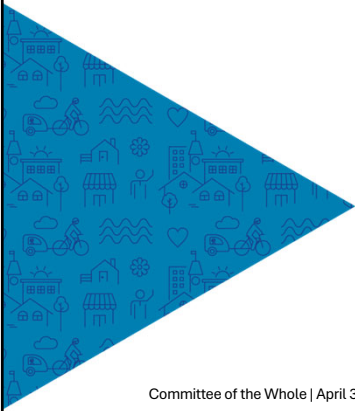



2025 | CITY OF VICTORIA | Planning and Development

OCP Reports

Council Directed Reports on Draft OCP and Regulatory Approach




Committee of the Whole | April 3, 2025



1

What We're Doing

- Updating Victoria's Official Community Plan
- Updating several key land management regulations
- Introducing new regulations and policies to meet community needs and align with legislative requirements



2

More Specifically

- Unlocking land supply to meet acute and growing housing needs
- Managing growth in a climate responsive way

Updated OCP
Guides long term growth and change in Victoria.

Modernized Zoning
Regulates use and development on-site.

Updated DPAs and Guidelines
Guides form and character of new development.

Renewed Site Servicing Bylaw
Prescribes works and services off-site.

New Amenity Cost Charge Bylaw
Funds community infrastructure needs associated with growth.

New Tenant Protection Bylaw / DPA
Mitigates the impacts of displacement on tenants.

New Rezoning and Development Policy
Provides fine-grained, malleable guidance for development and change.

3 OCP Report Backs | April 3, 2025

3

Timeline

Council
Direction
to Proceed

May 2023

Emerging
Directions
and
Engagement
Launch

Feb 2024

Engagement
Closed,
Drafting
Revisions

Fall 2024

Draft
Directions
to Council

Feb 2025

Public
Hearing

Summer 2025

Submit RCS to CRD in April for June consideration or submit later for fall consideration (presenting very tight timeline).

Reports to COTW:

- Feb 27, 2025
- March 6, 2025
- **April 3, 2025**

4 OCP Report Backs | April 3, 2025

4

Reports Directed on March 6

- | | |
|--|--|
| <ul style="list-style-type: none"> (a) Report back on options to enable more three plus bedroom homes (b) Report back on options to better enable galley-style housing, without changing site coverage policies (c) Report back on options to remove or reduce ACCs for affordable homeownership units (d) Report back on options to strengthen references to future implementation of regional mass transit, including light rail (e) Report back on options to ensure flexibility in the OCP and related policy documents and taking a housing priority approach (f) Report back on options to expand priority growth areas around transit corridors and active transportation corridors to be at least a full block | <ul style="list-style-type: none"> (g) Report back on options to reduce traffic blockages on transit corridors and create additional transit priority measures (h) Report back on options to reduce the minimum side setback to one metre, and the front setback to three metres, without changing site coverage (i) Report back on options to limit costs to non-profit housing providers for any new frontage work (j) Report back on the implications of allowing six-storey non-market developments citywide (k) Report back on options to add additional local villages to the OCP or convert proposed waterfront villages to local villages (l) Report back on options to reduce barriers to build car-lite or car-free housing. |
|--|--|

5 OCP Report Backs | April 3, 2025



5

Summary of Today's Presentation of Reports

Housing Supply and Land Use

1. Adding Local Villages
2. Encouraging Family Housing
3. Expanding Priority Growth Areas

Affordability

4. Enabling Six Storey Non-Market (Residential Infill)
5. Reducing ACCs for Affordable Home Ownership
6. Limiting Frontage Work Costs for Non-Market

Zoning and Design Parameters

7. Reducing Setbacks
8. Better Enabling Galley-Style Housing

Mobility

9. Strengthening Mass Transit References
10. Improving Transit Priority Measures
11. Reducing Costs for Car Lite / Car Free Buildings

Process and Practices

12. Housing Priority Approach

6 OCP Report Backs | April 3, 2025




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Housing Supply and Land Use

1. Adding Local Villages
2. Encouraging Family Housing
3. Expanding Priority Growth Areas



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1 Adding Local Villages

Options to add additional local villages to the OCP or convert proposed waterfront villages to local villages.

8



Adding Local Villages

Options to add additional local villages to the OCP or convert proposed waterfront villages to local villages.

BACKGROUND AND CONTEXT

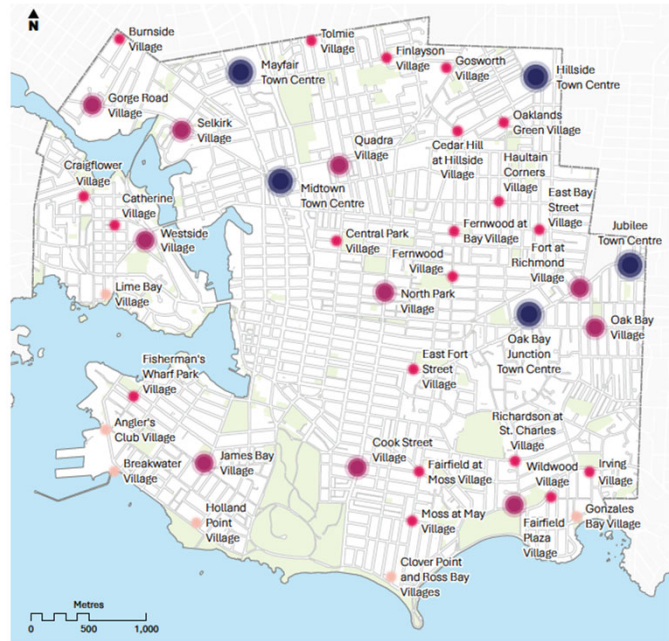
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Local Villages

Background

Proposed Approach

- Network of Town Centres and Villages
- Opportunities for shops and services across the city.
- Policy and zoning will require commercial ground floor uses.
- Policy allows for flexibility in future rezoning.



10 OCP Report Backs | April 3, 2025

10

Local Villages

Background

Principles of Village Planning

- Compact and walkable.
- Aligned with mobility networks.
- Near intensive housing and key destinations.
- Larger villages support greater range of services.
- Commercial corners in areas with foot traffic.



11 OCP Report Backs | April 3, 2025

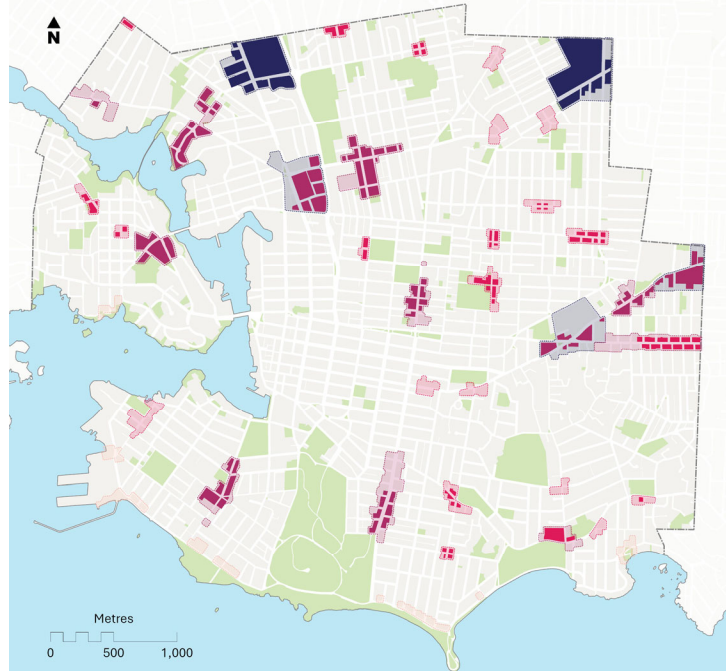
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Local Villages

Background

Proposed Village Network

- Addresses future commercial demand.
- Meets principles of village planning.
- Strengthen existing and aspirational villages.
- Avoid diluting retail demand.



12 OCP Report Backs | April 3, 2025

12

Local Villages

Background

Rationale for Proposed Waterfront Villages

- Interest in greater activity near waterfront.
- Historic uses and activity.
- Activate areas near waterfront destinations.
- More flexible policies for waterfront areas:
 - To be opportunistic
 - Retail demand may be limited
 - Focus is on lifestyle, not daily needs



Gonzales Bay, 1936

13 OCP Report Backs | April 3, 2025



13

Local Villages

Background

Zoning and Land Economics Considerations

- Commercial and mixed-use is less profitable than 100% residential.
- Commercial space vital for complete communities.
- Policy and zoning required to achieve commercial space where desired.
- Risk of diluting the market with oversupply of commercial areas.

14 OCP Report Backs | April 3, 2025



14



Adding Local Villages

Options to add additional local villages to the OCP or convert proposed waterfront villages to local villages.

OPTIONS AND IMPLICATIONS

15

Local Villages

Options

Option 1: Designate three Waterfront Villages as Local Villages

Gonzales Bay, Holland Point and Breakwater

Rationale:

- Retail demand in James Bay and at Gonzales Bay.
- Limited opportunity for James Bay Village to grow.
- Breakwater has strong relationship to Ogden Point.
- Gonzales Bay is a cherished destination.



16 OCP Report Backs | April 3, 2025

16

Local Villages

Options

Option 2: Expand and / or Add Local Villages

- 2a** Expand Local Village on East Fort Street
- 2b** Expand Local Village at Fairfield at Irving
- 2c** Add and adjust Local Villages along Richardson
- 2d** Add Local Village at Finlayson and Quadra

17 OCP Report Backs | April 3, 2025

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Local Villages

Options

Option 2a: Expand East Fort Street Local Village

- Demand for commercial space.
- Aligned with housing density.
- Located on Transit Priority Network.
- Complementary to existing commercial heritage conversions.

18 OCP Report Backs | April 3, 2025

18

Local Villages

Options

Option 2b: Expand Fairfield at Irving Village across Foul Bay Road and Richmond Ave

- Retail study shows adequate demand in area for village to grow.
- Located on Transit Priority Network.
- Few nearby villages.
- Proximate to destinations (e.g., Gonzales Bay, Abkhazi Gardens).

N

0 100 200 m

■ Local Village
 Proposed Additions

Public Facilities, Parks and Open Space
 General Urban Fabric

19 OCP Report Backs | April 3, 2025

19

Local Villages

Options

Option 2c: Adjust Local Villages along Richardson

Add Local Village at Richmond and focus St. Charles Village to the intersection

- Richardson at Richmond on Transit and Cycling Networks.
- Near destination (Schools and Parks).
- Complement nearby villages (e.g., Fairfield Plaza; Fairfield at Irving).

N

0 50 100 m

■ Local Village
X Proposed Removals
 Public Facilities, Parks and Open Space
 General Urban Fabric

N

0 50 100 m

Proposed Additions
 Public Facilities, Parks and Open Space
 General Urban Fabric

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20

Local Villages

Options

Option 2d: Add a Local Village at Finlayson and Quadra

- On Transit and Cycling Network.
- Near destinations (Topaz Park, Quadra School).
- Approx. 700m from Quadra Village.
- Existing commercial garage.

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Local Villages

Options


Summary Analysis

- Proposed network of Town Centres and Villages:
 - Supports compact, walkable main streets
 - Provides capacity to meet future demand
 - Aligns with mobility networks and destinations
- Potential to expand villages in James Bay, Gonzales and northern Hillside-Quadra.
- Additional or expanded villages should be carefully considered:
 - Risk of diluting retail demand
 - Risk of reducing development capacity for residential uses
- OCP is appropriate process to identify desired villages.

22

1

Add Local Villages




Recommendation

Option 1: Convert Three Waterfront Villages to Local Villages

Provide direction to:


- Modify policies and maps within the **draft OCP** to designate the following Waterfront Villages as Local Villages:
 - Breakwater Village
 - Holland Point Village
 - Gonzales Bay Village as Local Villages.
- Update the **Rezoning and Development Policy** to reflect the above direction.



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1

Add Local Villages




Recommendation

Option 2: Expand, Adjust and Add Local Villages

Provide direction to:

- Modify policies and maps within the **draft OCP** designate new local villages at:
 - Richardson St. and Richmond Ave.
 - Finlayson St. and Quadra St.
- Update the **Rezoning and Development Policy** to reflect the above direction and to:
 - Expand East Fort Street Village
 - Expand Fairfield at Irving Village
 - Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.
- Update the **approach to Zoning Modernization** to reflect the above direction.



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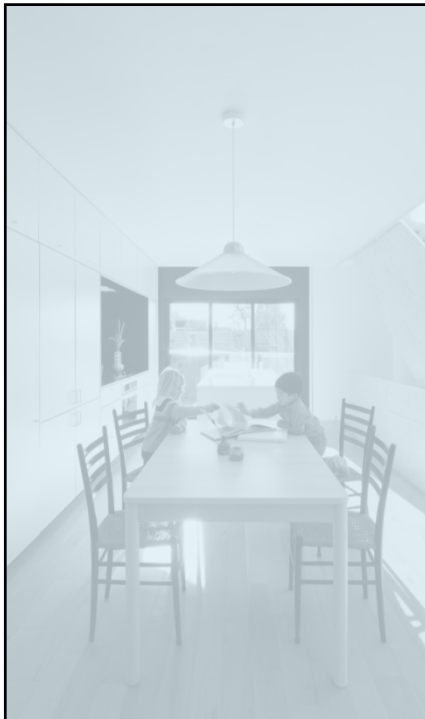


2

Encouraging Family Housing

Options to enable more three plus bedroom homes.

25



Encouraging Family Housing

Options to enable more three plus bedroom homes.

BACKGROUND AND CONTEXT

26

Family Housing

Background

Proposed Approach

- Builds on existing work (e.g., Family Housing).
- Progressive OCP Goal Post.
- Zoning requirements based on architectural and economic testing.
- Strengthened rezoning & development policy.

Proposed OCP Goal Post



Proposed Zoning Requirements
(for buildings of four storeys or more)



27 OCP Report Backs | April 3, 2025



27

Family Housing

Background

Early Progress on Missing Middle

- Bylaw updates having a positive impact.
- In 2024, up-tick in building permits issued for Missing Middle.
- As of March 2025, 25 in-stream Development Permit applications.
- 50% of units linked to in-stream applications are for 3-bed units.
- Adding ground-oriented family housing options.



28 OCP Report Backs | April 3, 2025



28

Family Housing

Background

Importance of Family Friendly Communities

- Economic analysis indicates challenge of requiring more than 10% three-bedroom units without significant incentives.
- Need to make apartment living a more attractive option for families.
- Families require supporting infrastructure, building and community level.
- Need safe and accessible mobility options.



29 OCP Report Backs | April 3, 2025



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Family Housing

Background

Density Bonus Incentive for Family Housing

- Density Bonus Incentive for three-bedroom units
 - Providing additional 'bonus' density above 2.6 FSR
- Density bonus approach
 - Clear and consistent measure for urban form
 - Ensures FSR reflects bulk of building
 - Easy to administer for staff review

30 OCP Report Backs | April 3, 2025



30



Encouraging Family Housing

Options to enable more three plus bedroom homes.

OPTIONS AND IMPLICATIONS

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Family Housing Options

Option 1: Density Bonus for Family Units

Density bonus up to 2.75 FSR in PGAs, in exchange for 15% 3-bed units.

- Increase max density for strata and rental projects from 2.6 FSR to 2.75 FSR
- Proposed zoning requires strata 30% family-friendly units
 - Requiring at least 20% 2-bed units and 10% 3-bed units
- Maintain 30% requirement of family-friendly units
 - Shift to 15% three-bedroom requirement for 0.15 FSR density bonus

32 OCP Report Backs | April 3, 2025



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Family Housing

Options

Implications

- Erodes density incentive for affordable housing.
- Upper limit of architectural testing.
- Requires changes to density bonus bylaw but may see limited uptake.
- May result in timeline delays to ensure alignment with recent legislation.
- Still need to address broader unit, building and site-level amenities for families.



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Family Housing

Options

Option 2: Catalyze Family Friendly Buildings

- Family-friendly buildings (with 50% or more three-bedroom units) could meaningfully support City goals, however:
 - Buildings require supporting amenities
 - More costly - requires analysis to consider incentives and partnership options
 - Need to consider family needs at the site, neighbourhood and community scale
- Could consider ways to support and catalyze such development, such as:
 - Opportunities to incentivize in Town Centres and Villages
 - Grants, fee waivers and tax exemptions
 - Support from other levels of government
 - Standardized designs

34 OCP Report Backs | April 3, 2025



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Family Housing

Options

Implications

- Holistic approach to encourage family-friendly apartment buildings would require further investigation and analysis.
- Would need to undertake as part of OCP priority implementation.



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Family Housing

Options

Option 3: Advance Family Friendly Infrastructure

- Existing directions for Community Infrastructure to creatively support diverse demographics in a growing city
- Can bolster directions for safe infrastructure for families and youth:
 - Promoting car-lite and car-free living for all ages
 - Connect important community destinations like schools, parks and Villages to the City's cycling, transit and greenway networks with child friendly infrastructure.

36 OCP Report Backs | April 3, 2025



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Local Villages

Options

Summary Analysis

- Family friendly buildings and communities are key.
- Family friendly housing is gaining momentum through missing middle and family housing policy.
- The proposed density framework provides clear expectation of urban form.
- Could density bonus to 2.75 FSR, in exchange for additional 5% three-bedroom units, but may add time to OCP process with limited benefit.
- Greater gains could come from exploring ways to catalyze family friendly buildings, but more work is required to develop.
- Must continue to focus on a holistic approach to a family friendly city.



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2 | Encouraging Family Housing



Recommendation

Option 2 & 3: Family Buildings and Infrastructure

Provide direction to:

- Incorporate a Victoria 2050 City Action to the **draft OCP** to prepare a strategy to catalyze family-friendly buildings and identify as a priority implementation item.
- Incorporate policies to the Mobility section of the **draft OCP** to encourage and enable families and youth to embrace car-free lifestyles through safe infrastructure provision.



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2 Encouraging Family Housing

Alternative

Option 1: Density Bonus for Family Units

Should Council wish to incorporate density bonus, provide direction to :

- Modify the **Approach to Zoning Modernization** to include a density bonus of 0.15 FSR in the Priority Growth Areas to permit up to 2.75 FSR for secured rental and strata buildings where at least 15% of the total family-friendly units are three-bedroom units.



3 Expanding Priority Growth Areas

Options to expand Priority Growth Areas to be at least a full block:

- around transit corridors and
- active transportation corridors



Expanding Priority Growth Areas

Options to expand Priority Growth Areas to be at least a full block:

- around transit corridors and
- active transportation corridors

BACKGROUND AND CONTEXT

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Priority Growth Areas

Background

Rationale for a Focused Approach

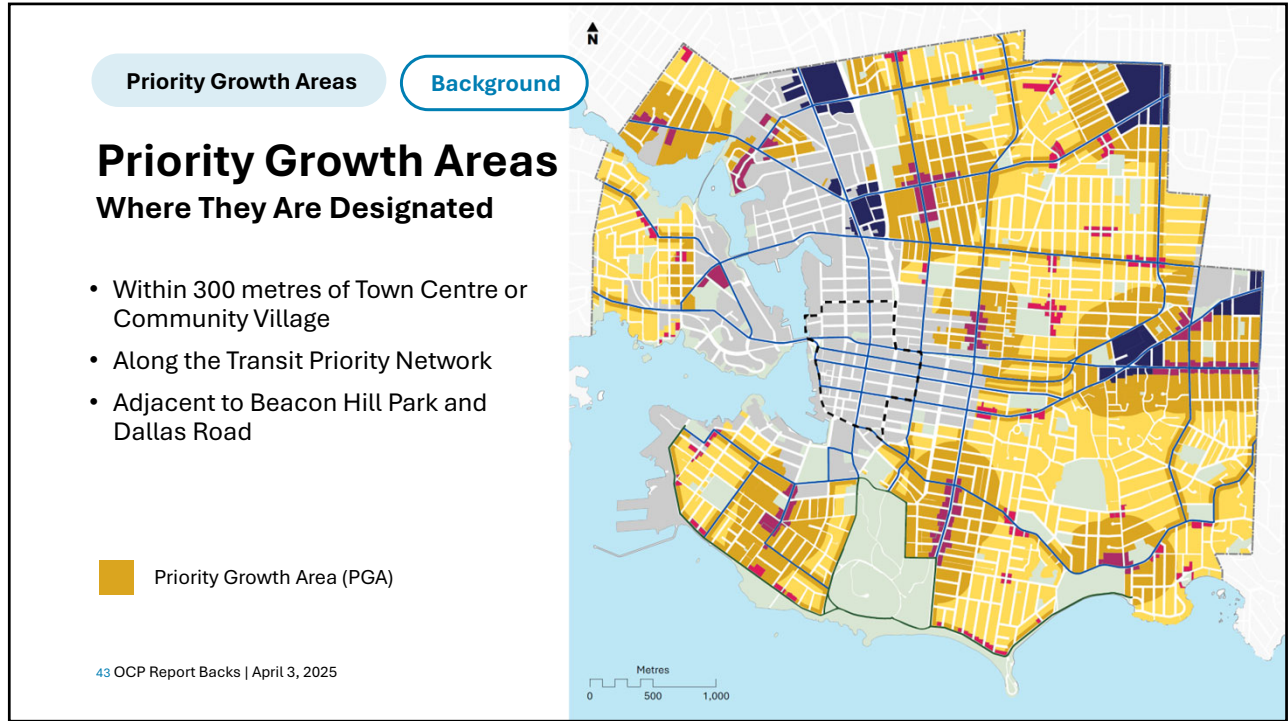
- Incremental evolution of Victoria’s form and learning as we go
- Emphasizes importance of transit
- Provides transit supportive development patterns
- More likely to have better design outcomes
- Residential Infill still an important form

Urban Structure Concept

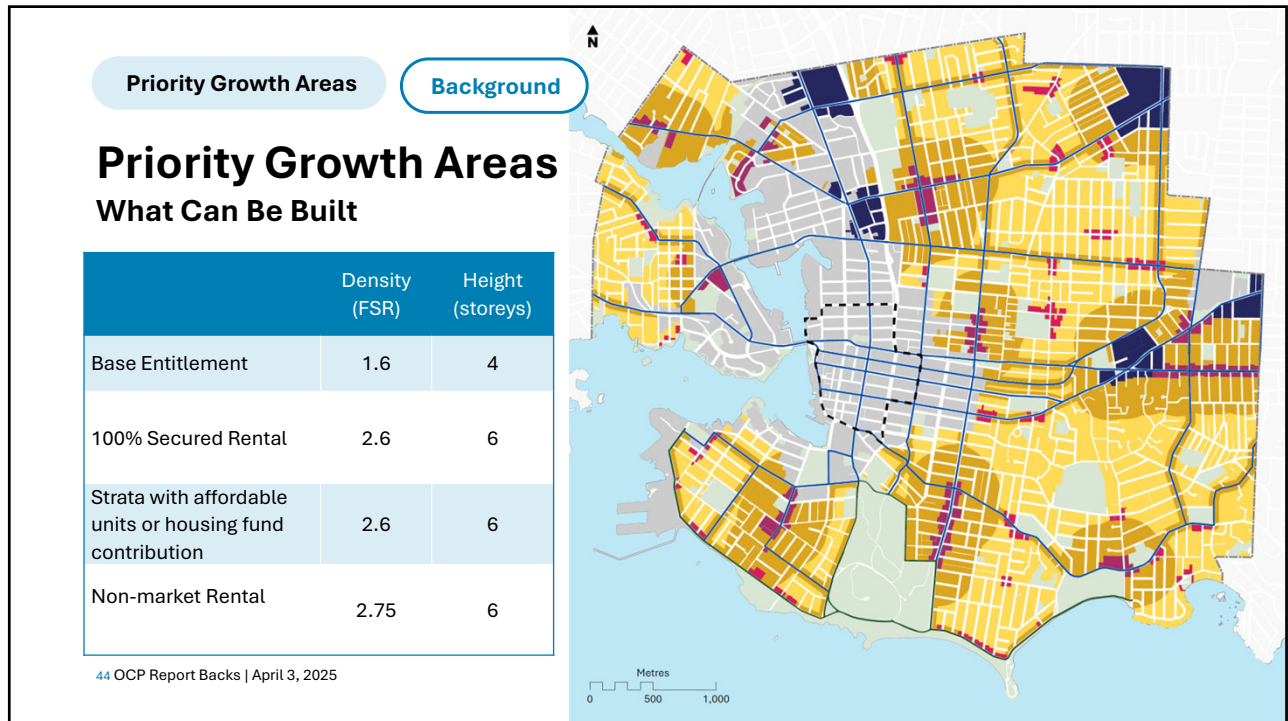
- Residential Fabric**
 - Residential Infill
 - Priority Growth Areas
- Community Nodes**
 - Town Centres
 - Community Villages
 - Local Villages
- Districts**
 - Downtown Core
 - Legislative District
 - Songhees District
- Working Lands and Waters**
 - Employment Districts
 - Urban Industrial Reserve
 - Working Harbour
- Reference**
 - Transit Priority Network (see Mobility Networks)
 - Parks, Institutions and Public Open Spaces (see Community Networks)

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Priority Growth Areas
Background


Why Focus Around Mobility Hubs?

Signal transit priority and advance key elements of transit-oriented communities:


- **Destinations:** Coordinated land use and transportation
- **Distance:** Connections to other mobility networks
- **Diversity of Uses:** That support transit throughout the day




DESTINATIONS




DISTANCE




DESIGN



DENSITY




DIVERSITY



DEMAND MANAGEMENT

45 OCP Report Backs | April 3, 2025



45

Priority Growth Areas
Background

Why Emphasize Direct Adjacency to Transit?

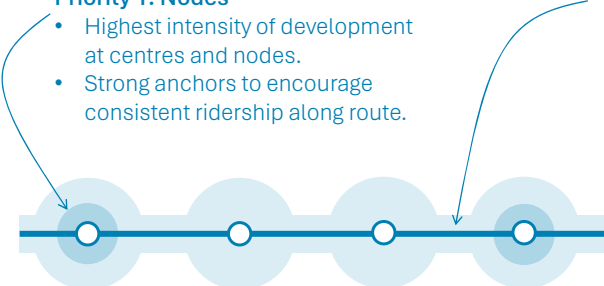
Priority 1: Nodes

- Highest intensity of development at centres and nodes.
- Strong anchors to encourage consistent ridership along route.


Priority 2: Corridors

Additional development density along corridors should be:

- Phased in and incremental
- Aligned with service levels
- Oriented for easy access
- Close and convenient



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Priority Growth Areas

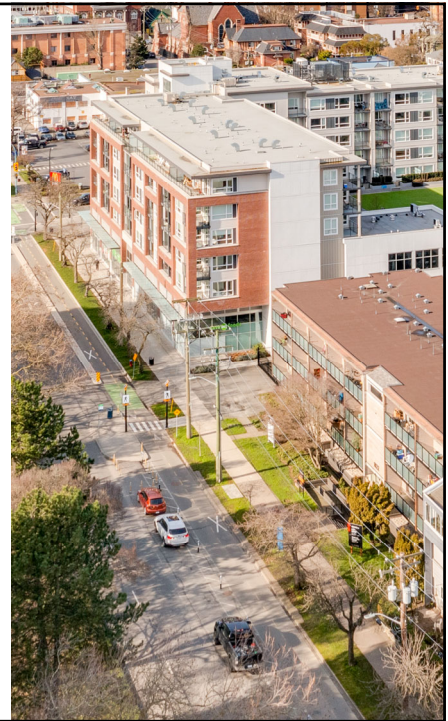
Background

Logical Site Assembly and Focused Infrastructure Renewal

Importance of focusing development at corridor:

- Change management.
 - Supports incremental change of urban form.
 - Density along corridors before local streets.
 - Fewer orphaned lots.
- Helps to focus transit supportive street improvements.
 - Focuses investment to support transit.
 - Fewer driveways along key routes.

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Priority Growth Areas

Background

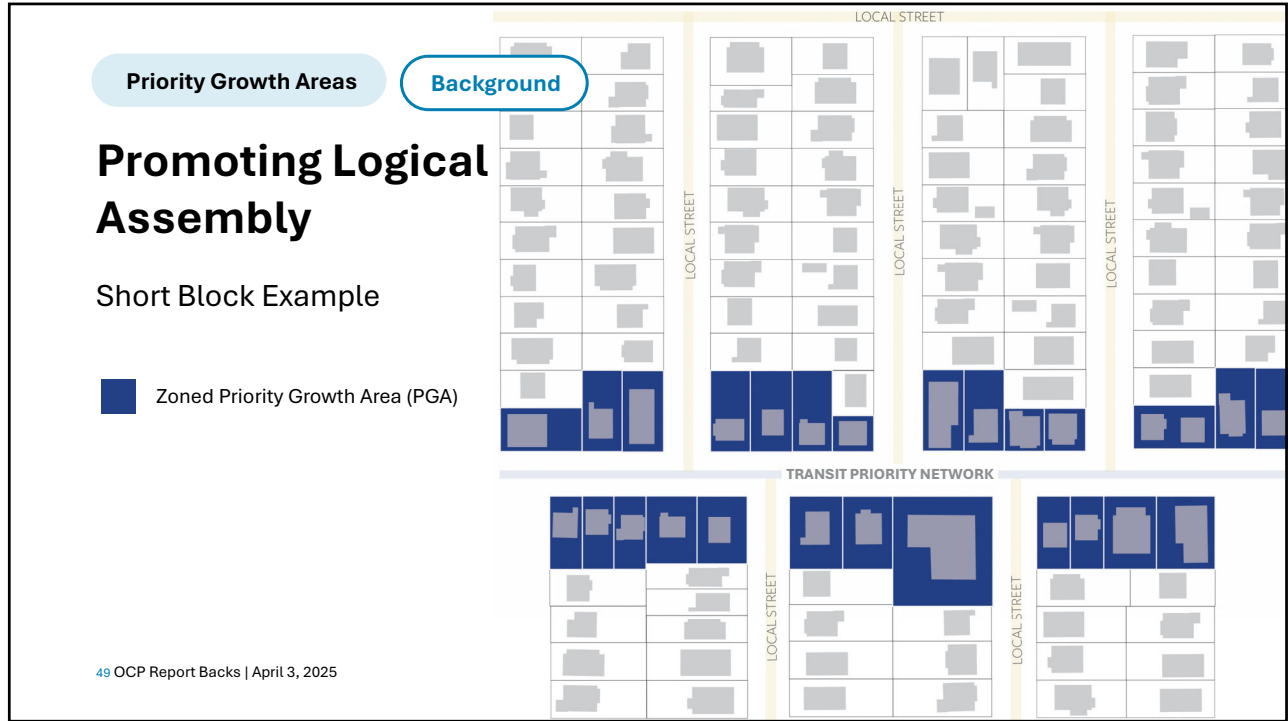
Promoting Logical Assembly

Short Block Example

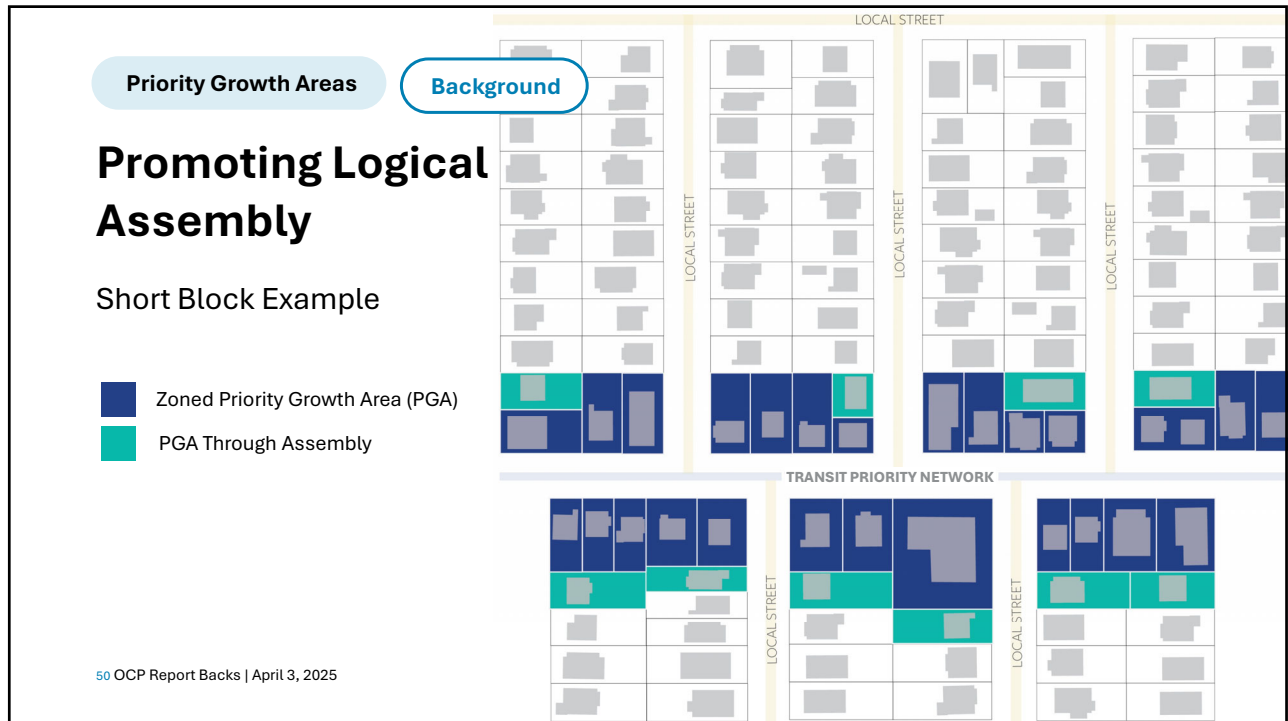


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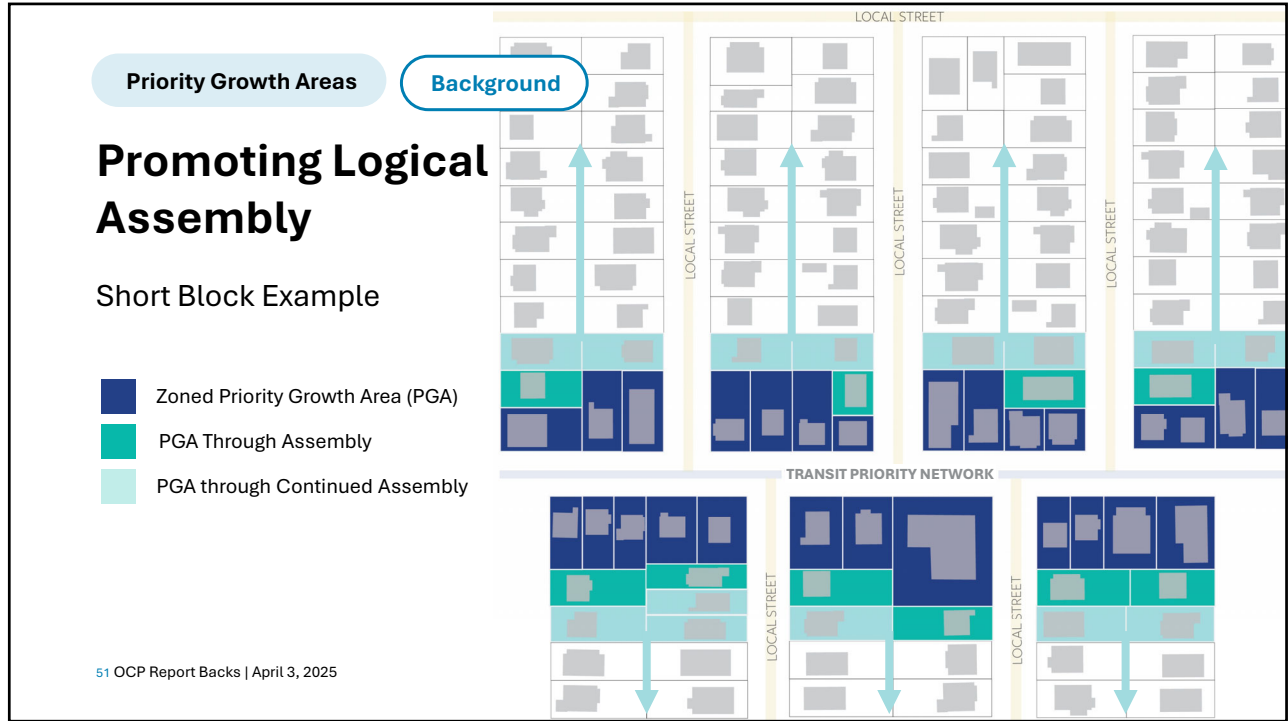
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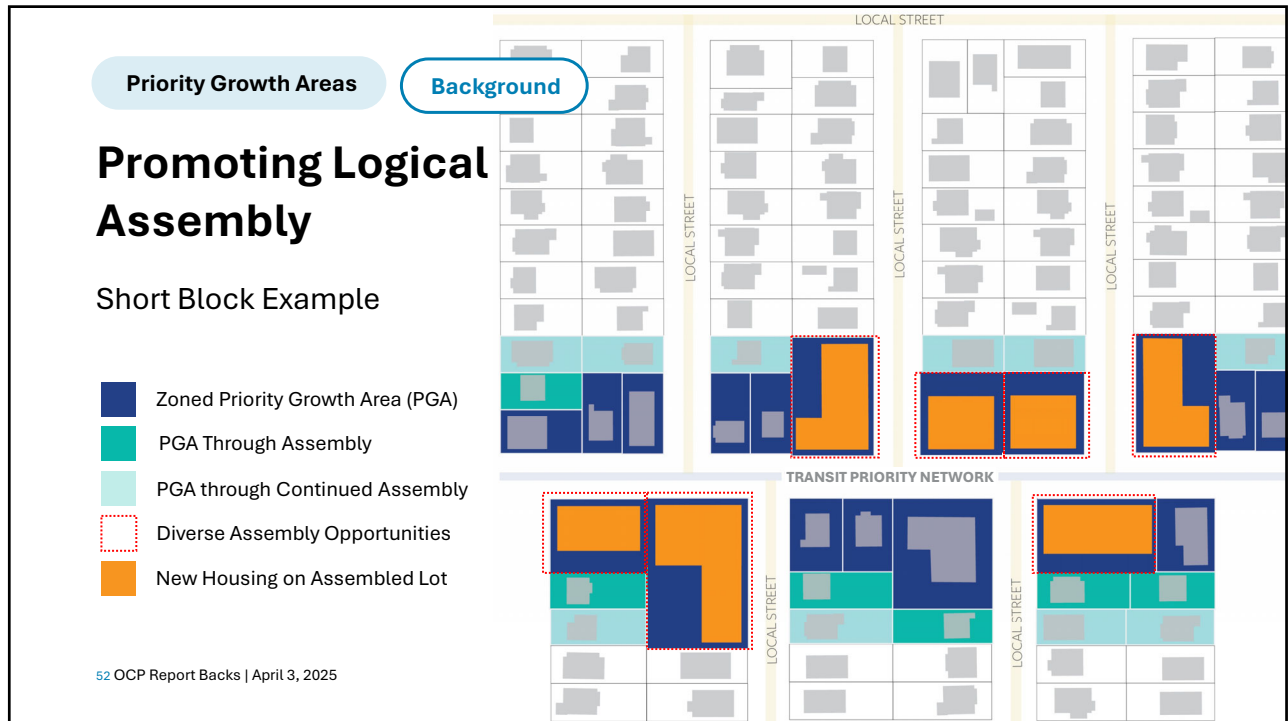
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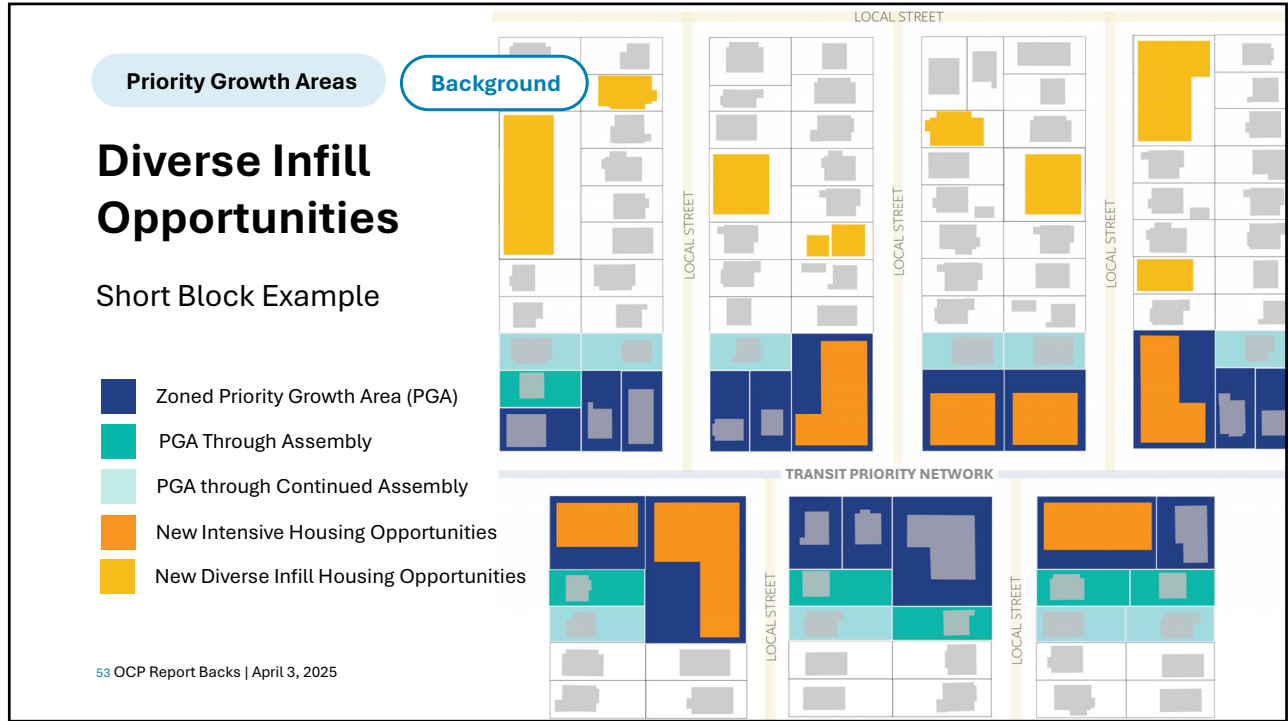
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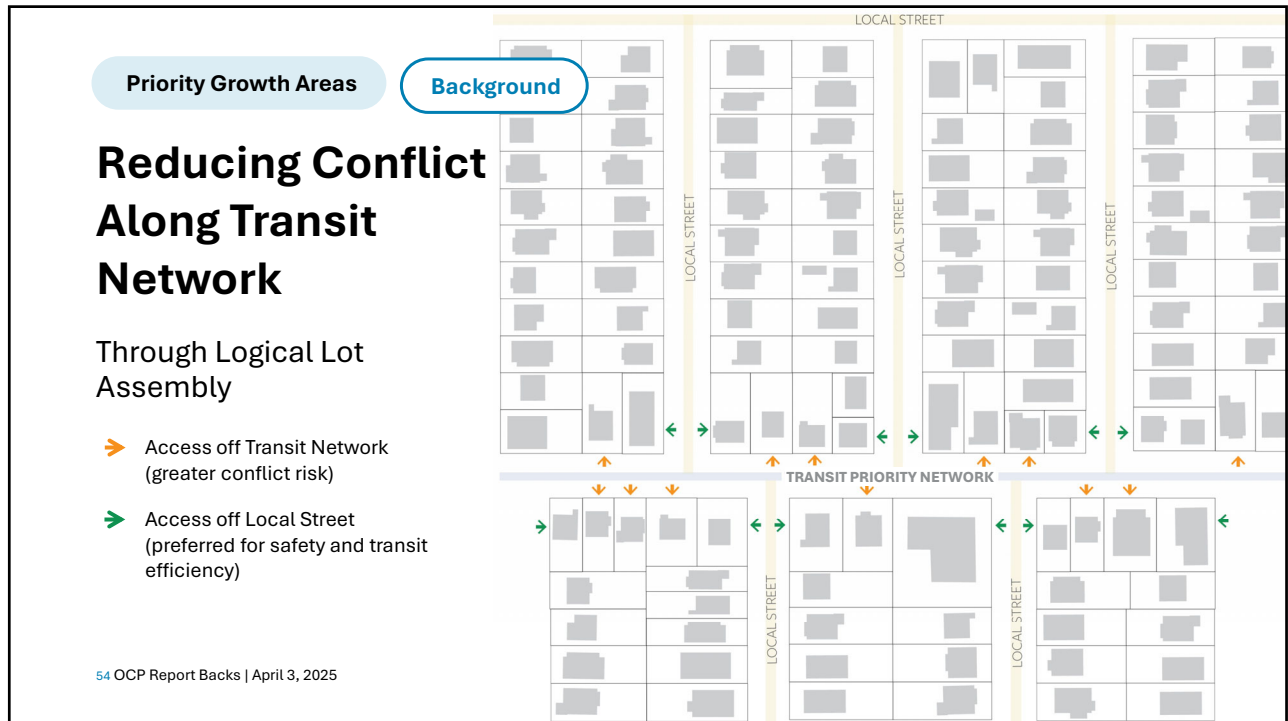
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Priority Growth Areas Background

Reducing Conflict Along Transit Network

Through Logical Lot Assembly

- Access off Transit Network (greater conflict risk)
- Access off Local Street (preferred for safety and transit efficiency)

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Priority Growth Areas Background

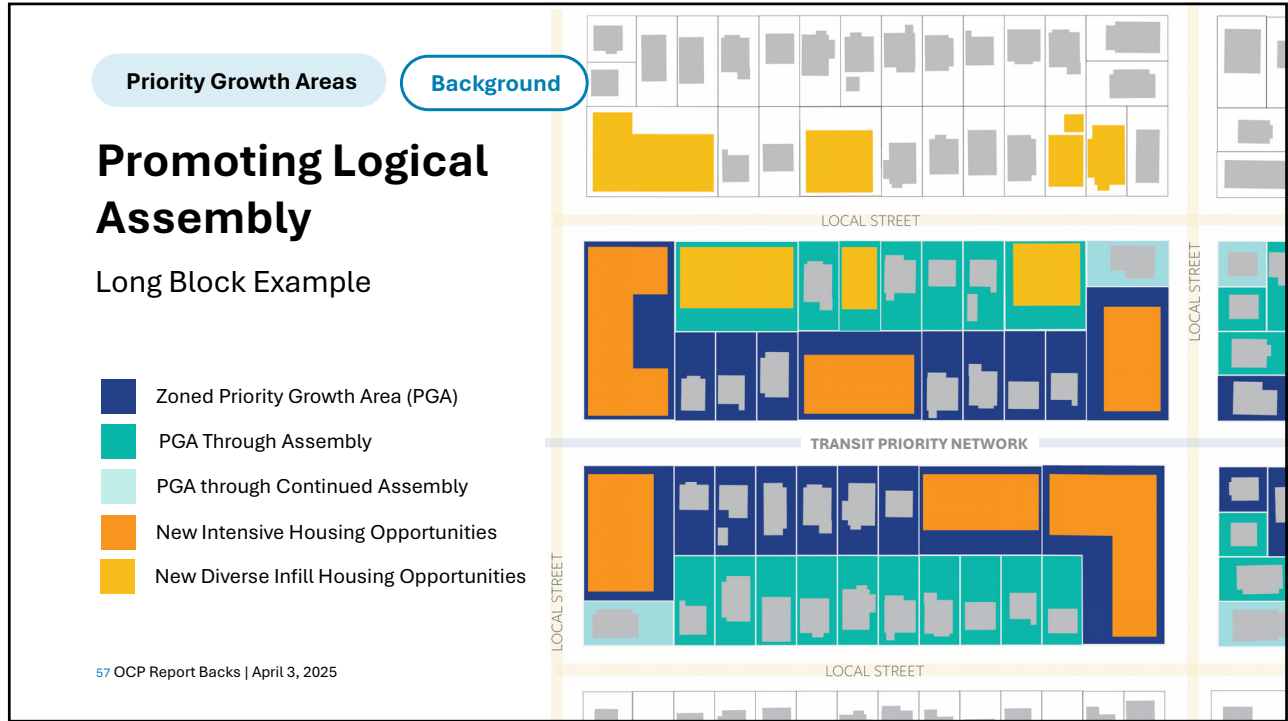
Promoting Logical Assembly

Long Block Example

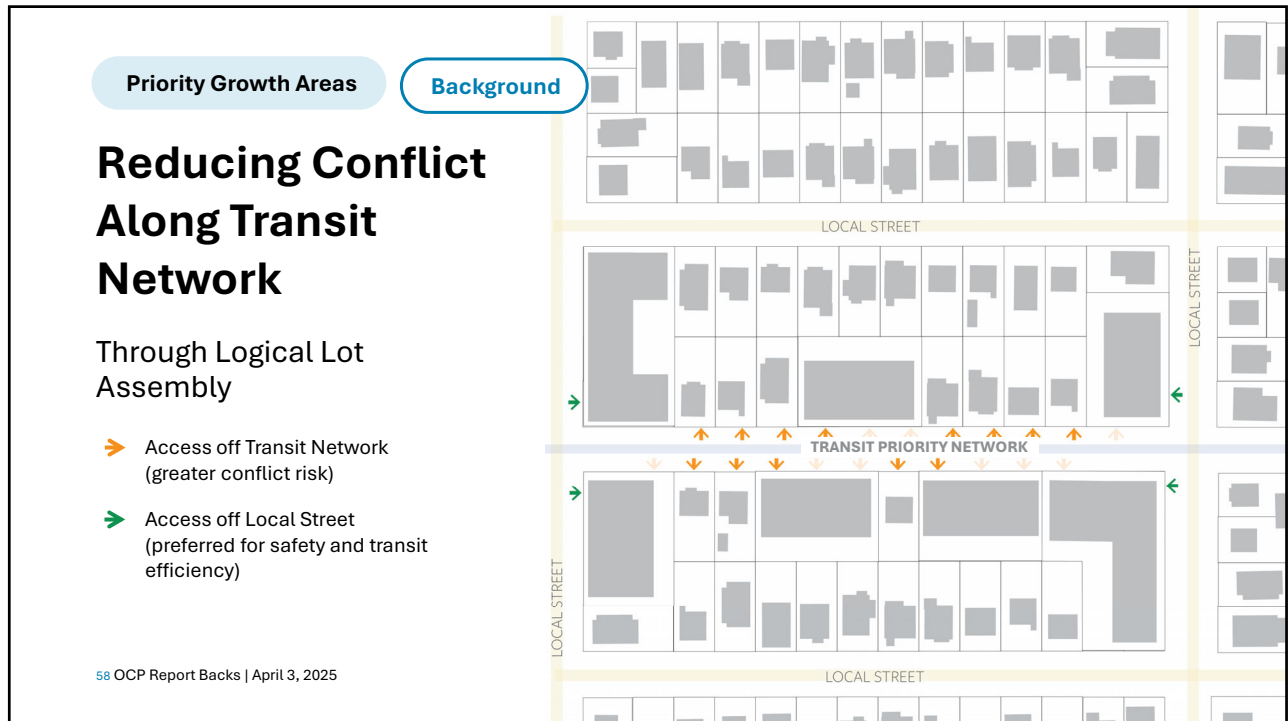
- Zoned Priority Growth Area (PGA)
- PGA Through Assembly
- PGA through Continued Assembly

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Priority Growth Areas

Background

Recap of Rationale for Proposed Approach

- Maximizes benefits of a focused approach
- Creates Transit Oriented **Communities**
- Density is envisioned along the network:
 - Focuses infrastructure investments
 - Promotes a consistent evolution of urban form (logical assembly)
 - Emphasizes opportunities that improve transit efficiency

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Expanding Priority Growth Areas

Options to expand Priority Growth Areas to be at least a full block:

- around transit corridors and
- active transportation corridors

OPTIONS AND IMPLICATIONS

60

Priority Growth Areas Options

Considerations

There is no “typical” block size or pattern in Victoria, particularly along the Transit Priority Network.

61 OCP Report Backs | April 3, 2025

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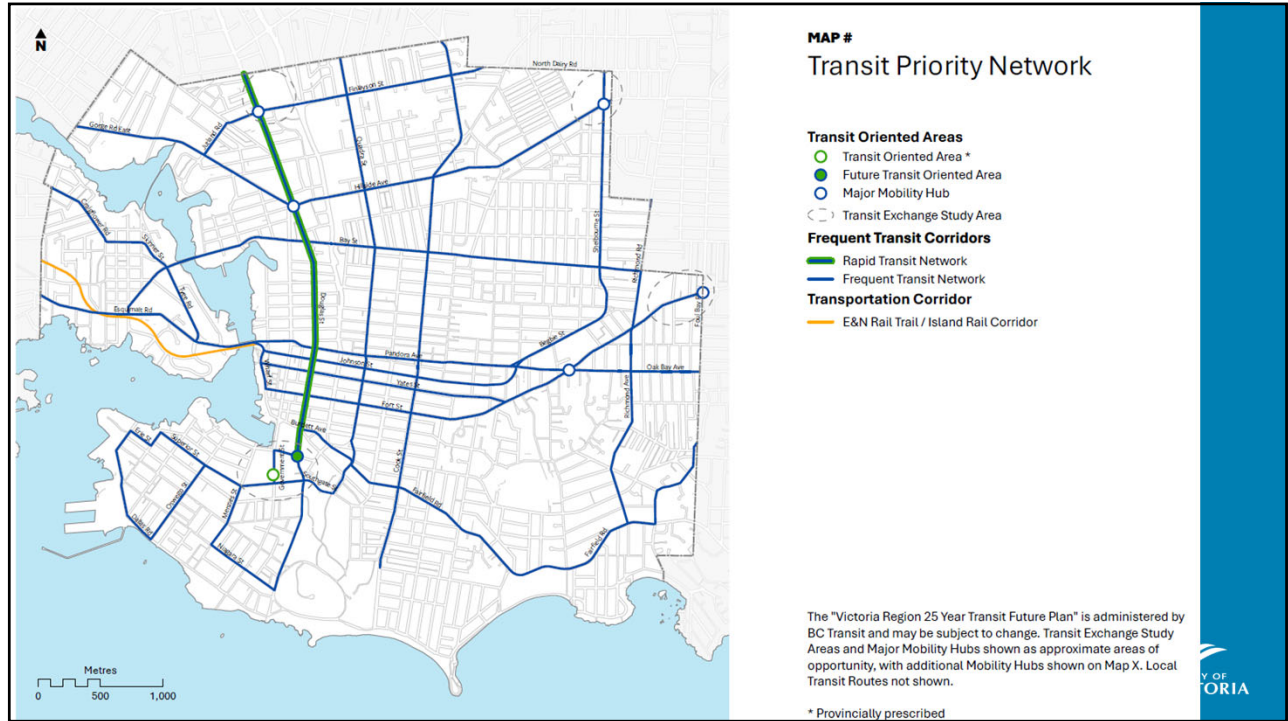
Priority Growth Areas Options

Option 1: Extend PGAs by Short Side of Block Equivalent

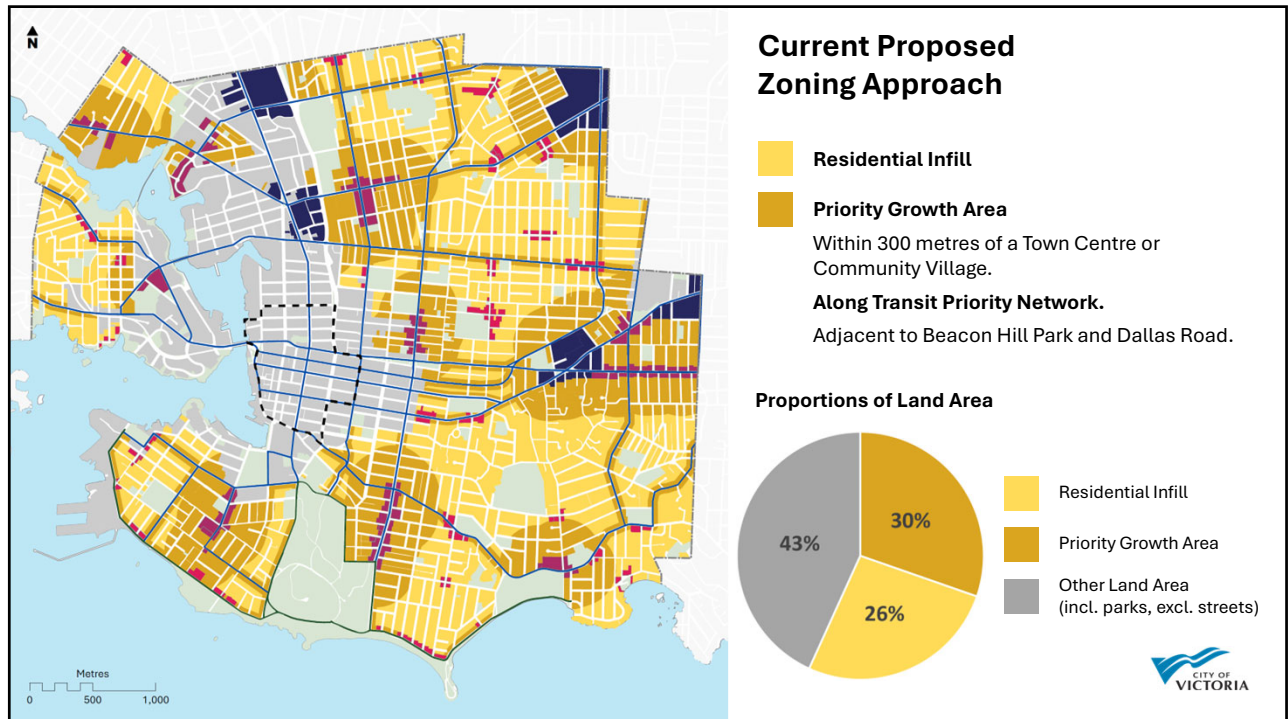
Allow parcels **within 85 metres** of the Transit Priority Network Centreline to access Priority Growth Area entitlements

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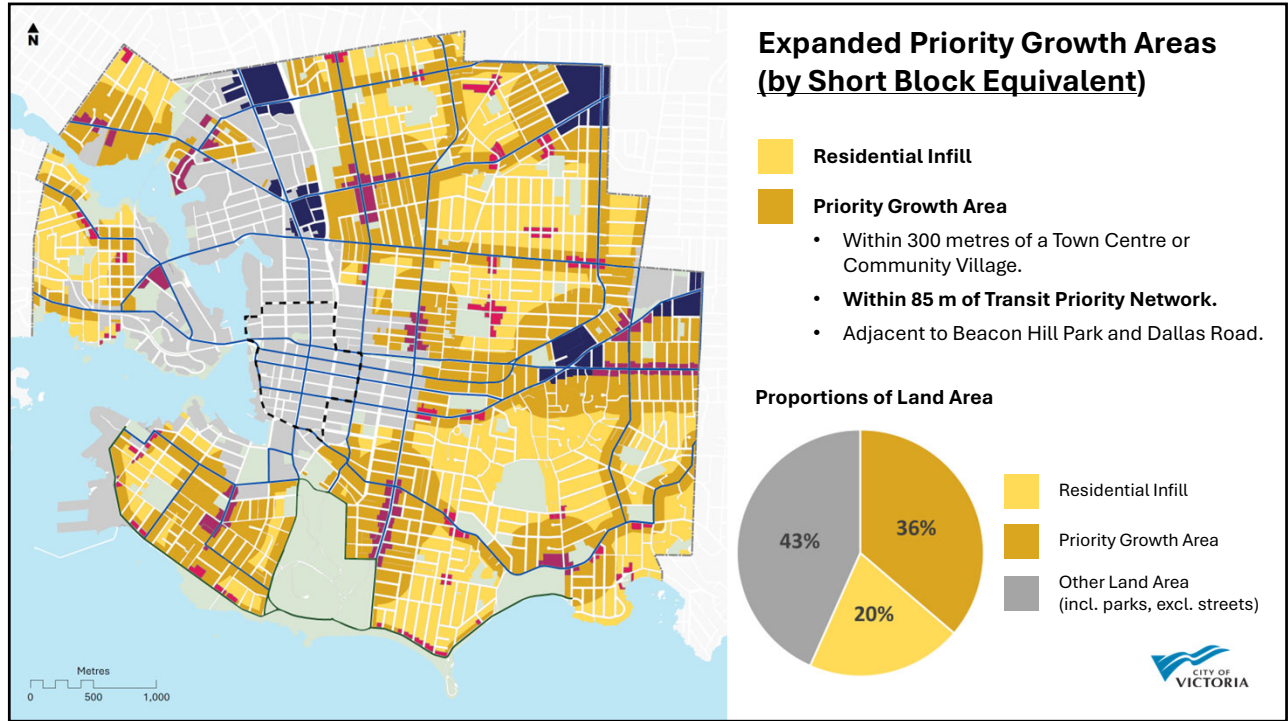
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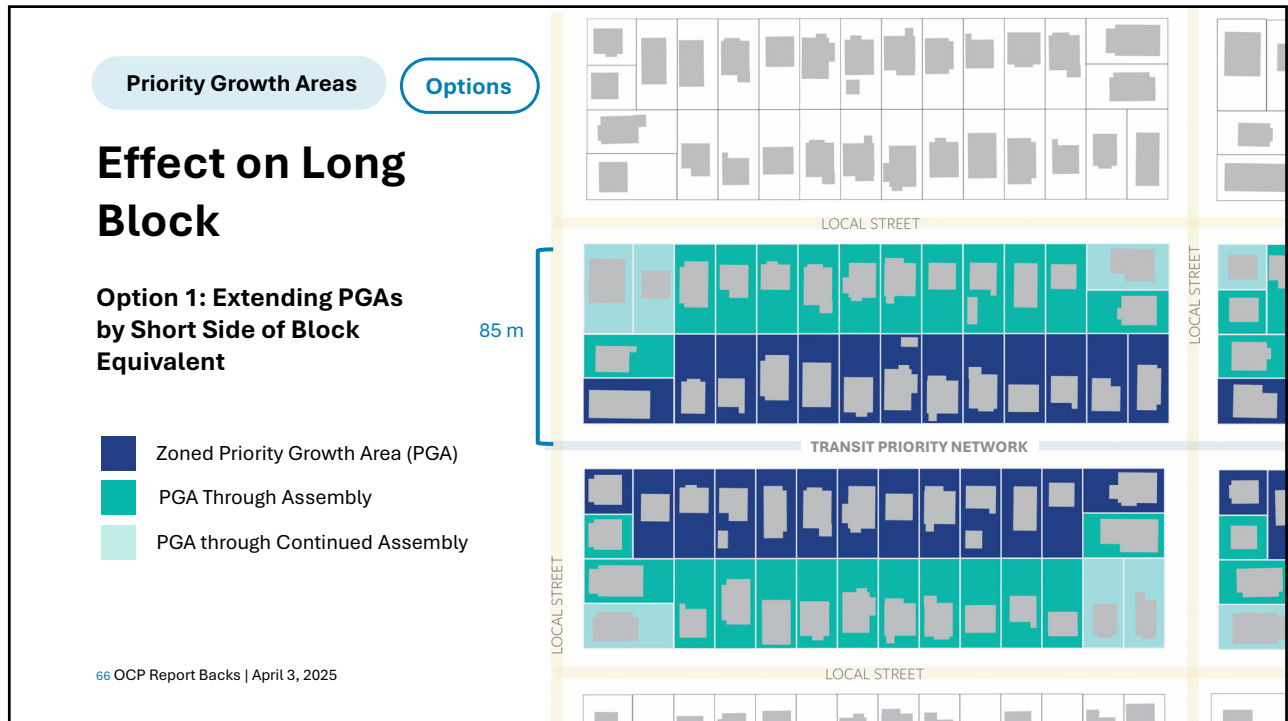
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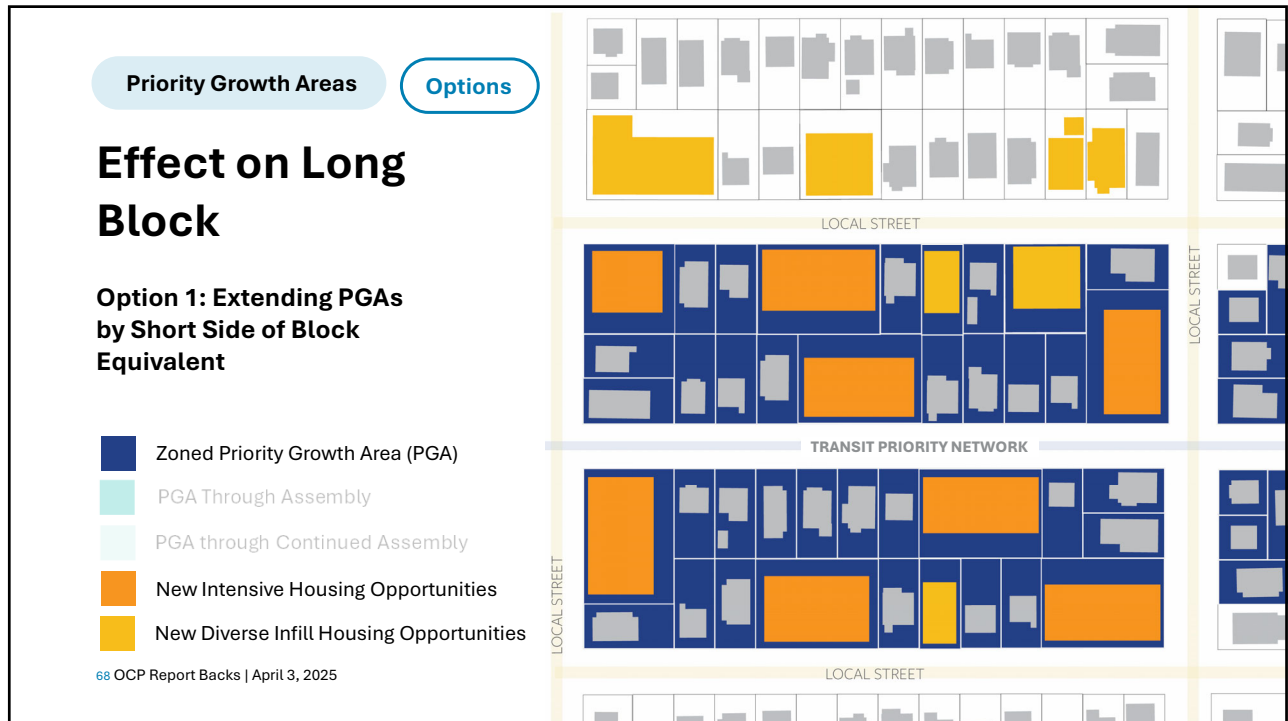
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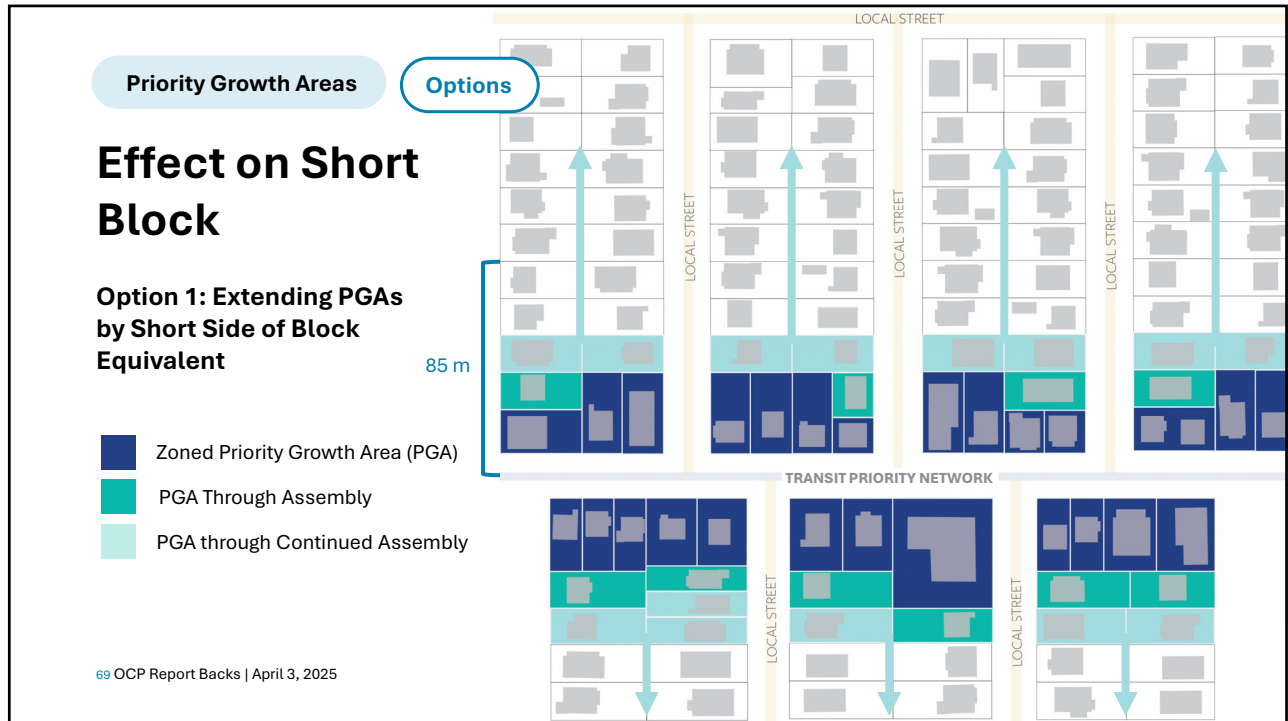
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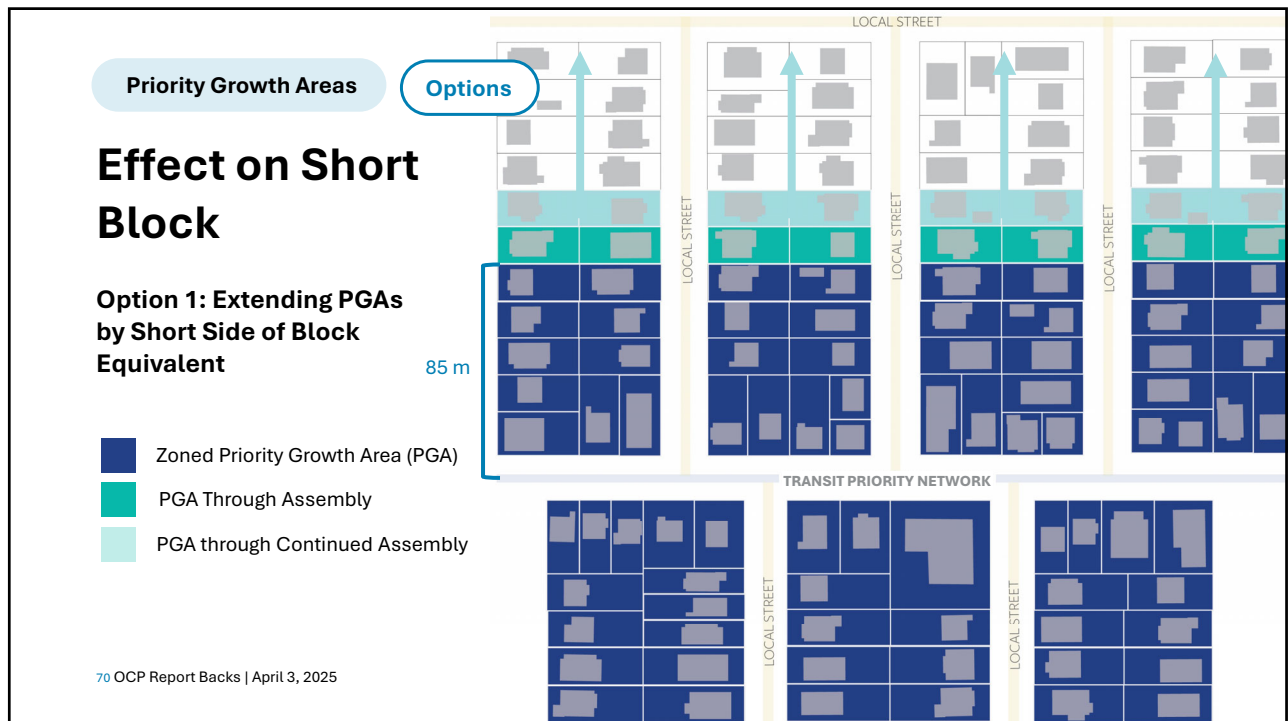
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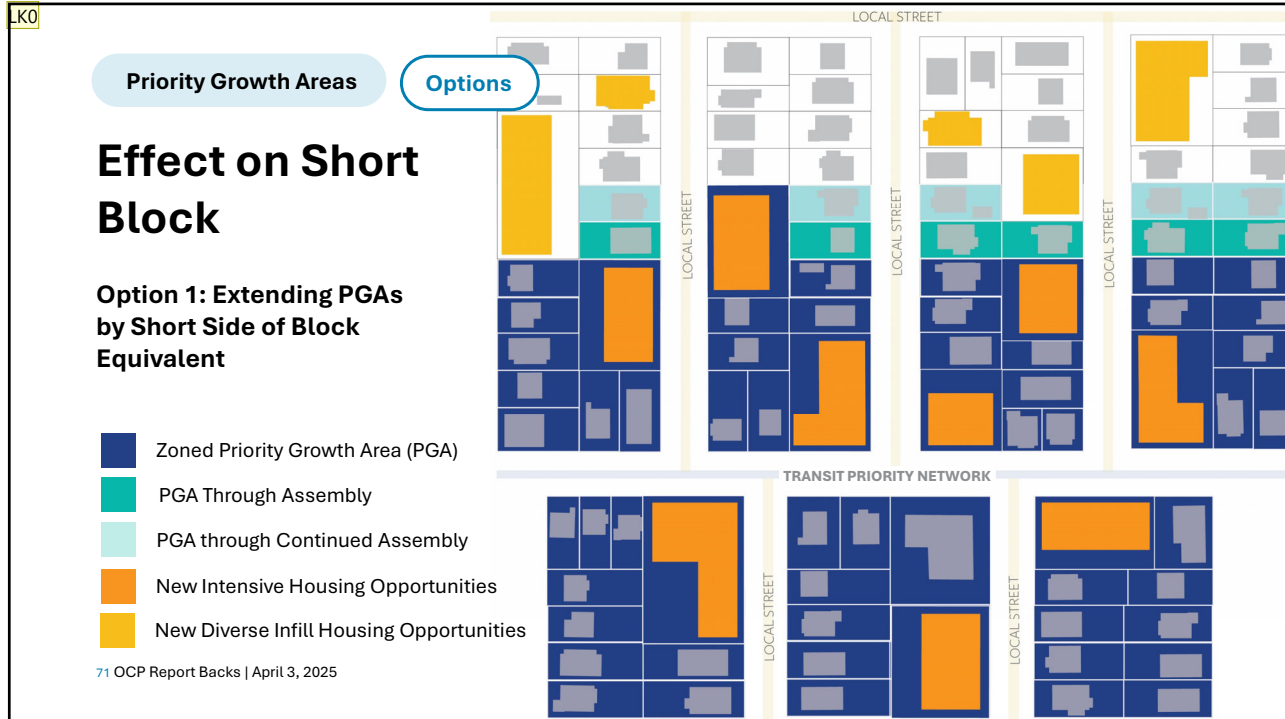
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Priority Growth Areas

Options

Implications

- Erodes benefits of the focused approach
 - Results in more intense housing forms off-corridor
 - Poses change management risks
 - More difficult to achieve logical lot assembly
 - Reduces opportunity to learn as we go
- Signals less emphasis on transit corridor renewal
 - Diffuses infrastructure investment
 - Potential missed opportunity to reduce conflicts on transit corridor

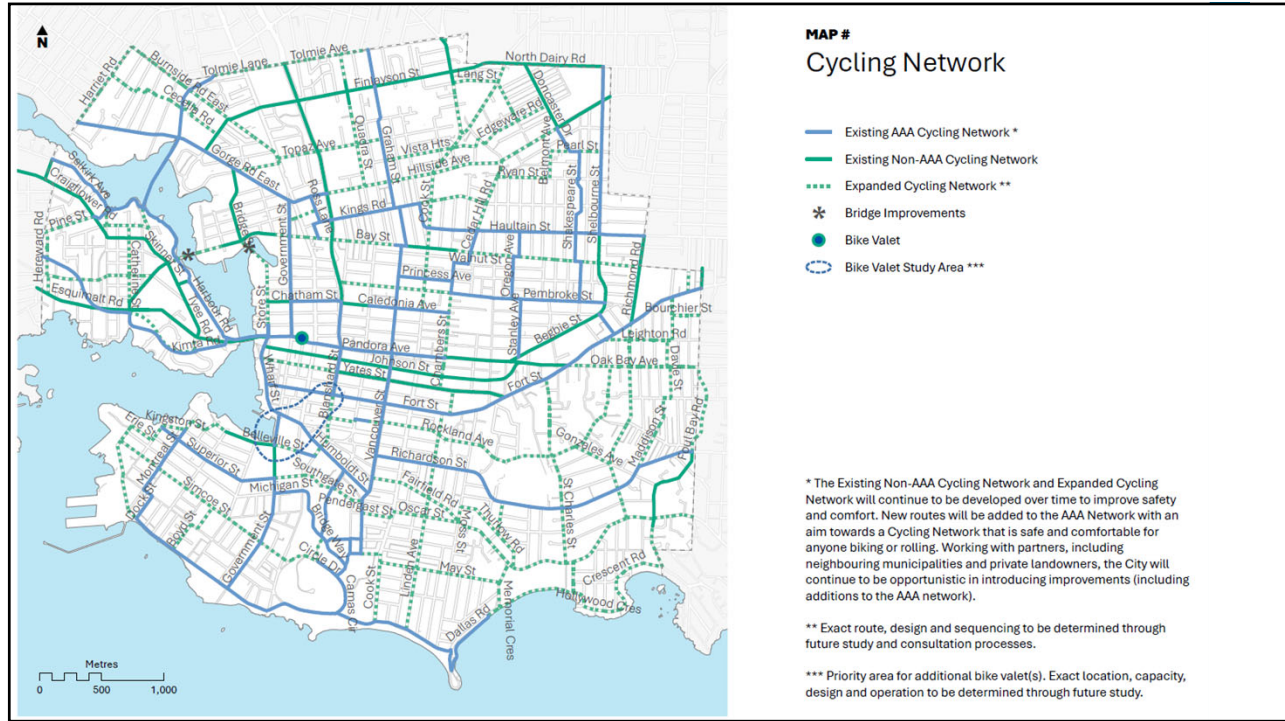
72 OCP Report Backs | April 3, 2025

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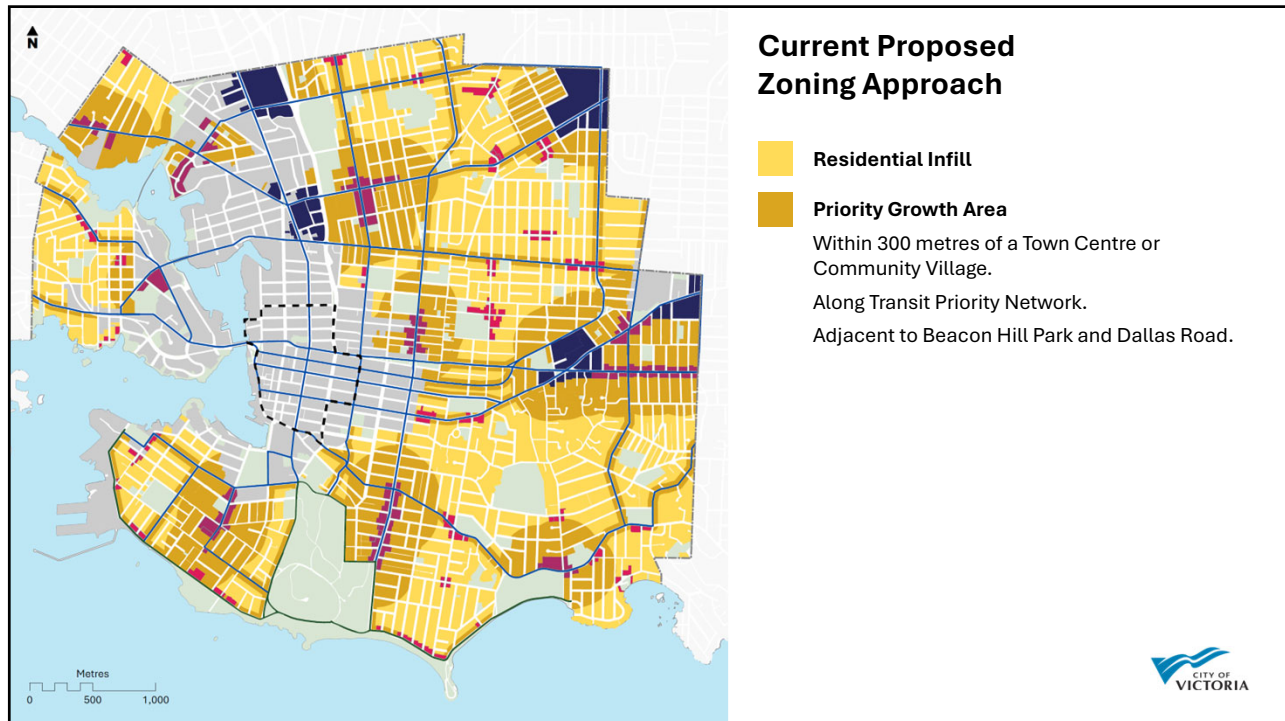
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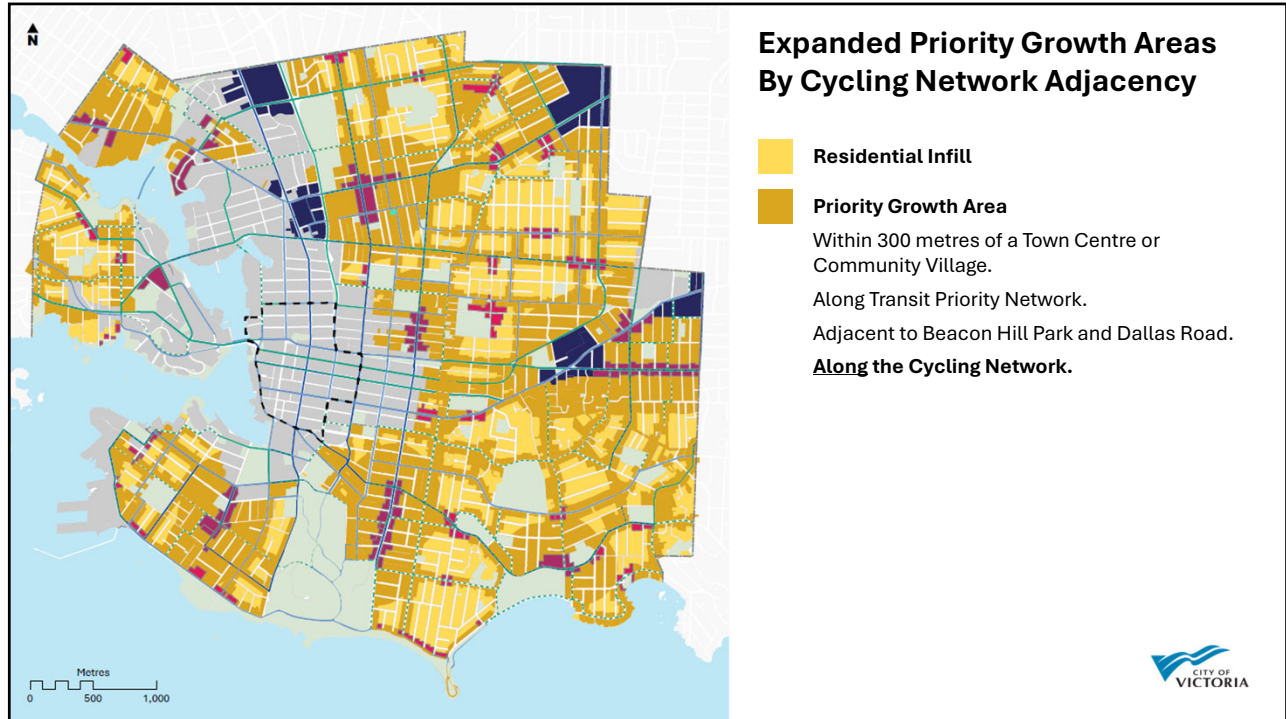
Lauren Klose, 2025-03-31T22:34:23.188



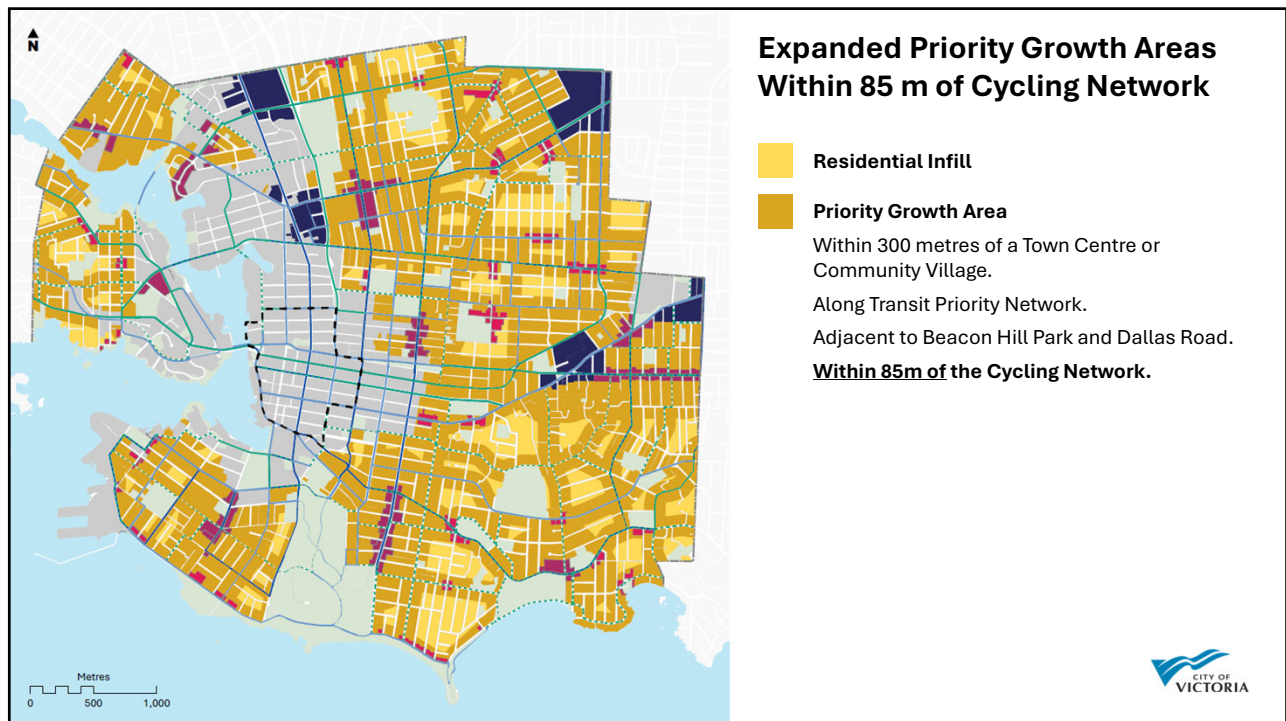
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Priority Growth Areas

Options

Summary Analysis

- Proposed PGAs align with focused incremental approach, maximizing benefits:
 - Supports transit-oriented communities.
 - Focuses infrastructure investments.
 - Supports logical lot assemblies.
- Change management risks of expanding PGAs.
- Expansion of PGAs adds more housing potential.
- Inclusion of cycling network is major shift from proposed approach (not recommended).
- Monitor expansion options of the PGAs before making major changes.



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3 | Expanding Priority Growth Areas



Recommendation

Maintain Current Approach and Direct Monitoring

Provide direction to:

Prioritize monitoring and evaluation to inform opportunities for expansion of Priority Growth Areas at the OCP five-year review to supports transit objectives, housing objectives and the desired urban form.



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3 | Expanding Priority Growth Areas



Alternative

Option: Expand Priority Growth Areas

Should Council wish to expand PGAs, provide direction to:

- Modify policies and maps within the **draft OCP** to expand Priority Growth Areas along the Transit Priority Network.
- Update the **Approach to Zoning Modernization** to have Priority Growth Areas include properties within 300 metres of a Community Village or Town Centre, properties within 85 metres of the Transit Priority Network, and properties adjacent to Beacon Hill Park and along the Dallas Road waterfront.



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**OPPORTUNITY
TO PAUSE**

80

Affordability

- 4. Enabling Six Storey Non-Market
- 5. Reducing ACCs for Affordable Home Ownership
- 6. Limiting Frontage Work Costs for Non-Market



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4 Enabling More Six Storey Non-Market

Implications of allowing six-storey non-market housing developments citywide.

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4

Enabling More Six Storey Non-Market

Implications of allowing six-storey non-market housing developments citywide.

BACKGROUND AND CONTEXT

83

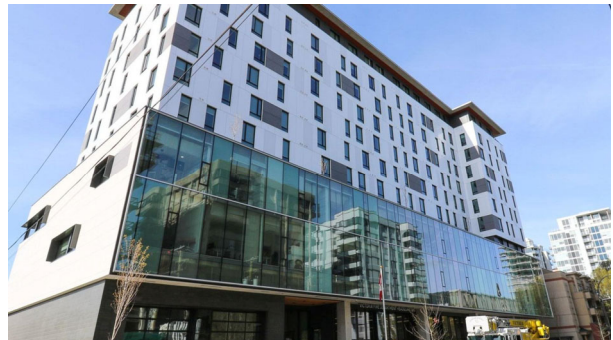
Enabling More Non-Market

Background

Proposed Approach for Non-Market Housing

Broader Supports For Non-Market Housing

- OCP provides flexibility at diverse scales.
- City continues to support affordable housing:
 - Land partnerships
 - Priority processing
 - Tax exemptions
 - Grants
 - Reduced application fees



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Enabling More Non-Market

Background

Proposed Approach for Non-Market Housing

Zoning Modernization

- Residential Infill increases opportunities:
 - Expands options to accelerate affordable housing applications
 - Four storeys may be more competitive with seismic code changes.
- Priority Growth Areas:
 - Permit non-market as-of-right to max density (2.75 FSR).
 - Delegated height variances.
 - Greater opportunity on large non-market sites.

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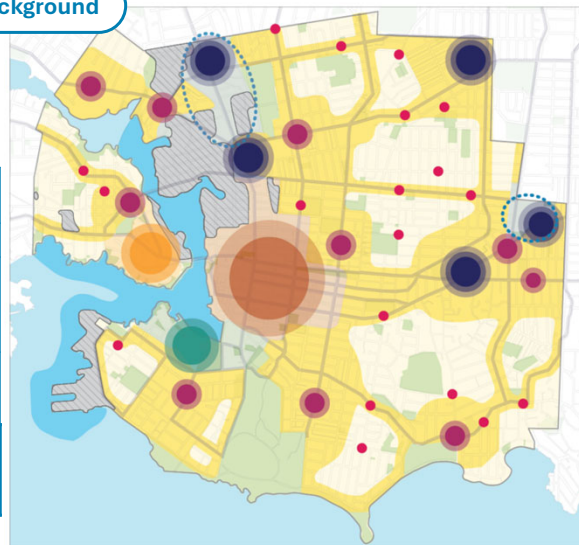


85

Enabling More Non-Market

Background

Residential Fabric	Density (FSR)	Height (storeys)
Base Entitlement	1.6	4
In Priority Growth Areas		
.5% of floor area as affordable units OR \$10 per sq. ft. contribution to housing fund	2.6	6
100% Secured Rental	2.6	6
Non-market Rental (public housing body, non-profit, co-op)	2.75	6



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4

Enabling More Six Storey Non-Market

Implications of allowing six-storey non-market housing developments citywide.

OPTIONS AND IMPLICATIONS

87

Enabling More Non-Market

Options

Option: Density Bonus for Non-Market in all of Residential Fabric

Through the density bonus approach, allow non-market housing providers to build up to 6 storeys and 2.6 FSR anywhere in the residential fabric.

Residential Fabric	Density (FSR)	Height (storeys)
Base Entitlement	1.6	4
Non-market Rental (public housing body, non-profit, co-op)	2.6	6
In Priority Growth Areas		
.5% of floor area as affordable units OR \$10 per sq. ft. contribution to housing fund	2.6	6
100% Secured Rental	2.6	6
Non-market Rental (public housing body, non-profit, co-op)	2.75	6

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Enabling More Non-Market
Options

Implications

Additional opportunities for non-market

- Most non-market sites in PGAs.
 - 440,000 m² of lands
- Additional zoned capacity could help.
 - Biggest barrier is lack of funding
 - Other City initiatives more impactful

Total Areas of Parcels Owned by Non-Profit Housing Providers by Location

Location	Percentage
Priority Growth Areas	65%
Other Areas (Downtown)	30%
Proposed Residential Infill Areas	5%

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Enabling More Non-Market
Options

Implications

Change management risks of eroding focused approach.

- Less cohesive transitions.
- Less strategic infrastructure investment.
- Risks can be mitigated:
 - Limited number of non-market projects.
 - Max of less dense six storeys
 - Learn by doing, inform expansion of PGAs.

Lower risk based on proportion of total development applications

5%

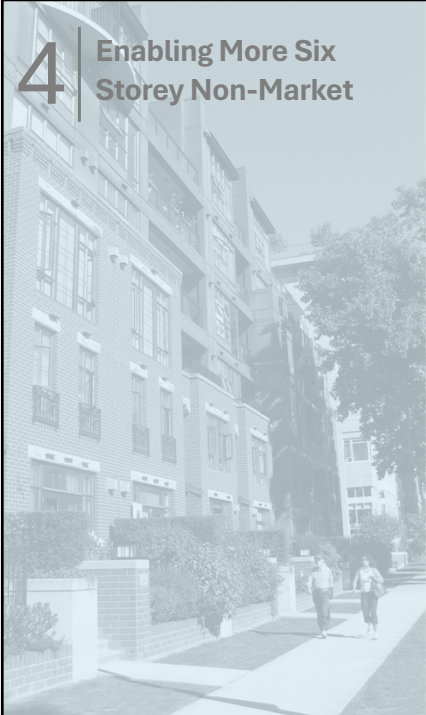
Share of Non-market applications since 2020

90

90

4


Enabling More Six Storey Non-Market



Recommendation

Maintain Current Approach and Direct Monitoring

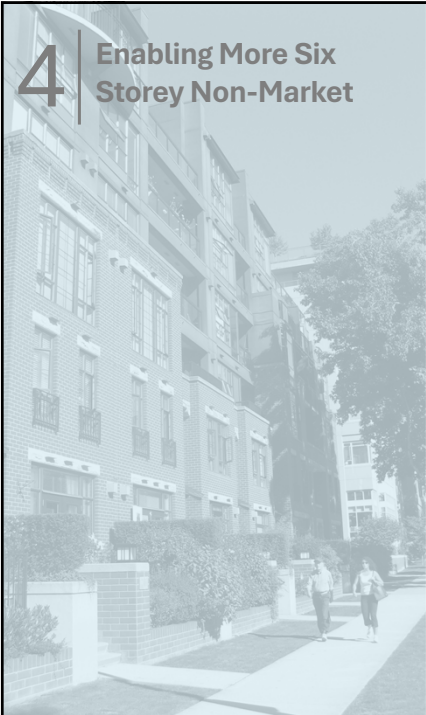
Provide direction to:
 Prioritize monitoring and evaluation to inform opportunities to further support non-market housing throughout the city at the OCP five-year review .



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4

Enabling More Six Storey Non-Market




Alternative

Density Bonus for Non-Market in all Residential Fabric

Should Council wish to expand opportunities for six storey non-market housing development, provide direction to:

- Modify policies within the **draft OCP** to enable six storey non-market housing throughout the Residential Fabric.
- Update the **Approach to Zoning Modernization** to incorporate a new density bonus condition that would permit non-market rental housing development (including public, non-profit, and co-operative housing developments) to build to 2.6 FSR and six storeys.



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5

Reducing ACCs for Affordable Ownership

Options to remove or reduce ACCs for affordable homeownership units.

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Reducing ACCs for Affordable Ownership

Options to remove or reduce ACCs for affordable homeownership units.

BACKGROUND AND CONTEXT

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Reducing ACCs

Background

Proposed ACC Approach

- Modest ACC program proposed.
- Projects adding demand for amenities, subject to ACCs.
- Provincial exemption for identified affordable housing types:
 - Non-profit or government owned affordable rental housing, co-op housing, and supportive housing projects, transitional housing and emergency shelters.
- Affordable homeownership not included.

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Reducing ACCs

Background

Current Housing Amenity Contribution Approach

- Density bonus foundational to land use approach.
- Increased zoned land for ground-oriented, 4-storey apartments and rental.
- Affordable housing contributions for strata projects above base density.
- Anticipate monetary contributions from mid-rise strata projects.
- Financial analysis aligns with the proposed density bonus approach.

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Reducing ACCs for Affordable Ownership

Options to remove or reduce ACCs for affordable homeownership units.

OPTIONS AND IMPLICATIONS

97

Reducing ACCs

Options

Considered Waiving ACCs for affordable homeownership units secured through Inclusionary Zoning Bylaw.

- Requires shift from Density Bonus Bylaw to Inclusionary Zoning (IZ) Bylaw.
- Foundational changes to proposed land use approach.
- Modest waiver for small number of units.



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Reducing ACCs
Options

Implications


Limited benefit of ACC Waiver for IZ Units.

- Applicable only to required units in strata projects.
- May not help projects exceeding IZ Bylaw requirements.
- Few projects would benefit.
- Low ACCs = limited financial incentive.
- Major barriers are legal agreements and financing.

ACC costs for example project

\$4,200

ACC Costs for 3
Affordable
homeownership units
in a market project




99

Reducing ACCs
Options

Implications

Not recommended as waiver approach requires major changes to land use framework.

- IZ Bylaw adds considerable time to process.
- Broader impacts to Zoning Modernization work.
- Requires new supporting policies and updated financial analysis.
- Departure from as-of-right housing approach.
- May not support projects exceeding IZ requirements.
- City subsidizing waived ACCs.




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Reducing ACCs
Options

Option 1: Grant Program for Affordable Ownership Units

- Establish grant program to support affordable homeownership projects.
- Similar as Victoria Housing Reserve Fund (VHRF) for non-profits.
- Policy and service agreement to support market developers.
- Focus on larger affordable homeownership projects.

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Reducing ACCs
Options

Implications

Limited impact, few developers targeting this housing type.

- One major affordable homeownership project in last 5 years.
- One non-profit focused on homeownership.
- Grants offer limited incentive as ACCs are low.
- In projects with small number of eligible units – process is disincentive.
- Greater benefit for larger affordable homeownership projects.




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Reducing ACCs
Options

Implications

Require new policy and procedures, additional funding required.


- Creation of policy and program.
- Funding strategy.
- On-going administrative burden.
- Greatest benefit for larger projects, all units are affordable homeownership.
- Requires staff resourcing to develop program in coordination with OCP.
- No impact to OCP Land Use Framework.



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5

Reducing ACCs for Affordable Ownership




Recommendation

Maintain Current Approach

No additional direction required.

Staff would progress the ACC Bylaw and Zoning Modernization as originally recommended should Council choose to proceed.



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5 | Reducing ACCs for Affordable Ownership

Alternative

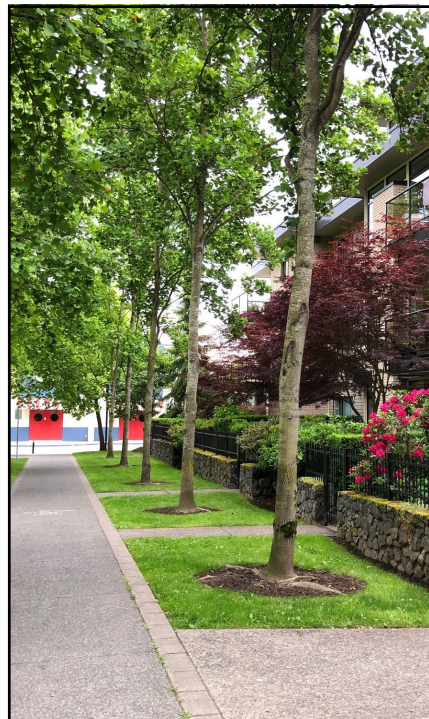
Option 1: Grant for Affordable Homeownership Units

Should Council wish to consider opportunities to offset ACC costs for affordable homeownership, provide direction to:

- Explore the development of a program and supporting policies to provide financial support to offset the costs of Amenity Cost Charges for projects partnering to provide affordable homeownership units.



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6 | Limiting Frontage Work Costs for Non-Market

Options to limit costs to non-profit housing providers for any new frontage work.

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Limiting Frontage Work Costs for Non-Market

Options to limit costs to non-profit housing providers for any new frontage work.

BACKGROUND AND CONTEXT

107

Limiting Frontage Work Costs

Background

Current Proposed Approach to Work and Services

Role of Works and Services

- Foundational to City's goals to accommodate growth.
- Works and Services advance complete community objectives.
- Address accessibility, mobility, urban forest, boulevards, road systems and City services.



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Limiting Frontage Work Costs

Background

Current Proposed Approach to Work and Services

Bylaw sets minimum requirements

- Works and Services directly benefit development and the direct community.
- Provide for improvements directly fronting lands being developed
- Ensures connection to City’s transport networks, and commercial and recreational nodes.
- Applied equally to all development types.
- Certainty for development community.

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Limiting Frontage Work Costs

Background

Impact of Frontage Works – Before



35 Gorge Road

- Accessibility challenges
- Lack of boulevard
- Limited street trees
- Public realm not meeting city standards

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Limiting Frontage Work Costs

Background


Impact of Frontage Works – After



35 Gorge Road - Constructed 2012

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- Improved accessibility
- Inviting public realm
- Enhance boulevard and tree canopy
- Improved streetscape for community



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Limiting Frontage Work Costs

Background

Cost of Frontage Works Vary

Project Address	35 Gorge Road	45 Gorge Road	133 Gorge
Date of Construction	2012	2021	2024
Cost Per Linear Metre	\$900	\$1,970	\$5,396
Length of Frontage (Metres)	110 m	125 m	47 m
Estimated Costs	\$100,000	\$246,000	\$253,645

- Considerable variation in frontage costs
- Works impacted by rising costs.
- Higher costs for more complex streetscapes
- Recent estimates at \$2,000 per linear metre



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Securing Payment for Frontage Works

Security for works provided *prior to the issuance* of Building Permit.

Other costs that apply:

- **Fees** are established based on cost recovery and staff time.
- **Damage Deposits** to safeguard the public realm
- **Agreements** and associated charges as they relate (e.g., encroachment agreements)



Limiting Frontage Work Costs for Non-Market

Options to limit costs to non-profit housing providers for any new frontage work.

OPTIONS AND IMPLICATIONS

Limiting Frontage Work Costs

Options

Option 1: Providing financial support to offset costs of works and services

- Frontage works required to meet City's goals.
- No existing budget to subsidize frontage works for non-profits.
- Create City Grant program to offset costs for non-profits.
 - Applications for financial support to offset cost of frontage works
 - Non-profit responsible for completing works to city standards.
 - Reduces financial burden for non-profits.

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Limiting Frontage Work Costs

Options

Implications

- Financial supports for frontage works reduces funding for other City priorities.
- Could impact other financial supports for housing.
- Require new or revised grant program and policy.
- Additional work planning to be completed outside of the OCP process.
- Greater administrative burden for City.
- No material impact on the OCP Bylaws or timelines.

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Limiting Frontage Work Costs

Options

Option 2: Reduce security value for works and services.

- City obtains security for works and services – payable at time of Building Permit.
- Security amounts protect City interests, set at 120% of project value.
- Council could specify lower security amount for non-profit housing providers.
- Works and services still required to be completed.

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Limiting Frontage Work Costs

Options

Implications

- Non-profit still expected to complete the works – lower up front costs.
- Increased risk for the City.
- Security may not cover cost of frontage works.
- City may be responsible to complete works.
- Requires changes to approach for Works and Services Bylaws.

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Limiting Frontage Work Costs

Options

Summary Analysis

- Works and services obtained through development
 - Vital to OCP vision
 - Realize incremental change concurrent with growth.
- No existing budget to provide support to non-profits
- Impacts to other City programs.
- Grant program requires further investigation.
- Opportunity to reduce up-front costs for security = increased risk for City of incomplete works.



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6 | Limiting Frontage Work Costs for Non-Market



Recommendation

Maintain Current Approach

No additional direction required.

Staff would progress the Site Servicing Renewal as originally recommended should Council choose to proceed.



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6 | Limiting Frontage Work Costs for Non-Market

Alternatives

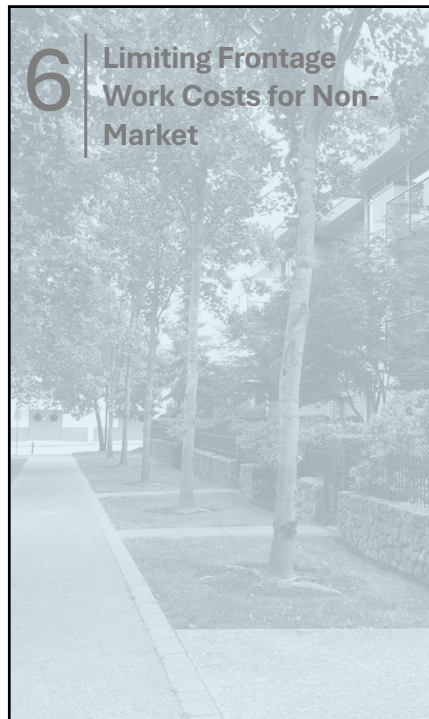
Option 1: Financial supports to offset frontage costs.

Should Council wish to consider opportunities to offset the costs of frontage work for non-market housing, provide direction to:

Explore financial supports and options to offset the costs of public realm works and services for eligible non-profit housing providers.



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6 | Limiting Frontage Work Costs for Non-Market

Alternatives

Option 2: Reduction in security value for frontage works.

Should Council wish to reduce securities for frontage works for non-market housing, provide direction to:

Update the **Approach to Site Servicing Renewal** to reduce the value of security for frontage works from 120% to 75% for eligible non-profit housing providers.




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OPPORTUNITY TO PAUSE

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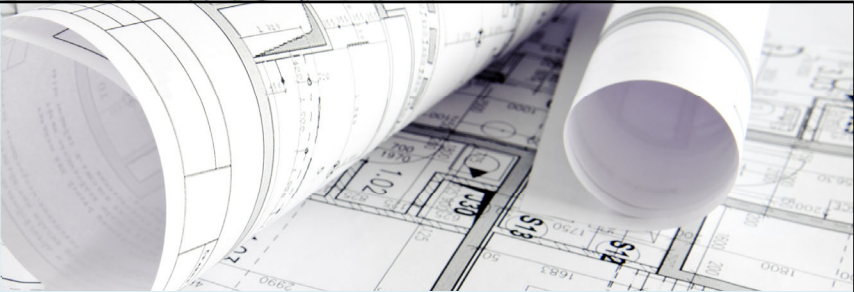
Zoning and Design Parameters

- 7. Reducing Setbacks
- 8. Better Enabling Galley Style Housing



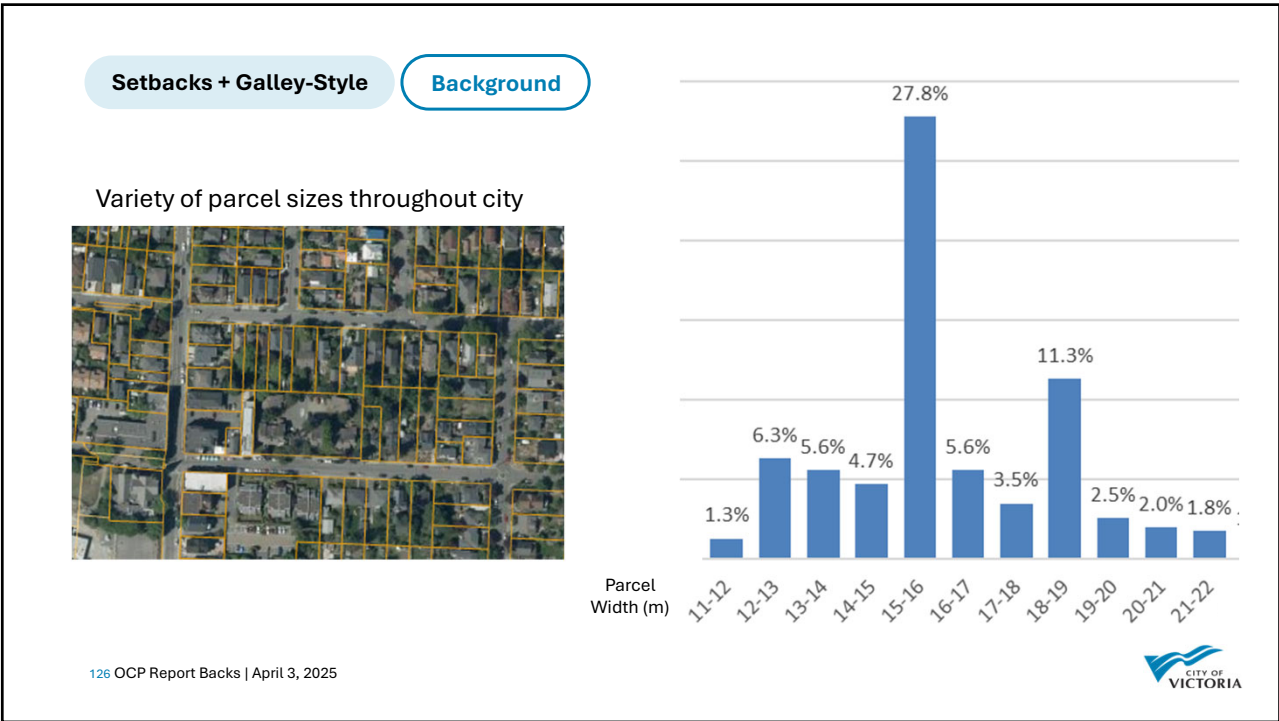
124

BROADER DESIGN CONTEXT



- 7 | Reducing Setbacks
- 8 | Better Enabling Galley Style Housing

125



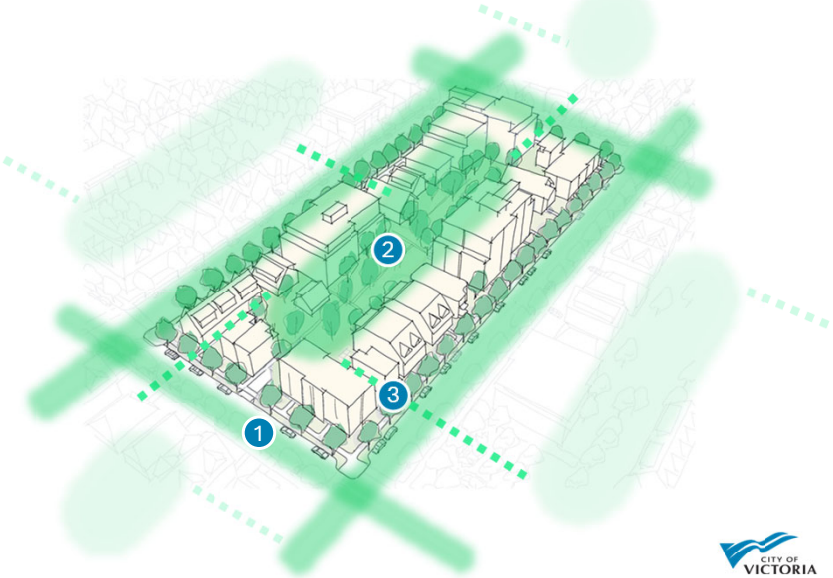
126

Setbacks + Galley-Style **Background**


Proposed setbacks balance housing, open space and urban forest objectives:

- 1 Large trees on public land (streets and parks)
- 2 Medium and large trees in rear yards
- 3 Small and medium trees in wider side yards


Each location has a role to play in tree canopy, climate adaptation, biodiversity and connectivity



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7 Reducing Setbacks

Options to reduce the minimum side setback to one metre, and the front setback to three metres, without changing site coverage.

OPTIONS AND IMPLICATIONS


128

Reducing Setbacks


Background

Current Approach to Side Yard Setbacks:

- 1.5 metres recommended for buildings up to 4 storeys
 - Carries forward existing regulation for houseplexes
- 3 metres recommended for buildings of 5-6 storeys
 - Taller buildings need greater setbacks to accommodate balconies, more pedestrian volumes, access to light



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Reducing Setbacks

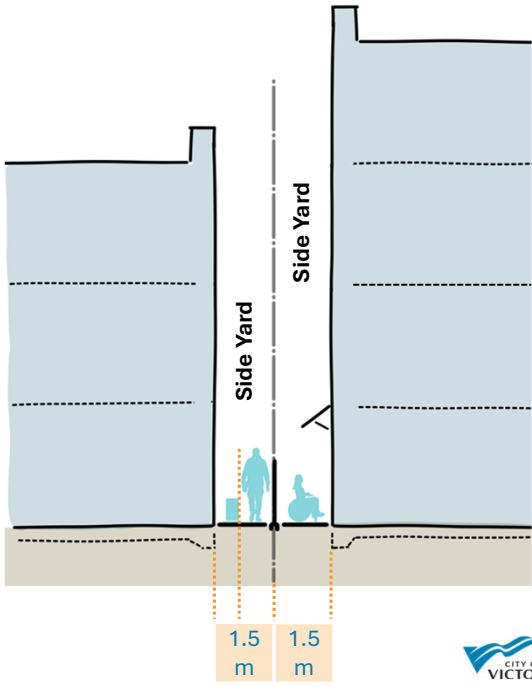
Options

Implications


Reduction to 1 m will not provide sufficient space for access, building projections and equipment:

- Entries
- Heat-pumps
- Other side-yard functions

1.5 m is an acceptable minimum for buildings up to 4 storeys



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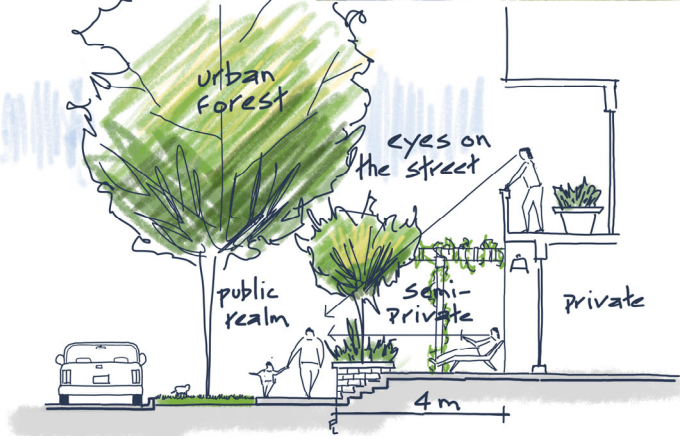
130

Reducing Setbacks

Background

Current Approach to Front Yard Setbacks:

- 4 metres recommended
 - Carries forward existing regulation for houseplexes
- Enables a landscaped transition zone (patios, etc.) and minimum room for tree canopy

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Reducing Setbacks

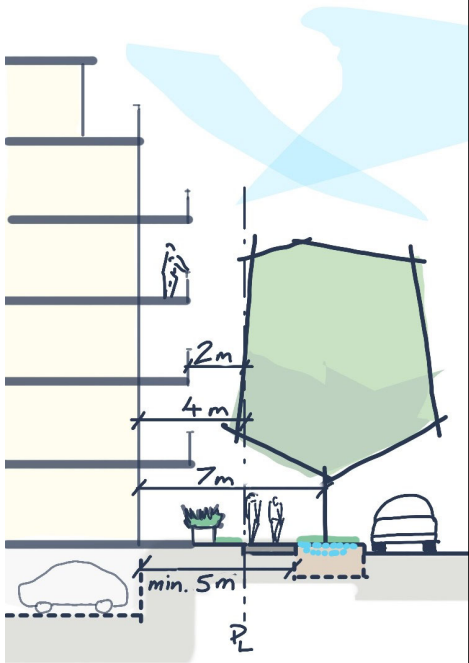
Options

Implications

Reduction to 3 m will impact boulevard trees, stormwater infrastructure and utilities

- 2 m tree canopy clearance from building projections
- 7 m clearance from building face to tree trunk
- 5 m clearance from building foundation to stormwater infrastructure
- Flexibility to respond to existing underground infrastructure

4 m front setback can accommodate the above-noted clearances



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Reducing Setbacks

Options

Implications



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Reducing Setbacks

Options

Exceptions

- Current zoning regulations permit 2 m front yard setback for corner townhouses
- This was permitted to better enable townhouses on a single corner lot
- This could be maintained in zoning modernization
- On other sites, variances may be considered in special circumstances if objectives can be met



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7 | Reducing Setbacks

Recommendation

Maintain Proposed Approach and Clarify

Provide direction to:

Clarify the intent to 2 metre front yard setback for buildings up to three storeys on corner lots.

Staff would otherwise progress Zoning Modernization as originally recommended should Council choose to proceed.



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8

Better Enabling Galley Style Housing

Options to better enable galley-style housing, without changing site coverage policies.

OPTIONS AND IMPLICATIONS

136

Galley-Style Housing **Background**

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Current Approach to Housing Typologies:

- Variety of housing forms permitted throughout city
- Lot width, depth and topography will influence site planning and building form

137

Galley-Style Housing **Background**

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- 1 BC Standardized Design**
- 2 CMHC Standardized Design**
- 3 Single Galley-Style**

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Galley-Style Housing **Background**

4 Double Galley-Style

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Galley-Style Housing **Background**

- Single galley: 15-20 m wide lots (depending on parking approach and building design)
- Double galley: 30 m wide lots (assembly may be required)
- As units are oriented to lot interiors or side yards, 4 m side yard setbacks are recommended for open space, separation and livability

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Galley-Style Housing

Options

No barriers to galley-style

Developments need to achieve these objectives:

- Good relationship with the street
- Good relationship with adjacent properties
- Open site space
- Contiguous green space



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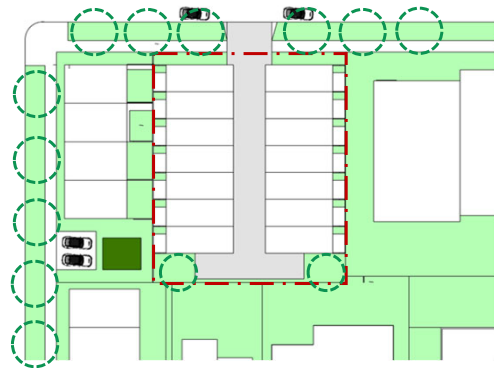
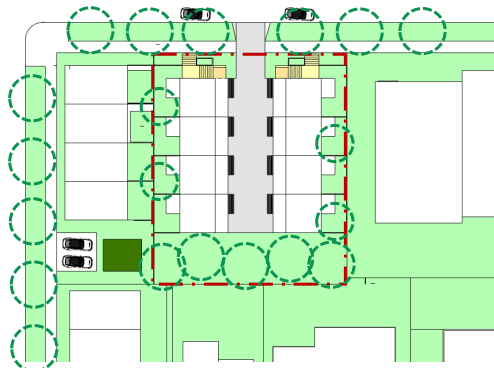
Galley-Style Housing

Options

If galley style...

✓ Do this:

✗ Not this:



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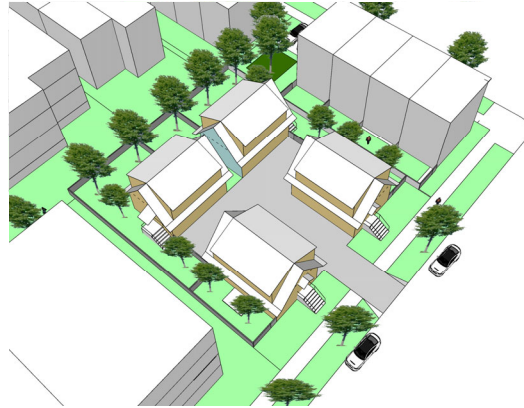


142

Galley-Style Housing

Options

Opportunities for Detached Galley-Style Housing



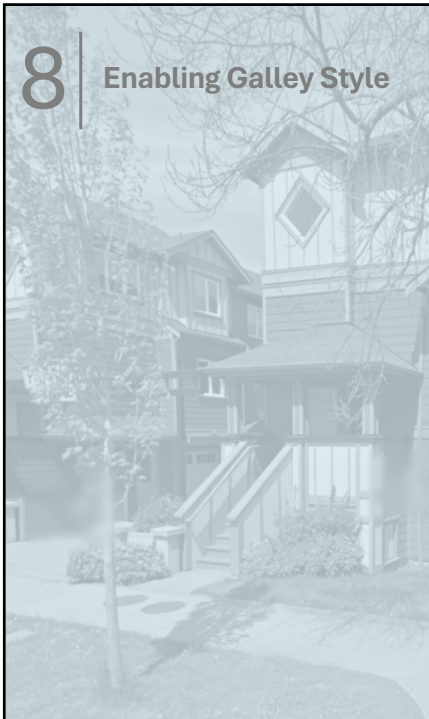
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8

Enabling Galley Style



Recommendation

Provide more clarity in design guidelines

Provide direction to:

Provide additional information in the General Urban Design Guidelines to clarify how galley style development can be achieved while meeting City objectives.



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OPPORTUNITY TO PAUSE

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Mobility

- 9. Strengthening Mass Transit References
- 10. Improving Transit Priority Measures
- 11. Reducing Barriers for Car-lite / Car-free Buildings



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BROADER TRANSIT CONTEXT



9 | Strengthening Mass
Transit References

10 | Improving Transit
Priority Measures

147

Mobility

Transit Context

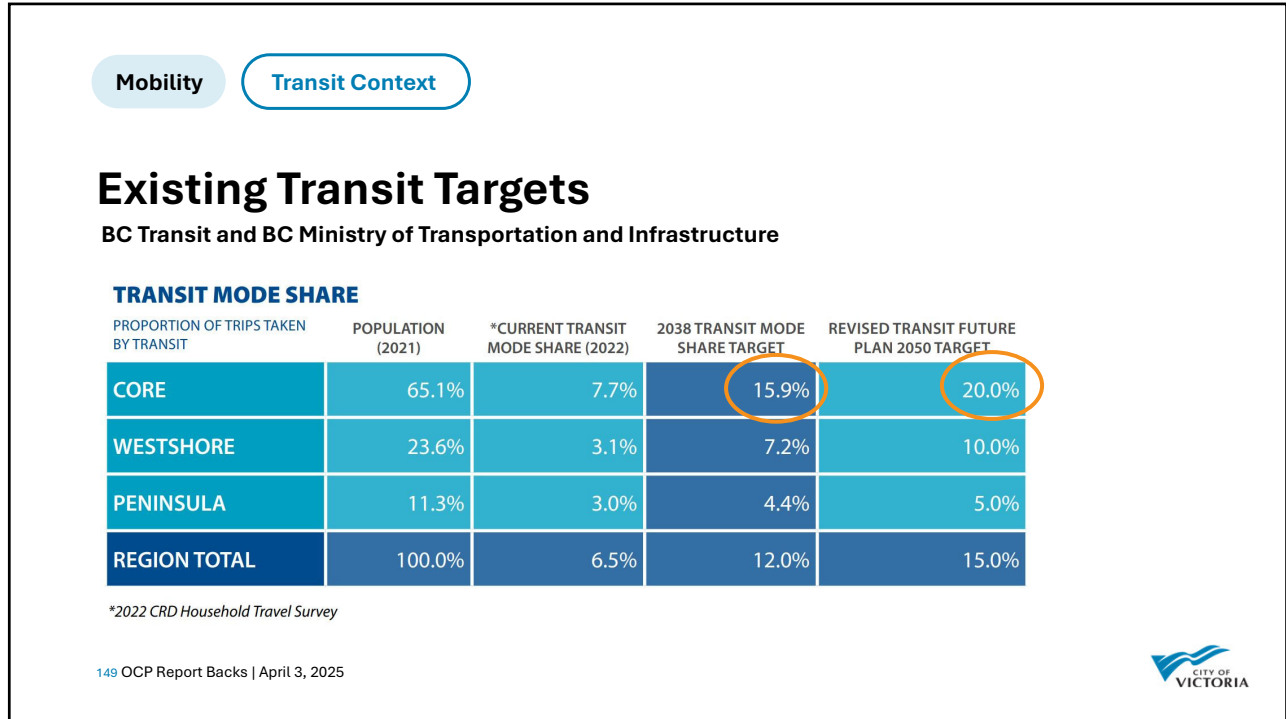
Needs, Roles and Responsibilities

- Proposed approach responds to housing needs and provincial directions.
- Risk of transit service not keeping up
- Mass transit is vital for regional growth; frequent transit key for City's growth
- City has limited influence on transit service
- Draft OCP focuses on advocacy, supportive land use and capital investments

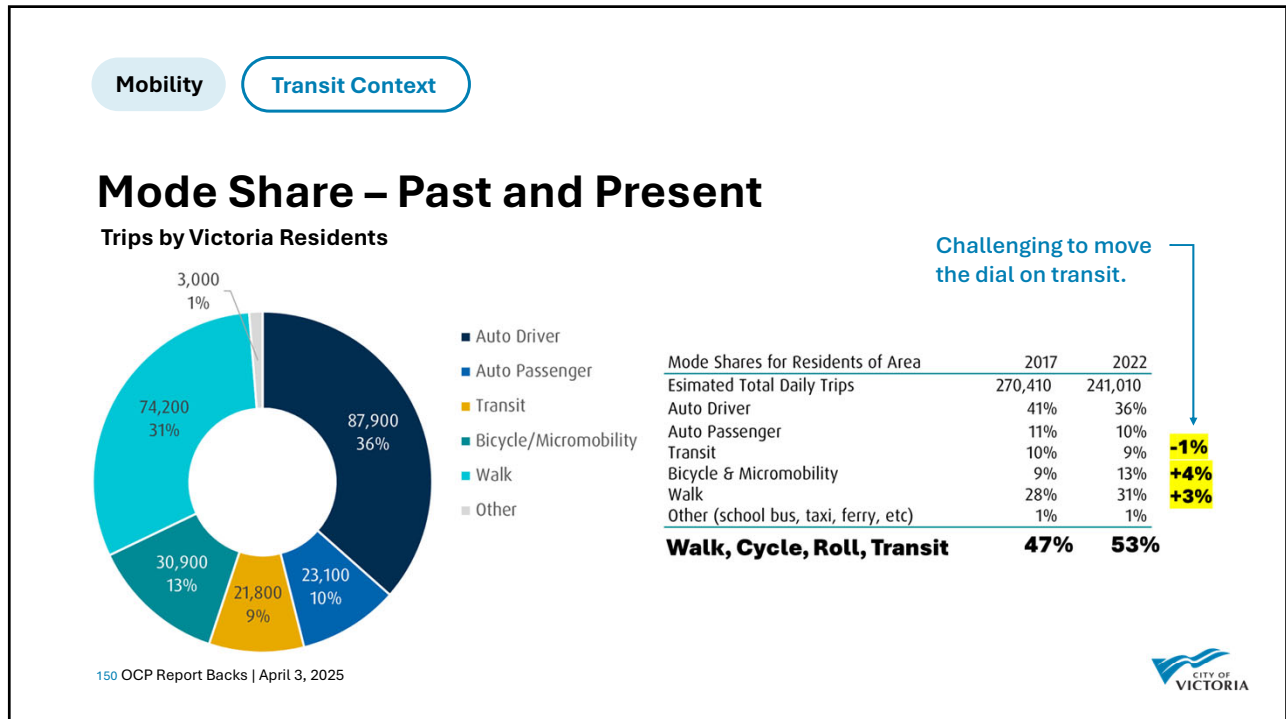
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Mobility

Transit Context

Importance & Challenge of Progressing Mass Transit

Mass transit investments are required to meet targets

Challenging to move the dial on transit:

2011: Victoria Regional Rapid Transit Study recommends LRT

2011: Special Task Force Investigates Funding Options

2020: South Island Transportation Strategy reconfirms LRT and updates cost estimate

2021: RapidBus Strategy introduced as interim step toward LRT with phase 1 (Route 95) launched in 2023

2025: BC Transit Updating Transit Futures Plan, including LRT

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Mobility

Transit Context

To Get to Mass Transit We Need High Coverage Frequent Service

OCP Proposed Transit Priority Network

- Transit Oriented Area *
- Future Transit Oriented Area
- Transit Exchange Study Area

Frequent Transit Corridors

- Rapid Transit Network
- Frequent Transit Network

Transportation Corridor

- E&N Rail Trail / Island Rail Corridor

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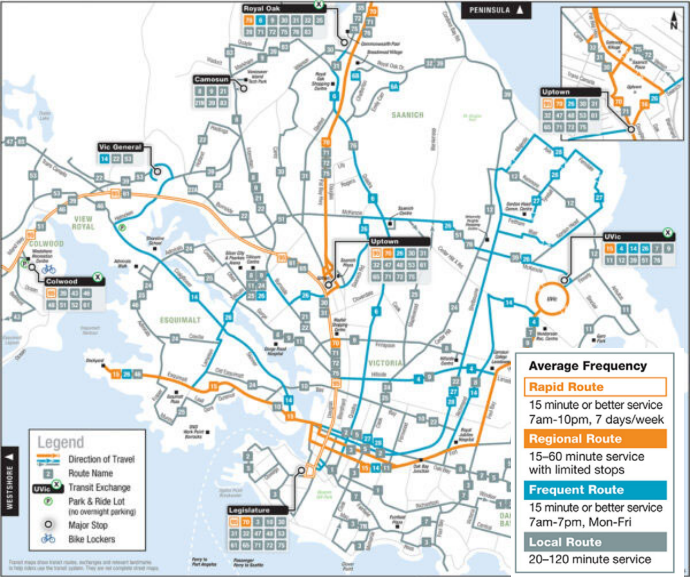
Mobility

Transit Context

BC Transit Lacks Operational Plan to Achieve High Coverage Frequent Service

Frequent Transit Thresholds (per Bill 44)

- Only Route 95 (Douglas) meets threshold today
- Route 6 (Quadra) close to level
- Significant service level gap on remainder of network



Average Frequency


Rapid Route
15 minute or better service
7am-10pm, 7 days/week

Regional Route
15-60 minute service with limited stops

Frequent Route
15 minute or better service
7am-7pm, Mon-Fri

Local Route
20-120 minute service

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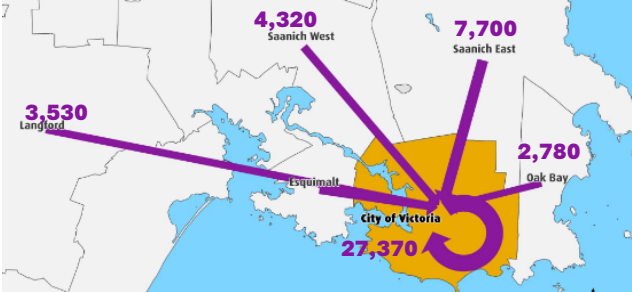
Mobility

Transit Context

Potential for Transit Beyond Commuting


- Trips within Victoria need reliable transit
- Estimated 241,000 daily trips are made by Victoria residents
- 60% of trips generated in Victoria end in the Victoria

Trips to City of Victoria, AM Peak Period (6-9am)



AM Peak (06:00-08:59)	From District		To District		Within District	
Auto Driver	9,000	50%	16,920	57%	6,910	25%
Auto Passenger	1,440	8%	3,060	10%	1,840	7%
Transit	3,350	19%	4,020	14%	2,410	9%
Bicycle & Micromobility	2,730	15%	4,300	15%	4,940	18%
Walk	1,220	7%	820	3%	11,020	40%
Other	320	2%	450	2%	250	1%
Total:	18,080	100%	29,560	100%	27,370	100%

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9

Strengthening Mass Transit References

Options to strengthen references to future implementation of regional mass transit, including light rail.

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Strengthening Mass Transit References

Options to strengthen references to future implementation of regional mass transit, including light rail.

OPTIONS AND IMPLICATIONS

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Strengthening Mass Transit
Options

Option 1: Add Transit Specific Goal Posts to OCP

Policies in Proposed OCP

- By 2050, 80% of all trips made by Victoria residents to, from and within the region should be by walking, rolling, cycling, or public transit (70 per cent by 2038).
- By 2050, 99 per cent of Victoria residents live within 400 metres of frequent transit service and within 200 metres of an all ages and abilities cycling route.

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Strengthening Mass Transit
Options

Option 1: Add Transit Specific Goal Posts to OCP

Current Mode Shift Policy

Mode	2022 Stat	2038 Goal	2050 Goal
Total Transit, Walk, Cycle, Roll	53%	70%	80%

→

Updated Mode Shift Policy

Mode	2022 Stat	2038 Goal	2050 Goal
Transit	9%	16%	25%
Walk, Cycle, Roll	44%	54%	55%
Total Transit, Walk, Cycle, Roll	53%	70%	80%

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Strengthening Mass Transit

Options

Option 2: Bolster Existing Transit Policies

- Policies in proposed OCP support and direct action for a high-coverage frequent transit network, referencing Victoria's Transit Priority Network
- Policy revisions could emphasize the importance of Light Rail Transit (LRT) specifically and emphasize its importance in meeting housing needs and climate goals, and accommodating regional growth

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Strengthening Mass Transit

Options

Option 3: Introduce New Mass Transit Policies

- Policies in proposed OCP provide direction for long-term high-level objectives (like mode shift and low carbon mobility)
- Additional policy could provide additional direction and support to **advance regional mass transit**, including through:
 - Phased planning and design
 - Land use integration
 - Transit priority measures
 - Funding and advocacy
- Provides direction for proposed mass transit office

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Summary Analysis

- Both frequent local and rapid regional transit are key to the proposed growth concept.
- Mass transit is needed to meet mode shift targets but challenging to advance.
- More explicit OCP goals and policies can solidify the City's commitment.
- More explicit policy direction can further signal commitment and focus the proposed transit office's efforts.



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Strengthening Mass Transit References



Recommendation

Options 1, 2, and 3: Strengthen Mass Transit

Provide direction to:

modify the Mobility section within the **draft OCP** to:

- Specify a goal of 16% trips by transit and 54% trips by walk, roll and cycle by 2038 for a combined total of 70%.
- Specify a goal of 25% trips by transit and 55% trips by walk, roll and cycle by 2038 for a combined total of 80%.
- Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.
- Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.
- Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.



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10

Improving Transit Priority Measures

Options to reduce traffic blockages on transit corridors and create additional transit priority measures.

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Improving Transit Priority Measures

Options to reduce traffic blockages on transit corridors and create additional transit priority measures.

BACKGROUND AND CONTEXT

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Improving Transit Priority

Rationale

OCP Directions

- Identify a Transit Priority Network.
- Policies that guide City actions and investments:
 - Street improvements that prioritize transit over general purpose traffic.
- Policies that guide collaborative actions:
 - Working with BC Transit to realize a high-quality transit experience.
 - Advocating for transit investments.
- Not role of the OCP to establish specific design solutions.
 - Works & Services Bylaw guides frontage requirements and city-led capital projects.

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Improving Transit Priority

Background

Additional Guidance Used by the City

- GoVictoria policies and actions, including to Transform Public Transit
- Transit priority strategies and guidelines from other entities:
 - Provincial design guidelines
 - National Association of City Transportation Officials (NACTO)
 - BC Transit On-Street Infrastructure Design Guide

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Improving Transit Priority

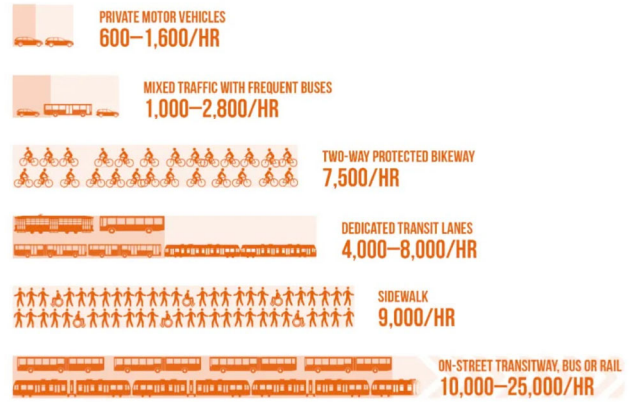
Background

Indirect Influences

- Managing streets and mobility options to indirectly reduce congestion:
 - Signal & Intersection Technologies
 - Continued shift of vehicle trips to active modes
 - Curb management, including through forthcoming Parking Modernization
 - Shared mobility options as through forthcoming Bike Share

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Street Capacity by Mode



Single 10-foot lane by mode at peak conditions with normal operations



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Improving Transit Priority Measures

Options to reduce traffic blockages on transit corridors and create additional transit priority measures.

OPTIONS AND IMPLICATIONS

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Improving Transit Priority

Background

Direct Influences

- ✓ • Regulatory Measures
 - Implemented as and when needed, working with BC Transit
- ✓ • Transit Signal Priority
 - Enabling technologies implemented through Traffic Signal improvements
- Physical Measures
 - Integrating, planning, and future proofing for transit lanes and queue-jumpers through designs and strategic road dedications

Table 6.1: Criteria for Provision of Transit Priority Measures

TPM Types	Criteria for Provision			
	Rapid Transit	Frequent Transit	Local Transit	Targeted and Custom Transit
Regulatory Measures	Desirable for peak hours	Depends on local conditions	Not required	Not required
Physical Measures	Transit lanes are desirable in areas of congestion where vehicle queues typically exceed 75 m or when the number of buses exceeds 25 per hour Queue jump lanes are desirable at key areas of congestion	Queue jump lanes are desirable at key areas of congestion	Not required	Not required
Transit Signal Priority	Desirable at all signalized intersections along rapid transit corridor where delays typically exceed 40 seconds	Desirable in areas of congestion or when the number of buses exceeds 25 per hour	Desirable at intersections with significant delays	Not required

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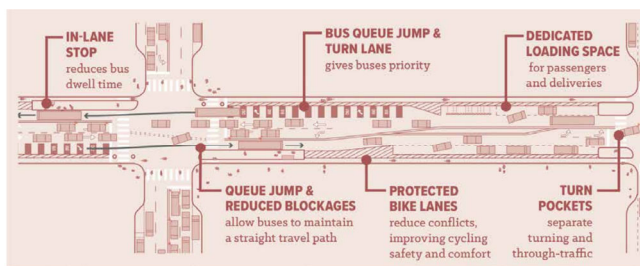
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Improving Transit Priority

Options

Option: Integrate Transit Supportive Engineering Standards into Works & Services Bylaw

- Improves integration of transit in street renewal as the city grows
- Rethink streets and mobility networks to improve transit reliability
- Guides capital projects and frontage works



Source: NACTO

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10 | Improving Transit Priority Measures

Recommendation

Option: Transit supportive engineering standards

Provide direction to:

Update the **Approach to Site Servicing** to incorporate Transit Priority Measures into Engineering Standards that align with BC Transit and Provincial Guidelines to guide street improvements and future proof for rapid transit on the Transit Priority Network.



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11

Reducing Barriers for Car Lite Housing

Options to reduce barriers to build car-lite or car-free housing.

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Car Lite Housing

Background

Car Lite Policies in Proposed OCP

3.1.9 Renewed Approach to Parking and Curbside Management

Renew on-street and off-street parking management strategies and policies to support travel mode priorities, community prosperity, business vitality and Victoria's values through:

(b) Enabling and Encouraging Car-light Living

Support lower parked developments through Transportation Demand Management (TDM) policy and programs coupled with on-street parking management changes that prioritize public transit, walking, rolling, cycling and shared mobility.

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Car Lite Housing

Background

Highlights of Emerging Directions

Council directed parking review

Emerging directions support diverse avenues for car-lite / car-free housing:

- Geographic approach where parking standards are aligned with mobility options
- Exploring a market-driven approach (e.g., no parking minimums) in certain areas or for certain development types
- Multiple pathways for all new housing to go car-light or car-free (with the provision of TDM, cash-in-lieu)
- Focusing on essential requirements and core objectives: accessible, visitor and bike parking, loading and advancing electrification

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Car Lite Housing

Options

Summary Analysis

- Policies in proposed OCP support car-lite and car-free housing.
- Emerging directions from zoning would reduce barriers while continuing to advance safe, affordable and low-carbon mobility.
- Comprehensive report forthcoming, provides opportunity to weigh trade-offs and provide more specific direction.

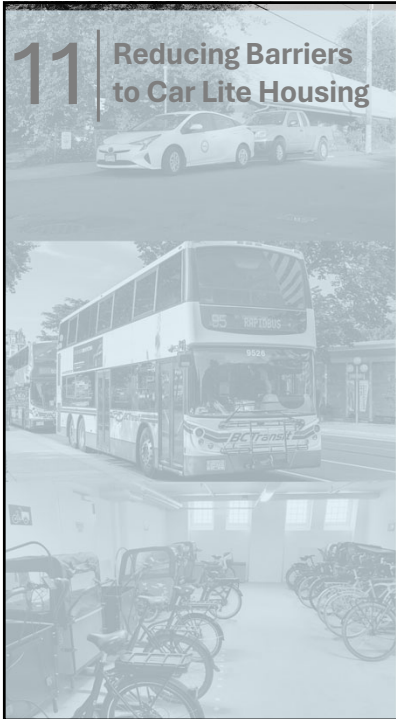




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Reducing Barriers to Car Lite Housing




Recommendation

Maintain Current Approach

No additional direction required.

Staff will continue finalizing the parking findings and recommendations, and report back to Council this spring.

Staff would progress the **draft OCP** and **Approach to Zoning Modernization** as originally recommended should Council choose to proceed.




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OPPORTUNITY TO PAUSE

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5 Process and Practices

12. Establishing a Housing Priority Approach



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12

Taking a Housing Priority Approach

Options to ensure flexibility in the OCP and related policy documents and taking a housing priority approach.

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Taking a Housing Priority Approach

Options to ensure flexibility in the OCP and related policy documents and taking a housing priority approach.

BACKGROUND AND CONTEXT

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Housing Priority

Options

Proposed Framework is Progressive Housing Response

- Unlocking substantial land supply
- Simplifying and clarifying land management regulations and guidelines
- Parking modernization will further advance objectives



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Housing Priority

Options

Proposed Framework Supports Ongoing Process Improvements

- Fewer rezonings
- Delegated development approvals
- Faster application processing
- Improved clarity, coordination and collaboration
- Complements ongoing process modernization work



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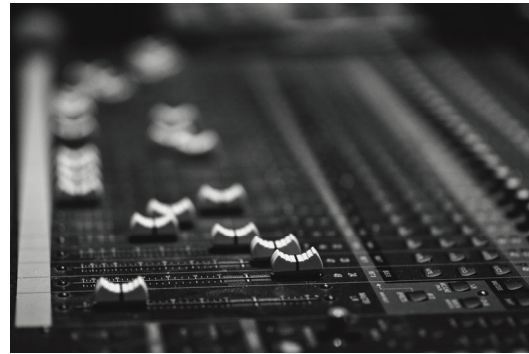
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Housing Priority

Options

Proposed OCP Premised on Balancing Objectives

Over the next three decades, the City of Victoria will **thoughtfully and intentionally navigate difficult trade-offs** in pursuit of the 2050 Vision.



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Housing Priority

Options

A Good City

- Supporting community members today and in future
- Ensuring livable homes for long-term
- Future-proofing against key challenges (e.g., climate adaptation)



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Taking a Housing Priority Approach

Options to ensure flexibility in the OCP and related policy documents and taking a housing priority approach.

OPTIONS AND IMPLICATIONS

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Housing Priority

Options

Option: Signal Housing Priority in Development Review through OCP Policy

- Proposed OCP seeks to balance core objectives.
- New land use framework; outcomes and impacts need to be observed.
- If desired, a new policy could signal housing priority while the City seeks to catch-up with acute housing need.



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12 | Taking a Housing Priority Approach



Recommendation

Option: Signal Housing Priority in Policy

Provide direction to:

Modify the Administration section within **draft OCP** to:

- Incorporate new policies in the Administration section to ensure City bylaws and land use decisions take a housing priority approach, seeking to remove barriers to the development of housing while continuing to ensure the livability of the urban environment.

Update the proposed **Rezoning and Development Policy** to:

- Incorporate new policies that guide a housing priority approach in the review of development applications, aligned with the above.



Concludes Reports

Next Steps

Should Council provide direction to proceed:

- Submit RCS
- Update public with draft materials and next steps
- Draft bylaws
- Bring forward bylaws for initial readings
- Provide formal public notice
- Set public hearing

Estimated Process Timeline

The diagram illustrates the estimated process timeline with the following key events:

- Feb 27:** COTW Presentation and Questions
- Mar 6:** COTW Presentation Continued
- Spring 2025:** Public Update and RCS Submission
- Summer 2025:** Public Hearing
- Q1 through Q2:** Bylaw Drafting and Public Notice

189 10-Year OCP Update | Committee of the Whole – March 6, 2025

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Timeline Implications

- Legislative deadline to update OCP and Zoning to meet 20-year housing need by end of year
- RCS consideration allowed four months and must consider CRD process timelines
- Bylaw drafting takes time

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