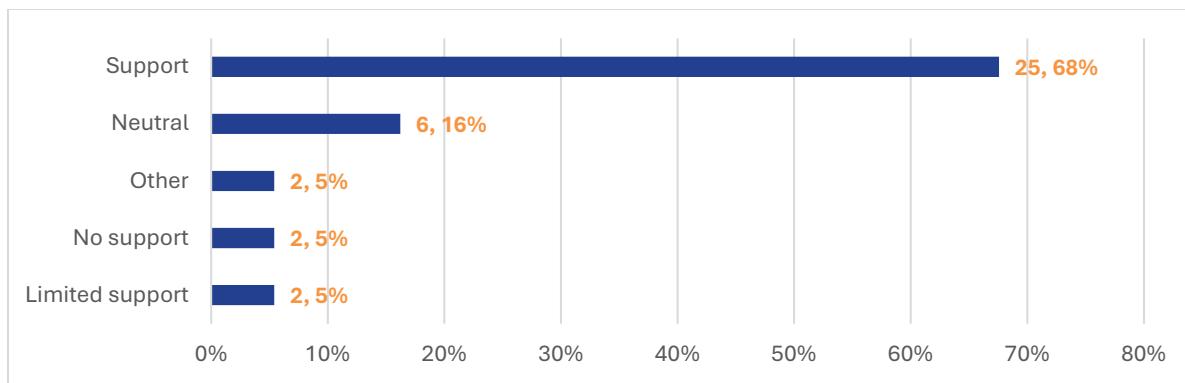
1. Don't consider, do it.
2. Ban these items, we are poisoning our environment and our bodies.
3. Ban these items, we are poisoning our environment and our bodies.

Question 100: Please leave a brief comment letting us know why you do not support this draft policy.

1. Federal Provincial responsibility.
2. We can educate but let's settle down with banning things. Who volunteers to take away all the cosmetics being used daily?

Question 101: Map and identify View Royal's 200-year floodplain areas, understand the risks to public safety of flooding and determine how to address these risks through imposing new regulations in floodplain areas.

Findings: 68% of respondents support the draft policy and 5% of respondents indicated limited support, whereas 5% do not support the draft policy.



Other (Please Specify):

1. Support and include the three Thetis earthen dams in planning. Residents need an early warning system.
2. Support and include the three Thetis earthen dams in planning. Residents need an early warning system.

Question 102: Please leave a brief comment letting us know why you do not support this draft policy.

1. This is a provincial responsibility. Check with them if you need the info.

Question 103: Are there any additional comments you would like to provide on the direction of the draft Natural Environment policies above?

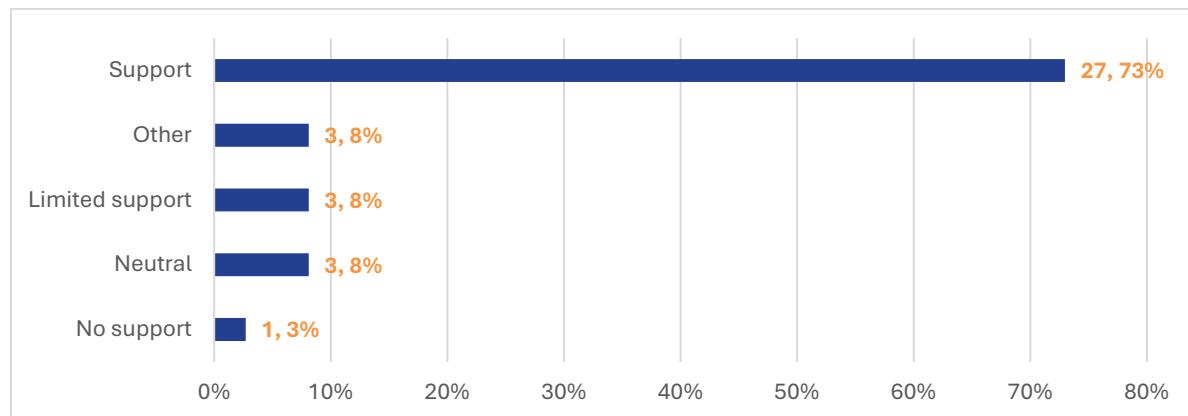
1. Revise policies to address sea level rise / storm surges / atmospheric rivers / tsunamis. As well as mitigate risk / liability of old earthen dams from Thetis Lake area.
2. Would love to see the Town apply for funding grants and move on a Natural Asset Management Plan
3. Would love to see the Town apply for funding grants and move on a Natural Asset Management Plan
4. Stick to municipal responsibilities and stop duplication.
5. Balance ecological protection and enhancement with land use needs, and recreational access
6. Six Mile Road used to have large drainage ditches on both sides to mitigate possible Thetis Lake flooding. These were filled in with new developments along Six Mile and this should be reviewed to determine flooding risk.
7. Consider ensuing that any community lead organization such as the community gardens are run by people who have had criminal record checks and are supported by city staff. Put a limit on speed of bikes on trails , size of groups of bikes

8. Work with the Urban Food Resilience Initiatives Society to set up seismic-response natural-food storage units around the region.
9. A Natural Assets Inventory is absolutely essential before any more development. The banks of Millstream are essential and should be purchased as parkland.

Question 104: Indicate your level of support for the overall direction of the draft Infrastructure objectives summary:

Ensure a balance between preserving and protecting the natural environment and supporting future growth through fiscal responsibility, long-term planning, and coordinated infrastructure investment, renewals, and upgrades to maintain a high level of service delivery for residents.

Findings: 73% of respondents support the draft Infrastructure objective summary and 8% of respondents indicated limited support, whereas 3% do not support the draft objective.

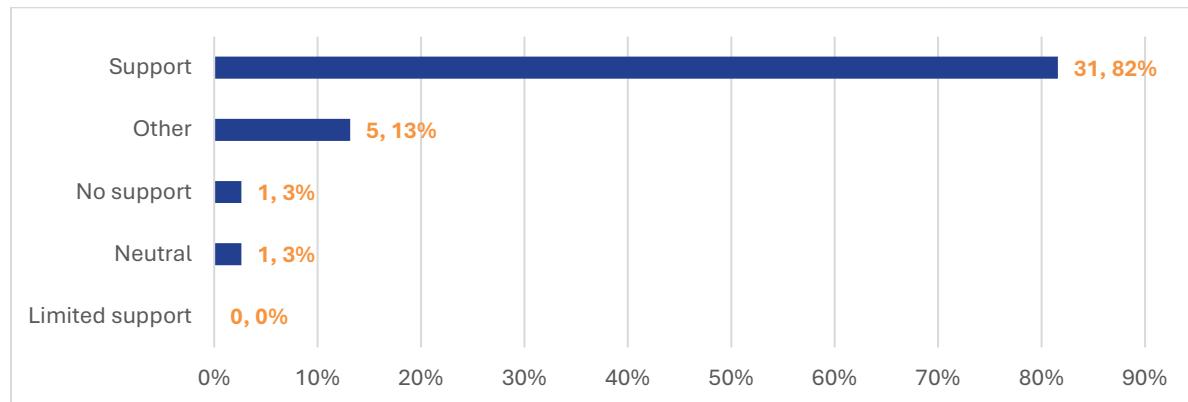


Other (Please Specify):

1. A fiscal balance is essential and a high level of service is required for protective services, and maintaining critical infrastructure. We, however, must always preserve and protect the natural environment as it is / will be adversely impacted by changing climate and future growth dictated by Provincial authorities. Fiscal responsibility necessitates that DCCs / ACCs ensure the essential services are fairly shared by those who come to reside here. Like regional water. Like new police buildings, recreation centres etc.
2. We must design around nature. Protecting the natural environment should take precedence over growth, particularly for the sake of future generations.
3. We must design around nature. Protecting the natural environment should take precedence over growth, particularly for the sake of future generations.

Question 105: Ensure that development will occur if appropriate infrastructure systems (water, wastewater, and sewer) with sufficient capacity are in place.

Findings: 82% of respondents support the draft policy, whereas 3% of do not support the draft policy.



Other (Please Specify):

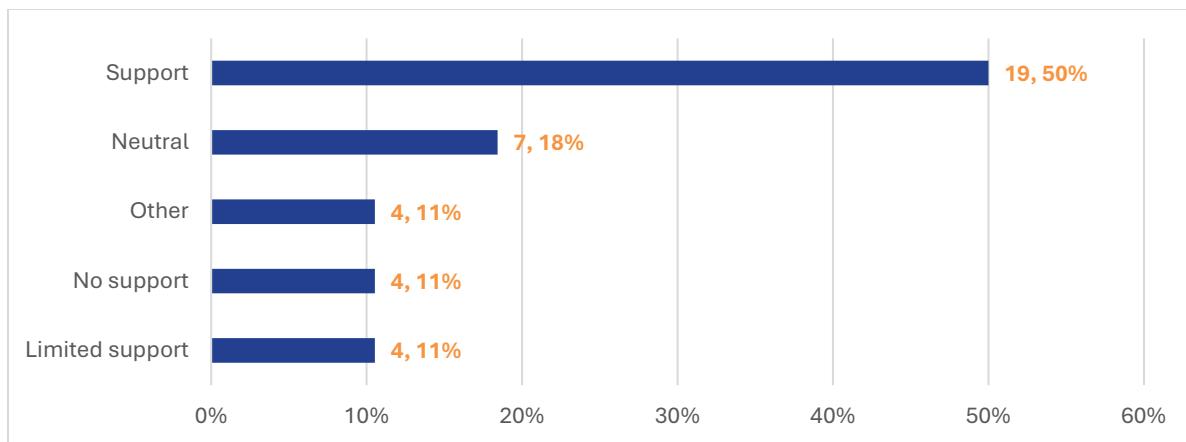
1. Add green infrastructure, with capacity informed and measured against CRD heat signature maps
2. Add green infrastructure, with capacity informed and measured against CRD heat signature maps
3. Need a plan. Focused development in areas that otherwise make sense, can pay for new infrastructure.
4. Yes but this needs to be qualified a bit. Wastewater and sewer, aren't those the same thing? CRD handles water, storm water is not impacted by density as it's treated on site to match the level of pre-construction. This leaves only sewer which I thought was discussed at a council meeting with the only "pinch point" being by Shoreline.
5. As long as parks are essential infrastructure I support.

Question 106: Please leave a brief comment letting us know why you do not support this draft policy.

1. This is beyond water and sewer

Question 107: Encourage the use of local area improvement charges or other finance tools to fund upgrades and improvements in specific neighbourhoods.

Findings: 50% of respondents support the draft policy and 11% of respondents indicated limited support, whereas 11% do not support the draft policy.



Other (Please Specify):

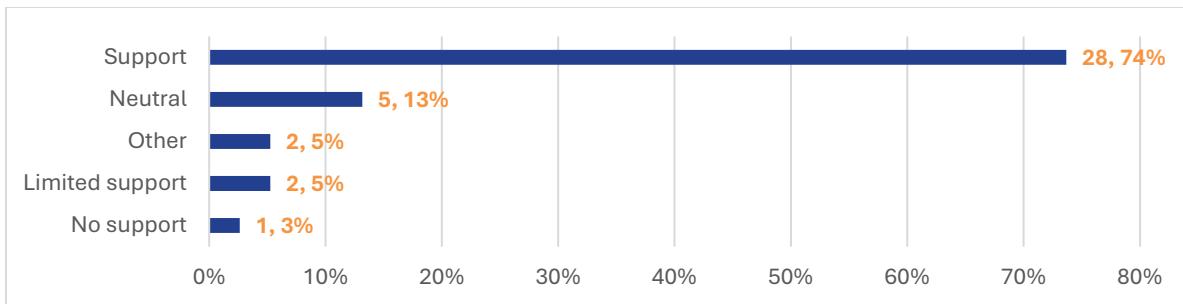
1. No support Using local areas charges to fund upgrades in historically underserved areas is fundamentally inequitable. Neighbourhoods that have been underfunded and neglected by the municipality should not have to shoulder the full cost of catching up
2. Using local areas charges to fund upgrades in historically underserved areas is fundamentally inequitable. Neighbourhoods that have been underfunded and neglected by the municipality should not have to shoulder the full cost of catching up
3. Not clear on what this means.
4. Yes but this is pretty ambiguous.

Question 108: Please leave a brief comment letting us know why you do not support this draft policy.

1. Slippery slope since upgrades and improvements and local areas are not defined. Replacing a sewer line along Watkiss? Adding off leash area in a park? A traffic light at Aldersmith? Are all areas equally well off with ability to pay?
2. I don't support using local area improvement charges. These tools place extra costs on residents when we already face high taxes and major traffic issues. Upgrades should be funded through broader planning, not neighbourhood-specific fees.
3. These cost should be born by developers. Negotiate when applications for amendments are initiated.

Question 109: Guide infrastructure renewals, upgrades and improvements by master plans that identify priorities for these investments. Master plans should be updated every 5 years and be supported by subsequent Town policies.

Findings: 74% of respondents support the draft policy and 5% of respondents indicated limited support, whereas 3% do not support the policy.



Other (Please Specify):

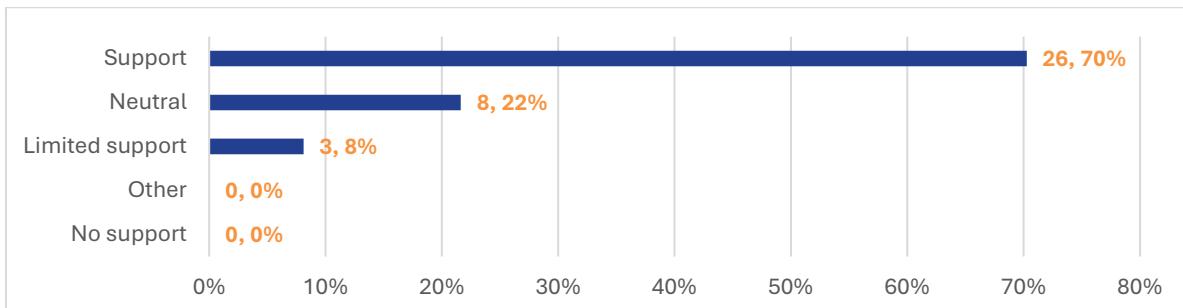
1. Not a lot changes in 5 years around here, let's not take up staff time if it's not necessary. Also let's make sure whatever we are installing now is designed to be future proof.
2. Constantly redoing 5 year plans without hitting the goals of the previous 5 year plans can cause fatigue.

Question 110: Please leave a brief comment letting us know why you do not support this draft policy.

1. Our master plans are unreasonably black/white with no flexibility. Useless parks map. A trail in Portage, a playground in Portage Park, and bike park in View Royal Park were opposed as NON- priorities BUT accomplished with extraordinary praise after!

Question 111: Prioritize upgrades to infrastructure and services that make View Royal more resilient to climate change and disasters.

Findings: 70% of respondents support the draft policy and 8% of respondents indicated limited support, no one did not support the policy.

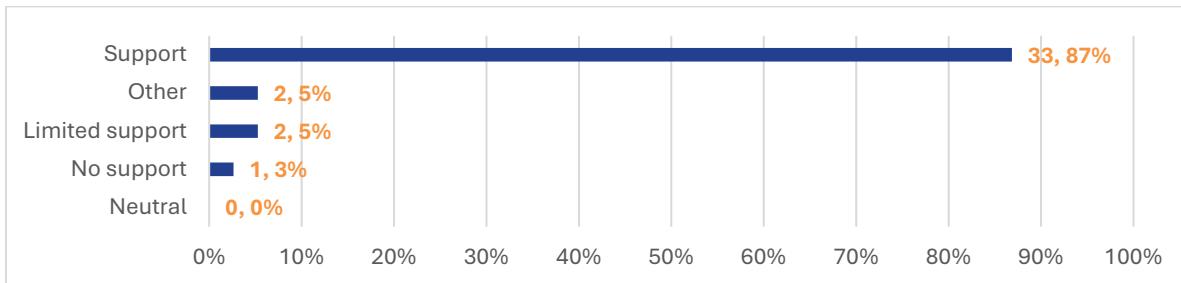


Question 112: Please leave a brief comment letting us know why you do not support this draft policy.

No comments.

Question 113: Recognize the role of natural assets (i.e. wetlands, forests, aquifers, etc.) in service delivery and establish in natural asset inventory while supporting the protection, maintenance, and enhancement of their role.

Findings: 87% of respondents support the draft policy and 5% of respondents indicated limited support, whereas 3% do not support the draft policy.



Other (Please Specify):

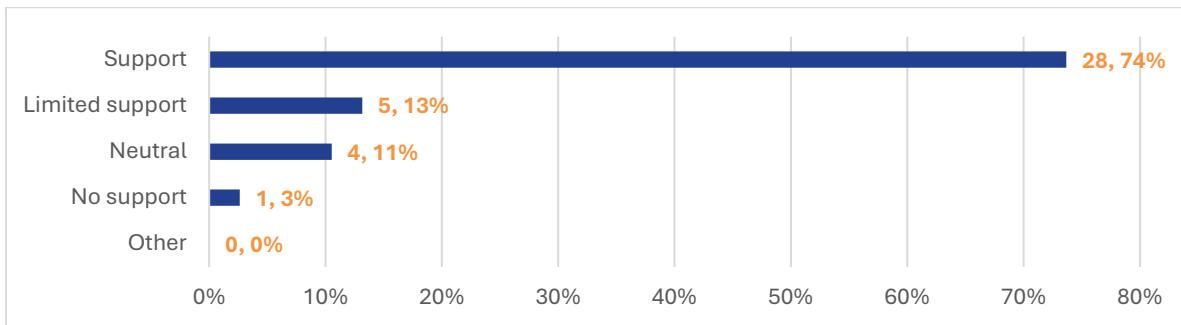
1. Inventory to be established very soon hopefully!
2. Inventory to be established very soon

Question 114: Please leave a brief comment letting us know why you do not support this draft policy.

1. I support, but surely we already have an inventory.

Question 115: Develop incentives for reducing water consumption and wastewater generation. Opportunities could include rainwater collection, greywater reuse (including water for irrigation purposes), and dual piping systems.

Findings: 74% of respondents support the draft policy and 13% of respondents indicated limited support, whereas 3% do not support the draft policy.



Question 116: Please leave a brief comment letting us know why you do not support this draft policy.

1. CRD responsibility. Stop the duplication.

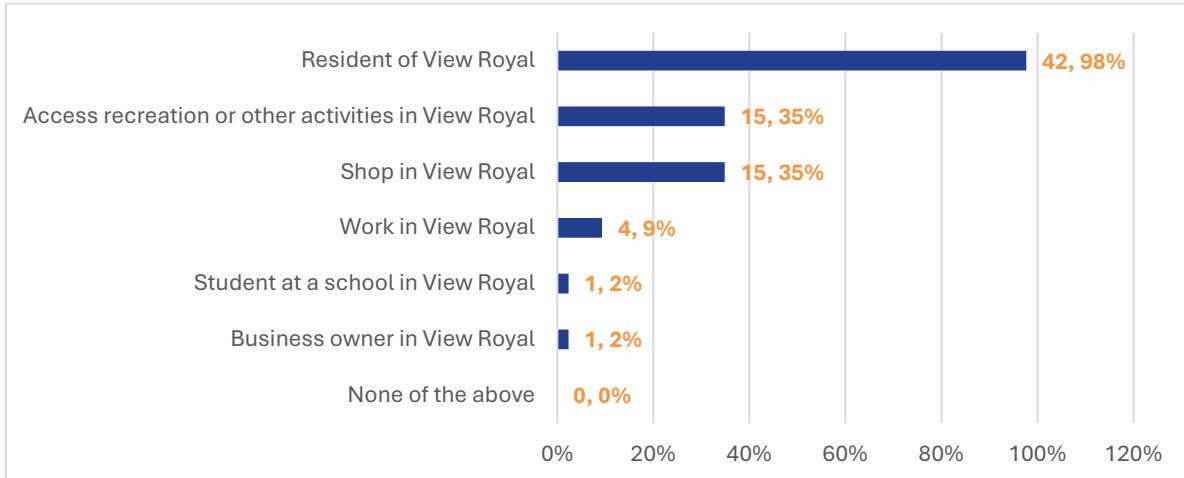
Question 117: Are there any additional comments you would like to provide on the direction of the draft Infrastructure policies above?

1. Natural Asset Inventories must be done as well as green infrastructure funding (including green infrastructure)
2. Collaborate with other munis at UBCM to get more government funding for Natural Asset Inventories as well as for infrastructure funding (including green infrastructure)
3. Collaborate with other munis at UBCM to get more government funding for Natural Asset Inventories as well as for infrastructure funding (including green infrastructure)
4. Why are we calling storm water waste water?
5. Consider using water sourced from Wells for public parks irrigation such as is done in Langford.
6. Ensure that all urban infrastructure developments include (or provide cash in lieu) for food-growing capacity for urban residents. Agree that master plans should be updated every 5 years. Good to promote rainwater collection.

Demographic Questions

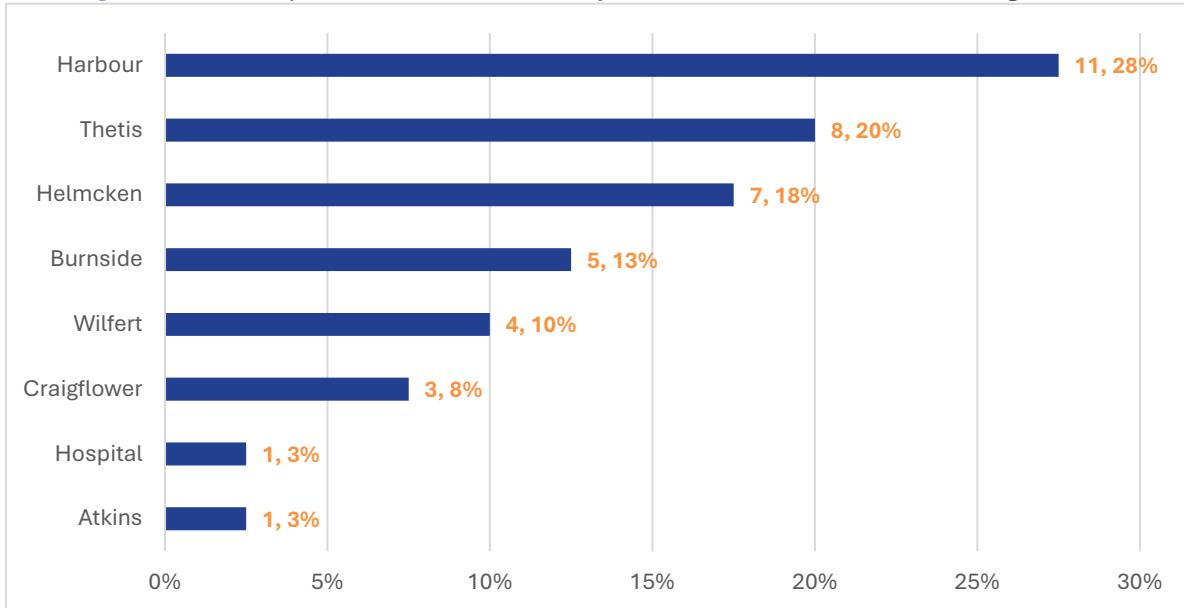
Question 118: What is your relationship with the Town of View Royal? (Select All That Apply)

Findings: 98% of respondents said they are residents of View Royal.



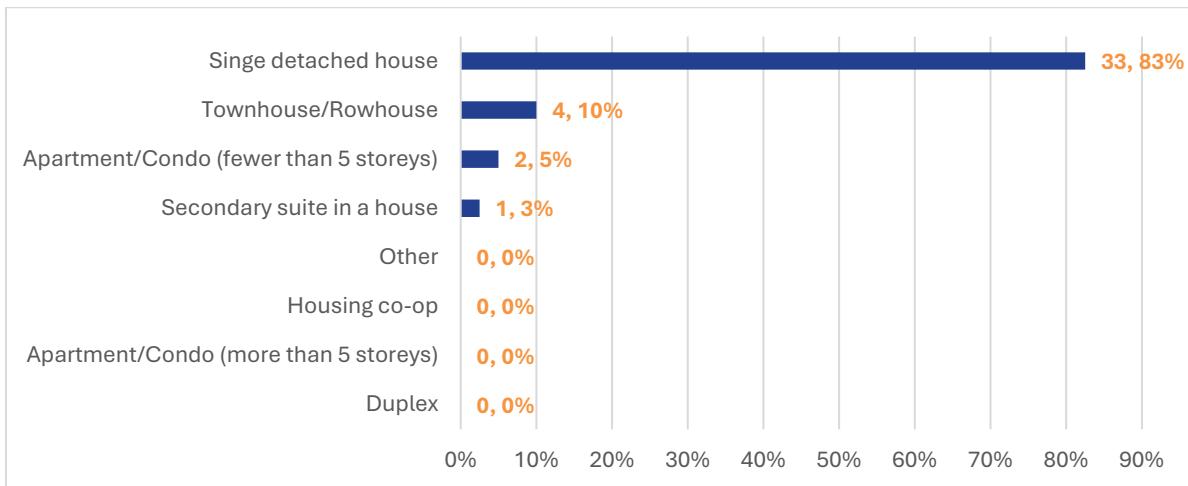
Question 119: What neighbourhood do you live in?

Findings: 28% of respondents said that they are residents of Harbour Neighbourhood.



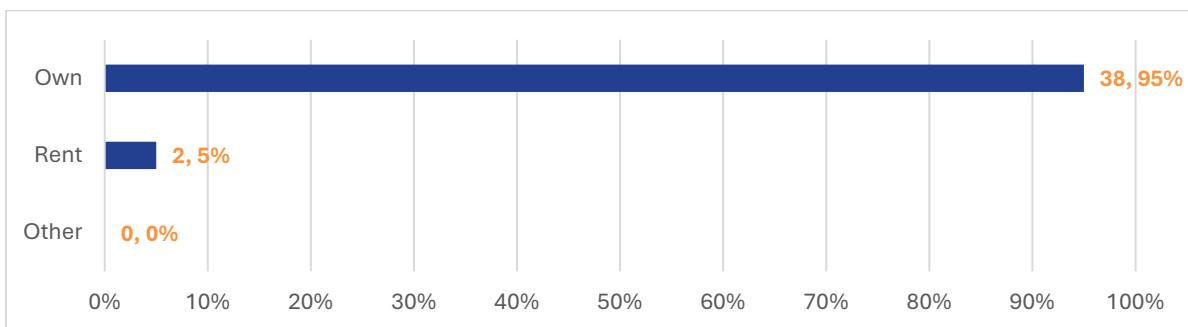
Question 120: What type of housing do you live in?

Findings: 83% of respondents live within single detached homes.



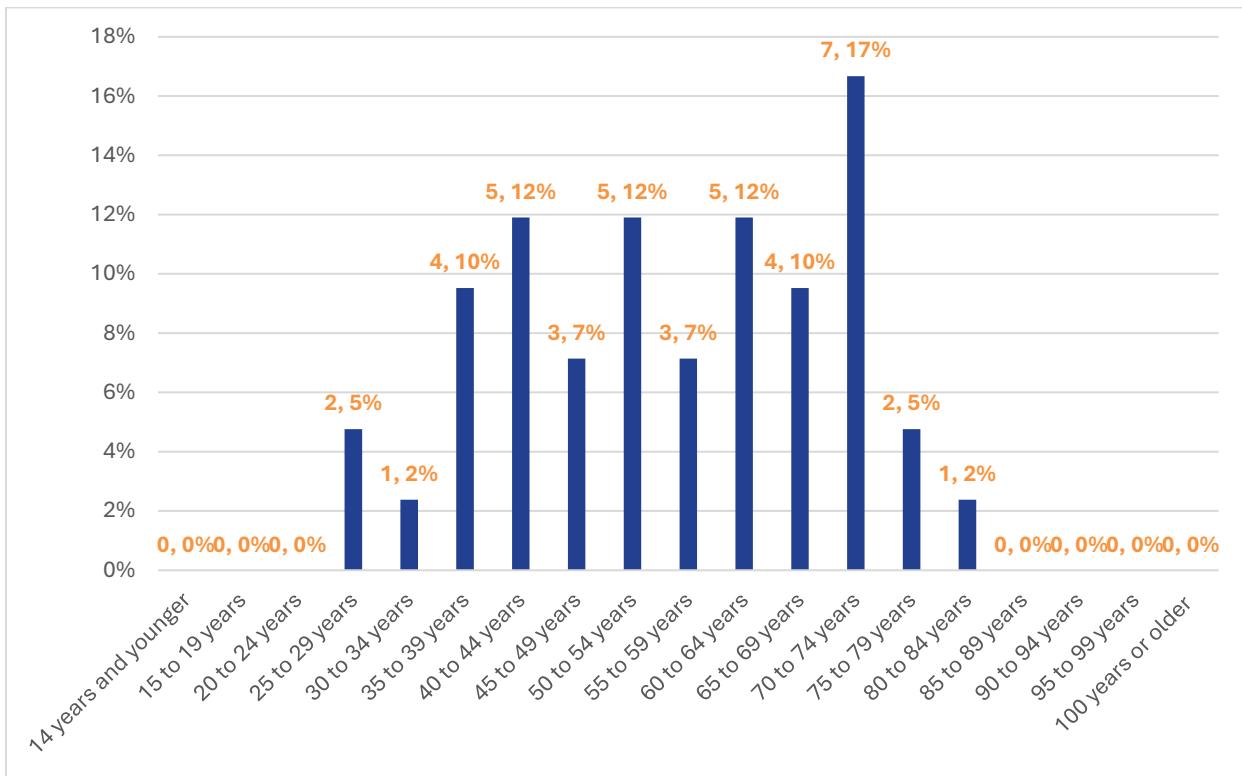
Question 121: Does your household own or rent your home?

Findings: 83% of respondents own their home.



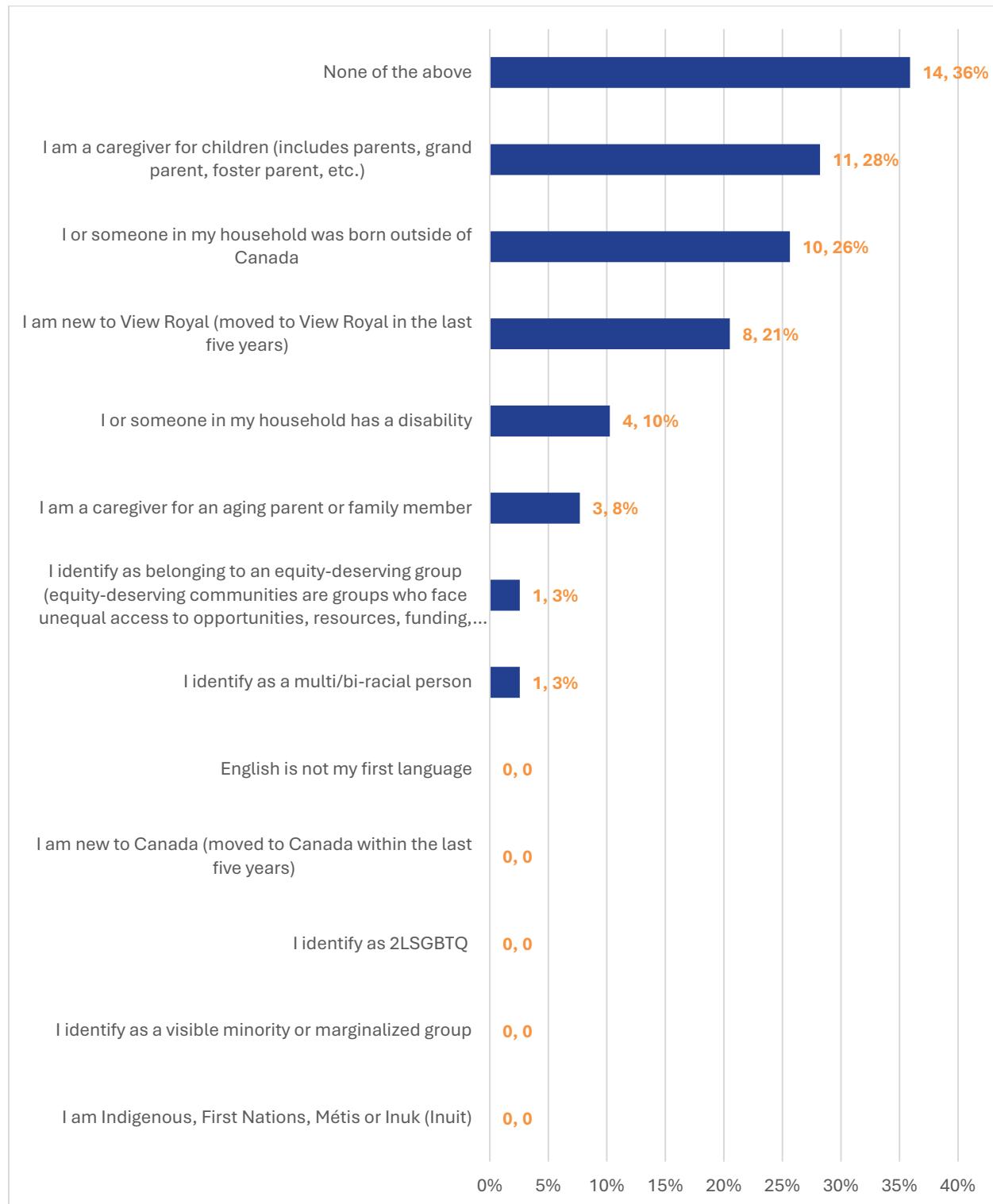
Question 122: Please indicate your age group.

Findings: Respondents were asked to identify which age cohort they belonged to, of those that responded the most popular cohort was persons aged 70 to 74 (17%), and the second most popular cohort was for people aged 50 to 54 (12%), 65 to 69 (12%) and 40 to 44 (12%). The survey results indicated that no one below the age of 24 or over the age of 85 participated in the survey.



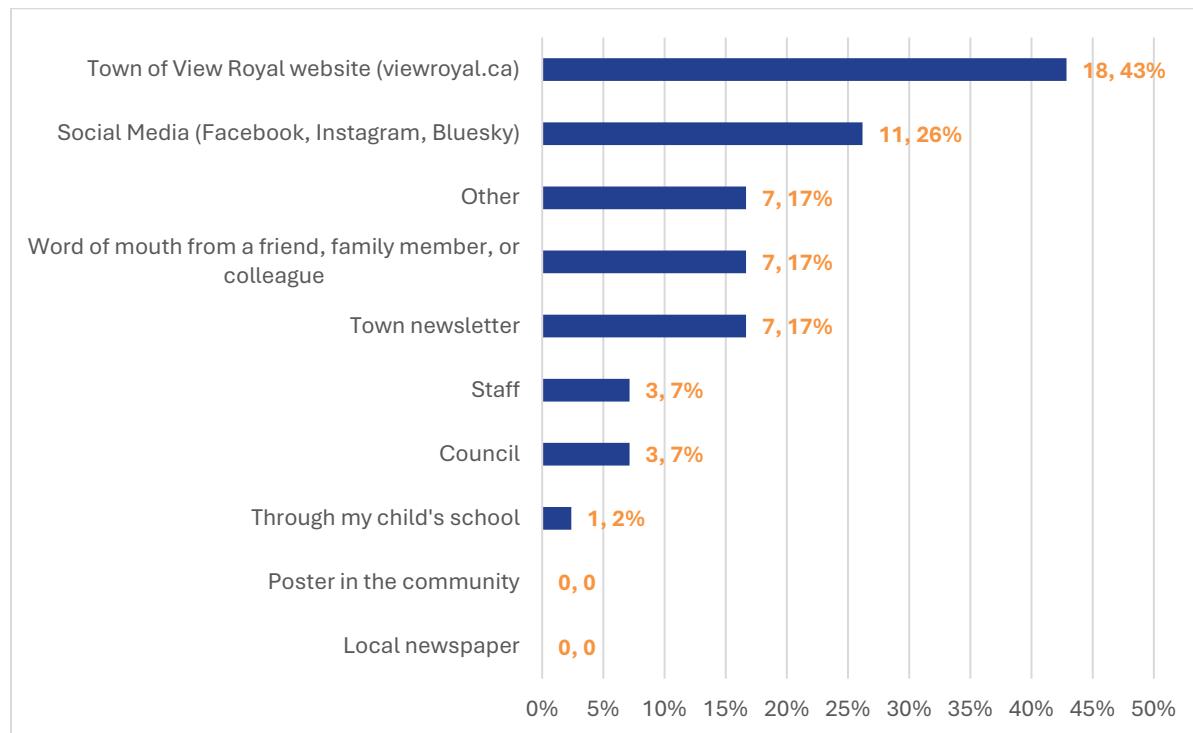
Question 123: Please indicate if you self-identify with any of the groups below.

Findings: 36% of respondents did not self-identify with any of the groups.



Question 124: How did you find out about this public engagement process?

Findings: 43% of respondents said they found out about the website through the Town's website, viewroyal.ca.

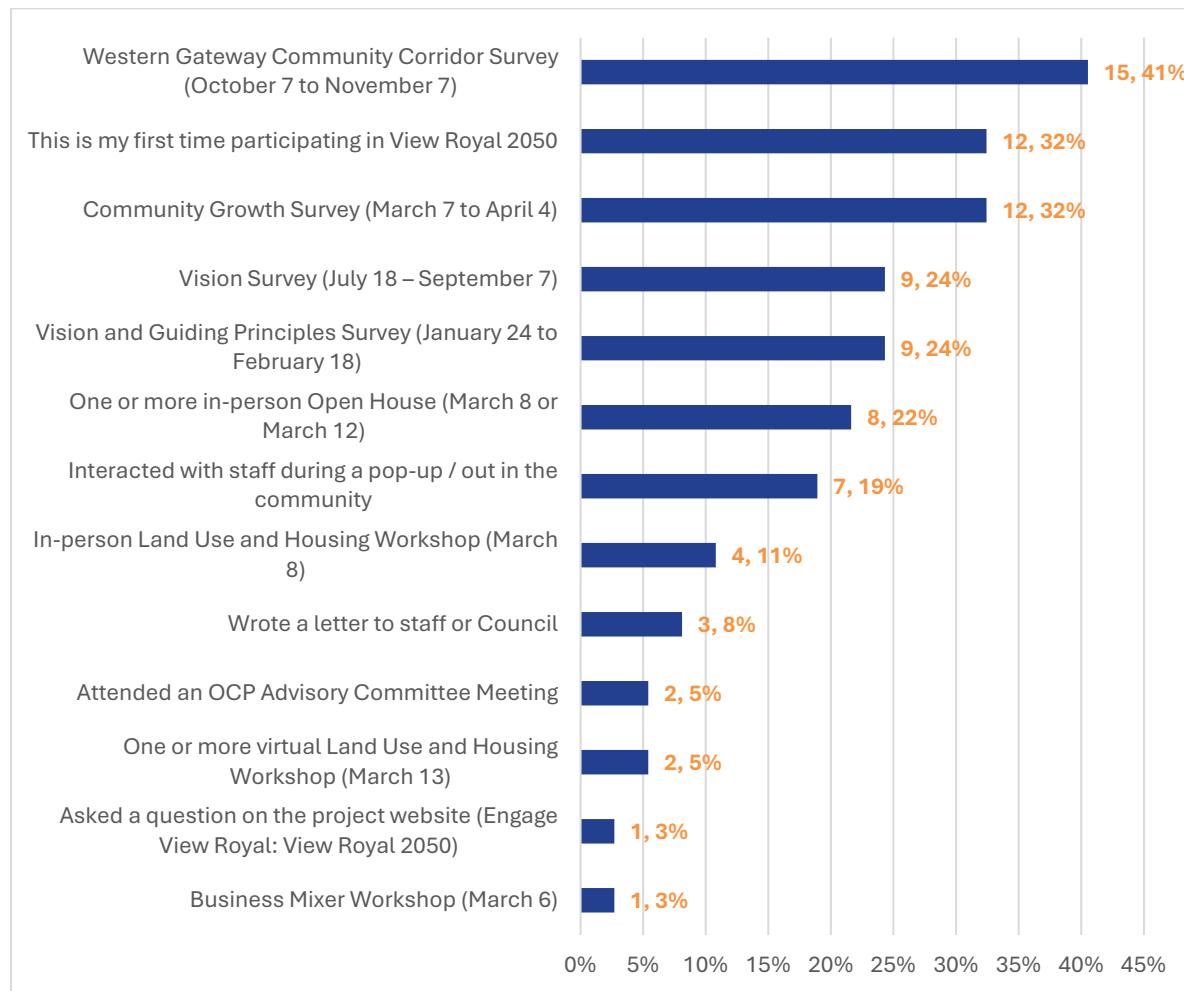


Other (Please Specify):

1. View Royal Climate Coalition
2. VRCC members
3. Email
4. View Royal RSS Feed
5. Email
6. google news
7. Island Social Trends

Question 125: Have you participated in any previous engagement activities for View Royal 2050?

Findings: 41% of respondents said that they had previously participated in the View Royal 2050 Official Community Plan review and update, by completing the Western Gateway Community Corridor Survey.



OPEN HOUSES

The Town hosted two public open houses. The open houses featured interactive display panels that participants could place sticky notes on to provide written feedback. The display panels were based on the questions from the Policy Review survey. The first open house was held on November 8, 2025, at the Strawberry Vale Community Centre between 10:30 am and 1:30 pm, and 1 person attended. The second open house was held on November 13, 2025, at Town Hall between 5:00 and 7:00 pm, and a total of 15 people attended.

INTERACTIVE BOARD INPUT: November 8 & 13 (COMBINED)

For this activity, participants were asked to provide sticky notes on interactive display panels. The panels included background information and draft policies, some of which were included in the Policy Review survey, which asked participants to provide feedback. The following section summarizes what we heard. A total of 16 participants attended the two events.

Photos of the poster boards where participants provided feedback are included in Appendix A.

WHAT WE HEARD:

Land Use & Urban Design

Summary of Objectives:

Create a more complete and sustainable community by encouraging new compact housing near amenities, services, and areas well serviced by transit, that considers the scale and existing character of established residential neighbourhoods.

Do you have any feedback on the overall direction of the Land Use and Urban Design objectives summary?

- Please define 'compact'
- But SSMUH forces density where there are no amenities or transit
- Essential to have maps that are accurate.
- Things need to be more specific not broad or vague
- Province already upzoned us. Slow Down V.R please

New Land Use and Urban Design Policy Directions:

1. Support local businesses and meet residents' needs by focusing higher levels of housing densities and jobs to the Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Villages, and along major transit corridors.
2. Prohibit subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.
3. Consider increased building heights for rezoning applications where proposed developments advance community goals, protect natural features and trees, or provide public benefits such as affordable housing or parks.
4. Conduct analysis to identify underused sites, such as older buildings or surface parking lots, that have a high potential for redevelopment.

We'd like your feedback on the proposed policy directions for Land Use & Urban Design. Please include the policy number when providing your feedback.

- #4 is urgent and an easy G.I.S. job
- Remember we are a subdivision not a downtown location – we like where we live & do not req'r High Rises
- We gave feedback we did not want high rises.
Max 6 level floors in Western gateway
- We did a map as a ground and submitted hope it will be shown and viewed as possible solution for western gateway
- View Royal always gives extra height anyway. Create a policy that prohibits extra height/FSR unless there is big public benefit #3
- 6 storeys is not a village. Pls. get a new name #1

Transportation & Mobility

Summary of Objectives:

Develop an integrated pedestrian, cycling, and transit network that supports a safe, efficient, equitable, accessible, and sustainable interconnected multimodal transportation system.

Do you have any feedback on the overall direction of the Transportation & Mobility objectives summary?

- Must include efficient vehicle use
- Important can we make things clearer and more concise use easier language so people really understand all this
- Unclear as to what the objectives are here
- We enjoy our little laneway streets in the Harbour Hood but unclear as to overall direction

New Transportation & Mobility Policy Directions:

1. Make transportation investments that prioritize walking, mobility aids, emergency access, public transit, cycling, shared vehicles, and commercial transport, before single-occupant vehicles.
2. Establish progressive walking, cycling, public transit and private vehicle targets, to develop affordable and equitable transportation options and reduce transportation-related greenhouse gas emissions.
3. Focus transportation improvements in areas where many youths, seniors, and people with disabilities live to make travel safer and more accessible.

4. Support consistent decision-making about on-street parking restrictions that considers on-street parking demand and surrounding land uses (i.e. time limits, residential-only, etc.).
5. Eliminate barriers to active transportation by increasing cycling and pedestrian routes, improving key intersections and providing a variety of end-of-trip facilities (i.e. showers, lockers, secure bicycle parking) in developments.
6. Prioritize resident's abilities to move around the town over commuter traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods.
7. Establish off-street parking requirements that align with broader Town objectives related to mode share targets, growth, housing and affordability.
8. Prioritize the use of public curb space on roads based on the land use and mobility context with a consideration of vehicle parking, loading zones, public transit, cycling corridor, commercial and community activation (i.e. outdoor public seating areas), trees, raingardens, etc.
9. Explore opportunities to implement parking maximums in certain areas of the Town as part of a future update to the Zoning Bylaw to reduce parking oversupply, encourage public transit use and cycling, and improve housing affordability.

We'd like your feedback on the proposed policy directions for Transportation & Mobility. Please include the policy number when providing your feedback.

- #1 Don't "prioritize" instead, take a balanced approach
- #3 is just B.S. just make it safe for all users
- 7. Do not allow street parking when pedestrians + bikes are PUT AT RISK Minimize RISK – to HUMAN LIFE
- Do NOT Replace Sidewalks with MULTI USE TRAILS – 1, 6, 2, 3, 5
- Do NOT MIX Travelers moving at different speeds see HOB CYCLING VANCOUVER
- No planning of short term mid term only long term problematic
- What happens to the proposed buildings in Western gateway if the train comes into play; this is a federal land area
- No planner speak pls.
- 8. Needs to be plain language.
- As discussed, thank you.
- I had a whole different idea of what you meant.
- #6 Important
- #7 what is mode share targets
- Need a parking review – residential, handicapped, commercial
- 7.1st need to have parking in the buildings being built
- Audience is important
- #6 good
- #7 green space before parking

- #9 parking maximums will keep developers from adding higher density. Can't sell a condo with poor parking

Climate Action & Sustainability

Summary of Objectives:

Establish View Royal as a climate leader in adapting to and mitigating the effects of climate change by reducing community and corporate greenhouse gas emissions to achieve net-zero emissions by 2050, allocating the necessary resources to facilitate this change and mitigate risks, and integrating climate adaptation principles into community decision-making.

Do you have any feedback on the overall direction of the Climate Action & Sustainability objectives summary?

- Needs specific focus. Greatest source of GHG's are cars + furnaces. Develop a plan to remove gas furnaces
- Need Natural Asset Inventory completed

New Climate Action & Sustainability Policy Directions:

1. Explore opportunities to transition the Town's fleet of vehicles to electric and low emission vehicles.
2. Ensure that the voices of youth are included in climate change planning and action by collaborating with local youth organizations and schools.
3. Create a climate adaptation and mitigation strategy to address impacts of climate change, reduce greenhouse gas emissions, increase climate resiliency, and identify opportunities and initiatives for the Town to undertake related to climate action.
4. Identify opportunities to mitigate wildfire risk by integrating FireSmart principles into Town bylaws and policies where appropriate and applying a Wildfire Development Permit Area to high-risk parts of the community.

We'd like your feedback on the proposed policy directions for Climate Action & Sustainability. Please include the policy number when providing your feedback.

- Tree Canopy 40%
Need to implement sponge city goals in OCP
- #1 – out of date. We know all the opportunities. How to implement

Community Wellbeing & Culture

Summary of Objectives:

Identify, protect, and celebrate View Royal's history and culture, and continue to enhance the quality of life for all by focusing on health and wellness, and fostering a sense of belonging and a community that is diverse, equitable, accessible and inclusive.

Do you have any feedback on the overall direction of the Community Wellbeing & Culture objectives summary?

- 12. Thank you this is well stated + very important

New Community Wellbeing & Culture Policy Directions:

1. Enhance heritage preservation by establishing a heritage protection program that establishes criteria for identifying sites with heritage significance, restoration, preservation and upkeep of heritage sites, temporary protection of properties with heritage value, and provide guidance for collaborating with the Songhees and Xwespuum First Nations to recognize and celebrate sites with Indigenous heritage.
2. Pursue opportunities to enhance access to childcare spaces as a public amenity in new development by reviewing the Zoning Bylaw to expand where childcare is a permitted use.
3. Identify how the Town can better support an aging population and develop an action plan.
4. Ensure all members of the community have access to affordable, healthy, and local food and address food security current and future issues in the Town.
5. Encourage the development of small-scale, healthy and affordable food retail options such as year-round and seasonal farmers markets, small to mid-size locally owned grocery stores, mobile food vendors, bakeries, and restaurants.
6. Encourage the hosting of local cultural events and activities, such as annual celebrations, fairs, festivals, outdoor markets, and arts and sports events.

We'd like your feedback on the proposed policy directions for Community Wellbeing & Culture. Please include the policy number when providing your feedback.

- Look into UK "FOLD" Housing
- A place to buy groceries in this area creates community
- Do now! #5 short term farmers market in city hall parking sat or Sunday
- Urban grocer
Old farm market

- 5. yes please. Exactly what was/is supposed to be at the Royale Sat Farmer's Market at Town Hall parking lot
- Where is the proposed grocery store for Helmcken + Island Hwy
- 5. Needs some specific clever ideas – not just invite a grocery into the ground floor of a 6-floor residential with no easy parking

Economic Development

Summary Economic Development of Objectives:

Create conditions that encourage investment and economic growth to meet the service needs of residents and position View Royal as a regional destination that supports local employment, new businesses and entrepreneurs by leveraging its central location within the Greater Victoria area.

Do you have any feedback on the overall direction of the Economic Development objectives summary?

- Economic dev. Needs to be non-polluting + sustainable
- #15 The key words are = “to meet the needs of residents”
- Do not create direct competition of business with already established businesses, or new like businesses. i.e. coffee shops instead of grocery store where we have 4
- Coffee shops on island highway. Support existing business in areas around the town

New Economic Development Policy Directions:

1. Explore opportunities to expand the health services industry, such as developing medical offices and related services near Victoria General Hospital.
2. Establish a plan on how the Town can identify opportunities for economic innovation, attract and retain new business, and stimulate investment in the future.
3. Provide incentives and tools to support hotel development in View Royal.
4. Concentrate growth in areas where mixed-use development will be encouraged, such as Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Centres, Villages, and along other transit corridors to support local businesses and economic stability.

We'd like your feedback on the proposed policy directions for Economic Development. Please include the policy number when providing your feedback.

- Growth limited to provincial upzoning preferred

Housing

Summary of Objectives:

Provide a diverse range of housing types, including rental and home-ownership opportunities, that are attainable and affordable to meet the needs of current and future View Royal residents, including families, seniors, people with diverse abilities and low-income households.

Do you have any feedback on the overall direction of the Housing objectives summary?

- We need policies to encourage redevelopment along our major corridors Helmcken + Island Highway
- We have plenty of new rental units we need affordable co-op style housing or modest Townhomes
- New, dense housing will choke our roads w traffic. Keep density to the least allowed by Prov. Govt.

New Housing Policy Directions:

1. Facilitate an increase in housing supply by expediting development approvals and permits by delegating certain authority from Council to staff, such as issuing development permits and minor variances, as under the Local Government Act.
2. Identify sites with a high likelihood of redevelopment for potential pre-zoning for multi-unit residential in the next Zoning Bylaw update.
3. Prioritize the retention, renewal, and development of existing and new purpose-built rental housing.
4. Exempt residential development where four units or less are proposed from form and character development permit areas to incentivize the construction of ground-oriented housing forms.
5. Support family-oriented housing by establishing minimum requirements for the number of two and three-bedroom units in new multi-unit residential developments of four storeys or greater, with the exception of seniors housing, supportive housing, and affordable rental housing projects.
6. Explore the feasibility of requiring 10% of units in all new multi-unit housing developments of four or more storeys be dedicated as accessible or adaptable units.

We'd like your feedback on the proposed policy directions for Housing. Please include the policy number when providing your feedback.

- More responsibility in following up on building permits and old bldgs being removed before new ones are approved

- #1 need to keep the planning for the people of VR not to support the need of developers
- Staff need to provide all information to council so the best decision is made. No Hiding Info
- #1 Council needs to RETAIN not defer to staff
- Concerned with staff taking on issues i.e. #1 often feel there is an agenda other than serving the community
- 5. Good idea but please included “affordable rental housing projects” on the list requiring minimum number of 2 + 3 bedroom units
- Do not expedite development approvals. This just allows developers to ride roughshod over residents
- 1. Do not delegate approvals to staff. Council should retain decision making
- Accessible garden suites
- Support 6
- No to prezoning in OCP.
- But staff can still come to Council for Specific projects

Parks, Trails, & Recreation

Summary of Objectives:

Continue to maintain and invest in park improvements and recreation amenities within the financial capacity and levels of service of the Town, and where possible, acquire new parkland to support community health and well-being, preserve ecological integrity, and strengthen climate adaptation and resiliency.

Do you have any feedback on the overall direction of the Parks, Trails, & Recreation objectives summary?

- Need a policy of no new development without corresponding new park area. Otherwise parks will get overrun
- Stop cutting down large trees (the stumps).
- More community gardens

New Parks, Trails, & Recreation Policy Directions:

1. Prioritize parkland acquisition and improvement in neighbourhoods where supply is deficient. Special attention should be given to areas with high concentrations of underserved demographic groups, children, youth, and other groups with unique recreation and access needs.

2. Support non-motorized water transportation by improving access and facilities for canoes, kayaks, and small boats in Esquimalt Harbour and Portage Inlet.
3. In reviewing development proposals for waterfront sites, encourage new public water and shoreline access, parks, and boat launches.
4. Ensure parks and recreation facilities provide sufficient access to shade and weather-protection for visitors.
5. Maintain and enhance the tree canopy in local parks to help regulate temperature, manage stormwater, and support overall environmental health.

We'd like your feedback on the proposed policy directions for Parks, Trails, & Recreation. Please include the policy number when providing your feedback.

- #3 Don't "encourage" access, insist on access
- With the huge growth in population from many condos, all parkland supply has become deficient #1
- 1 Attention to CRD HEAT MAP TOO please
- 4 shade on trails too

Natural Environment

Summary of Objectives:

Safeguard the Town's distinctive natural beauty by limiting the effects of development and human activities on sensitive ecological areas, balancing ecological conservation and community growth, and mitigating public safety risks associated with natural hazards such as flooding, tsunamis, landslides, wildfires, and earthquakes.

Do you have any feedback on the overall direction of the Natural Environment objectives summary?

- Need a Natural Assets Inventory and this should be done before any further development
- Natural Assets Inventory should inform OCP + All Development Plans
- Develop a street tree planning program

New Natural Environment Policy Directions:

1. Protect and conserve the long-term health and sustainability of important terrestrial, aquatic, and riparian ecosystems, species of concern, and environmentally sensitive areas through development permit area designations, negotiations at the time of rezoning or subdivision, tax exemptions, protective covenants, etc.

2. Create a Natural Asset Management Plan to inventory, value and manage ecosystems like wetlands, waterbodies and forests that provide ecosystem services, such as mitigate flood risk and regulate climate change.
3. Explore opportunities to limit pet access and activities that have detrimental impacts on sensitive ecosystems.
4. Consider opportunities to reduce or ban the use of pesticides, herbicides, and other toxins like microplastics in View Royal.
5. Map and identify View Royal's 200-year floodplain areas, understand the risks to public safety of flooding and determine how to address these risks through imposing new regulations in floodplain areas.

We'd like your feedback on the proposed policy directions for Natural Environment. Please include the policy number when providing your feedback.

- Inventory needs to be done asap before any more development #2
- ASAP natural assets inventory crucial

Infrastructure

Summary of Infrastructure Objectives:

Ensure a balance between preserving and protecting the natural environment and supporting future growth through fiscal responsibility, long-term planning, and coordinated infrastructure investment, renewals, and upgrades to maintain a high level of service delivery for residents.

Do you have any feedback on the overall direction of the Infrastructure objectives summary?

No Comments

New Policy Directions:

1. Ensure that development will occur if appropriate infrastructure systems (water, wastewater, and sewer) with sufficient capacity are in place.
2. Encourage the use of local area improvement charges or other finance tools to fund upgrades and improvements in specific neighbourhoods.
3. Guide infrastructure renewals, upgrades and improvements by master plans that identify priorities for these investments. Master plans should be updated every 5 years and be supported by subsequent Town policies.

4. Prioritize upgrades to infrastructure and services that make View Royal more resilient to climate change and disasters.
5. Recognize the role of natural assets (i.e. wetlands, forests, aquifers, etc.) in service delivery and establish a natural asset inventory while supporting the protection, maintenance, and enhancement of their role.
6. Develop incentives for reducing water consumption and wastewater generation. Opportunities could include rainwater collection, greywater reuse (including water for irrigation purposes), and dual piping systems.

We'd like your feedback on the proposed policy directions for Infrastructure. Please include the policy number when providing your feedback.

- 1. also consider CRD Heat Map
Heat mitigation priority

Next Steps

Feedback provided through the Policy Review survey and open houses will be used to inform further revisions to the policies and objectives being considered in the first draft of the Official Community Plan, which will be prepared for the spring of 2026. Following completion of the first draft, the project team will ask community members and Council to provide final feedback, prior to moving forward with adoption of the bylaw.

Appendix A: Open House Feedback

5 LAND USE & URBAN DESIGN

Summary of Land Use & Urban Design Objectives:

Create a more complete and sustainable community by encouraging new compact housing near amenities, services, and areas well serviced by transit, that considers the scale and existing character of established residential neighbourhoods.

Do you have any feedback on the overall direction of the Land Use and Urban Design objectives summary?

Post-it notes on the board:

- Post-it 1: Pound
Density
Services
Streets
etc.
- Post-it 2: It's good to be
more spacious
not "crowded"
or "dense"
- Post-it 3: Essential to have
necks that are
accessible
- Post-it 4: BUT ISMUCH FOLLOWS
DENSITY WHERE THERE
ARE NO AMENITIES
OR TRANSIT
- Post-it 5: Please
define
compact

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Our Future View

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6 LAND USE & URBAN DESIGN

New Land Use & Urban Design Policy Directions:

1. Support local businesses and meet residents' needs by focussing higher levels of housing densities and jobs to the Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Villages, and along major transit corridors.
2. Prohibit subdivision of waterfront lots to protect the integrity of the shoreline, aquatic environments, and ecologically sensitive areas.
3. Consider increased building heights for rezoning applications where proposed developments advance community goals, protect natural features and trees, or provide public benefits such as affordable housing or parks.
4. Conduct an analysis to identify underused sites, such as older building or surface parking lots, that have a high potential for redevelopment.

We'd like your feedback on the proposed policy directions for Land Use & Urban Design.

Please include the policy number when providing your feedback.

Remember
B4 is URGENT
G15 is EASY

we gave feedback
we did not want
high rises
not to have floors
in Western
we did a map
as a going and
hope it will be
shown and viewed
as a possible solution
for Western Gateway

6 STREETS IS NOT
A VILLAGE
PLS. LET A NEW
NAME.
YI

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GIVE EXTRA HEIGHT
A POLICY THAT PROTECTS
EXTRA HEIGHT/FAR
UNLESS THERE IS
BIG PUBLIC BENEFIT
MAP



TRANSPORTATION & MOBILITY

Summary of Transportation & Mobility Objectives:

Develop an integrated pedestrian, cycling, and transit network that supports a safe, efficient, equitable, accessible, and sustainable interconnected multimodal transportation system.

Do you have any feedback on the overall direction of the Transportation & Mobility objectives summary?

Unclear as to
what the objectives
are - here

Important
Can we make
things clearer
and more concise
use easier language
so people ~~read~~
understand
are you

MUST INCLUDE
EFFICIENT VEHICLE
USE

We enjoy our
little green
state in the
border. Hard
but we clear out
small direction



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8

TRANSPORTATION & MOBILITY

New Transportation & Mobility Policy Directions:

1. Make transportation investments that prioritize walking, mobility aids, emergency access, public transit, cycling, shared vehicles, and commercial transport, before single-occupant vehicles.
2. Establish progressive walking, cycling, public transit and private vehicle targets, to develop affordable and equitable transportation options and reduce transportation-related greenhouse gas emissions.
3. Focus transportation improvements in areas where many youths, seniors, and people with disabilities live to make travel safer and more accessible.
4. Support consistent decision-making about on-street parking restrictions that considers on-street parking demand and surrounding land uses (i.e. time limits, residential-only, etc.).
5. Eliminate barriers to active transportation by increasing cycling and pedestrian routes, improving key intersections and providing a variety of end-of-trip facilities (i.e., showers, lockers, secure bicycle parking) in developments.

We'd like your feedback on the proposed policy directions for Transportation & Mobility.

Please include the policy number

when sending your feedback.

What happens to the proposed building in Victoria? Cover and protect it as a future site.

No planning for short term use. Only long term planning for residential.

Do not replace sidewalks with multi-use paths.

Do not allow street parking on residential streets. When there are parking spaces, limit them to 1 hour. Make them to fit in.

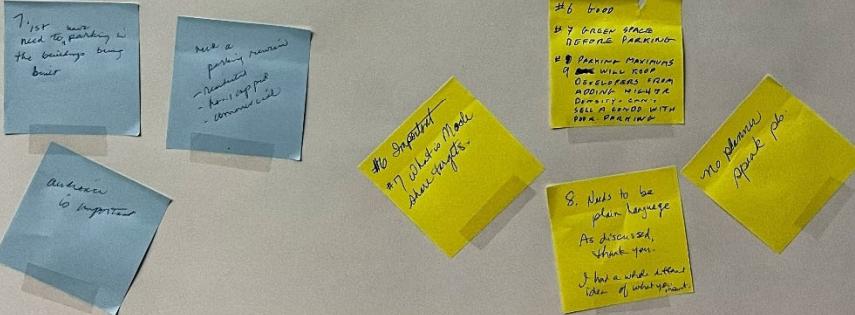
9 TRANSPORTATION & MOBILITY

New Transportation & Mobility Policy Directions:

6. Prioritize resident' abilities to move around the town over commuter traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods.
7. Establish off-street parking requirements that align with broader Town objectives related to mode share targets, growth, housing and affordability.
8. Prioritize the use of public curb space on roads based on the land use and mobility context with a consideration of vehicle parking, loading zones, public transit, cycling corridor, commercial and community activation (i.e. outdoor public seating areas), trees, raingardens, etc.
9. Explore opportunities to implement parking maximums in certain areas of the Town as part of a future update to the Zoning Bylaw to reduce parking oversupply, encourage public transit use and cycling, and improve housing affordability.

We'd like your feedback on the proposed policy directions for Transportation & Mobility.

Please include the policy number when providing your feedback.



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CLIMATE ACTION & SUSTAINABILITY

Summary of Climate Action & Sustainability Objectives:

Establish View Royal as a climate leader in adapting to and mitigating the effects of climate change, by reducing community and corporate greenhouse gas emissions to achieve net-zero emissions by 2050, allocating the necessary resources to facilitate this change and mitigate risks, and integrating climate adaptation principles into community decision-making.

Do you have any feedback on the overall direction of the Climate Action & Sustainability objectives summary?

Needs specific focus. Secretariat of this are out of surface. Develop plan to achieve fair outcomes

Need Natural Asset Inventory completed



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Our Future View





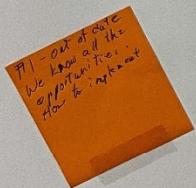
CLIMATE ACTION & SUSTAINABILITY

New Climate Action & Sustainability Policy Directions:

1. Explore opportunities to transition the Town's fleet of vehicles to electric and low emission vehicles.
2. Ensure that the voices of youth are included in climate change planning and action by collaborating with local youth organizations and schools.
3. Create a climate adaptation and mitigation strategy to address impacts of climate change, reduce greenhouse gas emissions, increase climate resiliency, and identify opportunities and initiatives for the Town to undertake related to climate action.
4. Identify opportunities to mitigate wildfire risk by integrating FireSmart principles into Town bylaws and policies where appropriate and applying a Wildfire Development Permit Area to high-risk parts of the community.

We'd like your feedback on the proposed policy directions for Climate Action & Sustainability.

Please include the policy number when providing your feedback.



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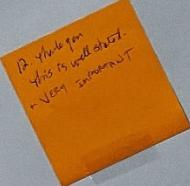


COMMUNITY WELLBEING & CULTURE

Summary of Community Wellbeing & Culture Objectives:

Identify, protect, and celebrate View Royal's history and culture, and continue to enhance the quality of life for all by focusing on health and wellness, and fostering a sense of belonging and a community that is diverse, equitable, accessible and inclusive.

Do you have any feedback on the overall direction of the Community Wellbeing & Culture objectives summary?



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COMMUNITY WELLBEING & CULTURE

New Community Wellbeing & Culture Policy Directions:

1. Enhance heritage preservation by establishing a heritage protection program that establishes criteria for identifying sites with heritage significance, restoration, preservation and upkeep of heritage sites, temporary protection of properties with heritage value, and provide guidance for collaborating with the Songhees and Xwespuum First Nations to recognize and celebrate sites with Indigenous heritage.
2. Pursue opportunities to enhance access to childcare spaces as a public amenity in new development by reviewing the Zoning Bylaw to expand where childcare is a permitted use.
3. Identify how the Town can better support an aging population and develop an action plan.

We'd like your feedback on the proposed policy directions for Community Wellbeing & Culture.

Please include the policy number when providing your feedback.

Look into
UR Housing



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COMMUNITY WELLBEING & CULTURE

New Community Wellbeing & Culture Policy Directions:

4. Ensure all members of the community have access to affordable, healthy, and local food and address food security current and future issues in the Town.
5. Encourage the development of small-scale, healthy and affordable food retail options such as year-round and seasonal farmers markets, small to mid-size locally-owned grocery stores, mobile food vendors, bakeries, and restaurants.
6. Encourage the hosting of local cultural events and activities, such as annual celebrations, fairs and festivals, outdoor markets, and arts and sports events.

We'd like your feedback on the proposed policy directions for Community Wellbeing & Culture.

Please include the policy number when providing your feedback.

Do we have 5
local farmers
markets
in city and/or
Sat or Sunday

• Urban Grocer
• Old Farm Market

Where is the
new proposed
grocery store
for Harbour +
Island Hwy

5. Need more
specific stores
please not just
bakeries or grocery
stores. I found them
in the 60's
but a lot of
them are not
open

A PLACE TO
Buy Groceries
IN THIS AREA
CREATES
COMMUNITY

5. YES PLEASE
Create what exists
Support what local
is the Royal
Sat Farmers Market
and Fair Trade
showing off



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Our Future View



15/ ECONOMIC DEVELOPMENT

Summary of Economic Development Objectives:

Create conditions that encourage investment and economic growth to meet the service needs of residents and position View Royal as a regional destination that supports local employment, new businesses and entrepreneurs by leveraging its central location within the Greater Victoria area.

Do you have any feedback on the overall direction of the Economic Development objectives summary?

Do not create direct competition by business (which should be local businesses) or real estate business like businesses like coffee shop instead of grocery store where we have 4

Coffee shops in Island Hwy.
Support existing businesses in areas around Hwy 1700

3/15
THE KEY WORD ARE
"TO MEET THE NEEDS
OF RESIDENTS"

Economic dev
Needs to be
non-polluting +
sustainable



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Our Future View



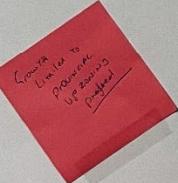
16 / ECONOMIC DEVELOPMENT

New Economic Development Policy Directions:

1. Explore opportunities to expand the health services industry, such as developing medical offices and related services near Victoria General Hospital.
2. Establish a plan on how the Town can identify opportunities for economic innovation, attract and retain new business, and stimulate investment in the future.
3. Provide incentives and tools to support hotel development in View Royal.
4. Concentrate growth in areas where mixed-use development will be encouraged, such as Hospital Transit-Oriented Area, Western Gateway Employment District Corridor, Neighbourhood Centres and Villages, and along other transit corridors to support local businesses and economic stability.

We'd like your feedback on the proposed policy directions for Economic Development.

Please include the policy number when providing your feedback.



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17 HOUSING

Summary of Housing Objectives:

Provide a diverse range of housing types, including rental and home-ownership opportunities, that are attainable and affordable to meet the needs of current and future View Royal residents, including families, seniors, people with diverse abilities and low-income households.

Do you have any feedback on the overall direction of the Housing objectives summary?

We need policies to encourage redevelopment along our major corridor. Victoria + Langford

New, dense housing will check our road + traffic. Our density, a key factor allowed by prov. Govt.

We have plenty of new rental units we need affordable coop style housing or modest Townhomes



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Our Future View



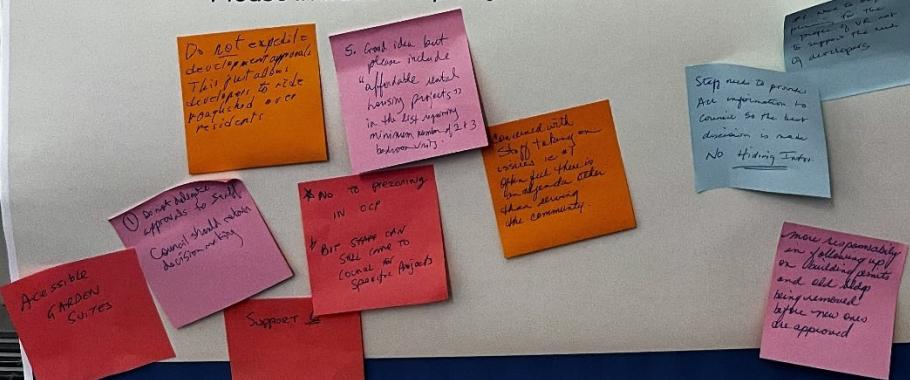
18 HOUSING

New Housing Policy Directions:

1. Facilitate an increase in housing supply by expediting development approvals and permits by delegating certain authority from Council to Staff, such as issuing development permits and minor variances, as allowed under the Local Government Act.
2. Identify sites with a high likelihood of redevelopment for potential pre-zoning for multi-unit residential in the next Zoning Bylaw update.
3. Prioritize the retention, renewal, and development of existing and new purpose-built rental housing.
4. Exempt residential developments where four units or less are proposed from form and character development permit areas to incentivize the construction of ground-oriented housing forms.
5. Support family-oriented housing by establishing minimum requirements for the number of two and three-bedroom units in new multi-unit residential developments of four storeys or greater, with the exception of seniors housing, supportive housing, and affordable rental housing projects.
6. Explore the feasibility of requiring 10% of units in all new multi-unit housing developments of four or more storeys be dedicated as accessible or adaptable units.

We'd like your feedback on the proposed policy directions for Housing.

Please include the policy number when providing your feedback.



19

PARKS, TRAILS, & RECREATION

Summary of Parks, Trails, & Recreation Objectives:

Continue to maintain and invest in park improvements and recreation amenities within the financial capacity and levels of service of the Town, and where possible, acquire new parkland to support community health and well-being, preserve ecological integrity, and strengthen climate adaptation and resiliency.

Do you have any feedback on the overall direction of the Parks, Trails, & Recreation objectives summary?

Need a park of
old trees
directly next to
existing areas
new park areas
will get
overrun

Stop cutting down
trees (or stop)

more community
gardens



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20

PARKS, TRAILS, & RECREATION

New Parks, Trails, & Recreation Policy Directions:

1. Prioritize parkland acquisition and improvement in neighbourhoods where supply is deficient. Special attention should be given to areas with high concentrations of underserved demographic groups, children and youth, and other groups with unique recreation and access needs.
2. Support non-motorized water transportation by improving access and facilities for canoes, kayaks, and small boats in Esquimalt Harbour and Portage Inlet.
3. In reviewing development proposals for waterfront sites, encourage new public water and shoreline access, parks, and boat launches.
4. Ensure parks and recreation facilities provide sufficient access to shade and weather-protection for visitors.
5. Maintain and enhance the tree canopy in local parks to help regulate temperature, manage stormwater, and support overall environmental health.

We'd like your feedback on the proposed policy directions for Parks, Trails, & Recreation.

Please include the policy number when providing your feedback.

#2. Don't
"encourage"
access, insist on
access.

With the huge
growth in population
from many rounds,
all portion of
supply for recreation
deficient
#1

Area has to be
too close to
residential

SHADE
ON TRAILS
TOP



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Summary of Natural Environment Objectives:

Safeguard the Town's distinctive natural beauty by limiting the effects of development and human activities on sensitive ecological areas, balancing ecological conservation and community growth, and mitigating public safety risks associated with natural hazards such as flooding, tsunamis, landslides, wildfires, and earthquakes.

Do you have any feedback on the overall direction of the Natural Environment objectives summary?

Need a Natural Assets Inventory and this should be done before any further development

Natural Assets Inventory should inform Old + All Developed Plans

Develop a STREET TREE PLANTING program



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Our Future View



22

NATURAL ENVIRONMENT

New Natural Environment Policy Directions:

1. Protect and conserve the long-term health and sustainability of important terrestrial, aquatic, and riparian ecosystems, species of concern, and environmentally sensitive areas through development permit area designations, negotiations at the time of rezoning or subdivision, tax exemptions, protective covenants etc.
2. Create a Natural Asset Management Plan to inventory, value and manage natural ecosystems like wetlands, waterbodies and forests that provide ecosystem services, such as mitigate flood risk and regulate climate change.
3. Explore opportunities to limit pet access and activities that have detrimental impacts on sensitive ecosystems.
4. Consider opportunities to reduce or ban the use of pesticides, herbicides, and other toxins like microplastics in View Royal.
5. Map and identify View Royal's 200-year floodplain areas, understand the risks to public safety of flooding and determine how to address these risks through imposing new regulations in floodplain areas.

We'd like your feedback on the proposed policy directions for Natural Environment.

Please include the policy number when providing your feedback.

Landscape needs
to be done asap
for any new
development
#2

ASAP
natural
resources
inventory
Census



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Our Future View



23

INFRASTRUCTURE

Summary of Infrastructure Objectives:

Ensure a balance between preserving and protecting the natural environment and supporting future growth through fiscal responsibility, long-term planning, and coordinated infrastructure investment, renewals, and upgrades to maintain a high level of service delivery for residents.

Do you have any feedback on the overall direction of the Infrastructure objectives summary?



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24 INFRASTRUCTURE

New Infrastructure Policy Directions:

1. Ensure that development will only occur if appropriate infrastructure systems (water, wastewater, and sewer) with sufficient capacity are in place.
2. Encourage the use of local area improvement charges or other finance tools to fund upgrades and improvements in specific neighbourhoods.
3. Guide infrastructure renewals, upgrades and improvements by master plans that identify priorities for these investments. Master plans should be updated every 5 years and be supported by subsequent Town policies.
4. Prioritize upgrades to infrastructure and services that make View Royal more resilient to climate change and disasters.
5. Recognize the role of natural assets (i.e., wetlands, forests, aquifers, etc) in service delivery and establish a natural asset inventory while supporting the protection, maintenance, and enhancement of their role.
6. Develop incentives for reducing water consumption and wastewater generation. Opportunities could include rainwater collection, greywater reuse (including treated water for irrigation purposes), and dual piping systems.

We'd like your feedback on the proposed policy directions for Infrastructure.

Please include the policy number when providing your feedback.

