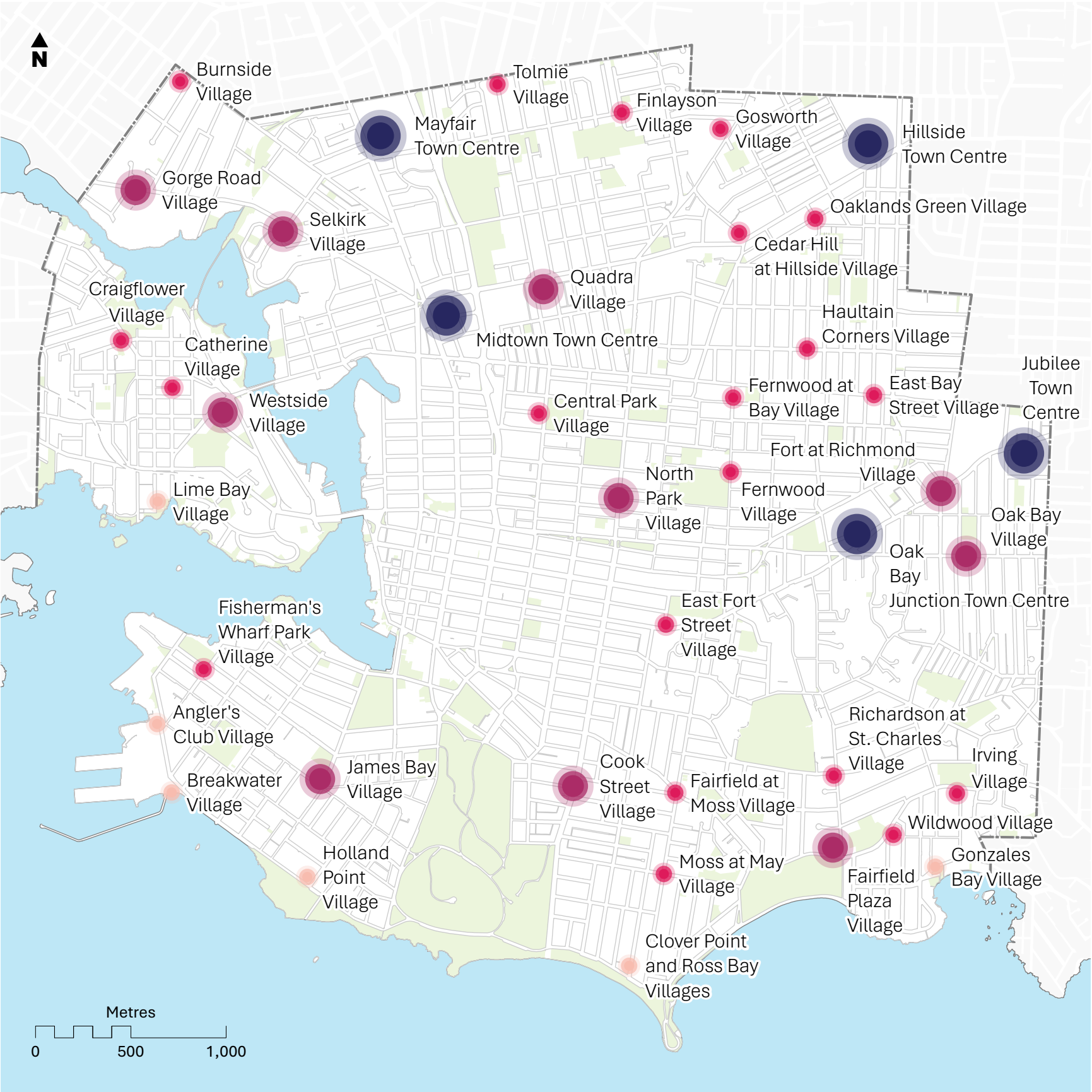


Schedule

Maps

This section provides maps referenced by earlier sections of the plan.



MAP 23
Town Centre and Village Network

- Town Centre
- Community Village
- Local Village
- Waterfront Village



MAP 24
Parks, Open Spaces and
Community Facilities

- Municipal Parks
- Other Parks, Open Spaces and Plazas
- Proposed Parks
- Shoreline
- Arena
- Community Centre
- Pool
- Seniors Centre
- School



MAP 25

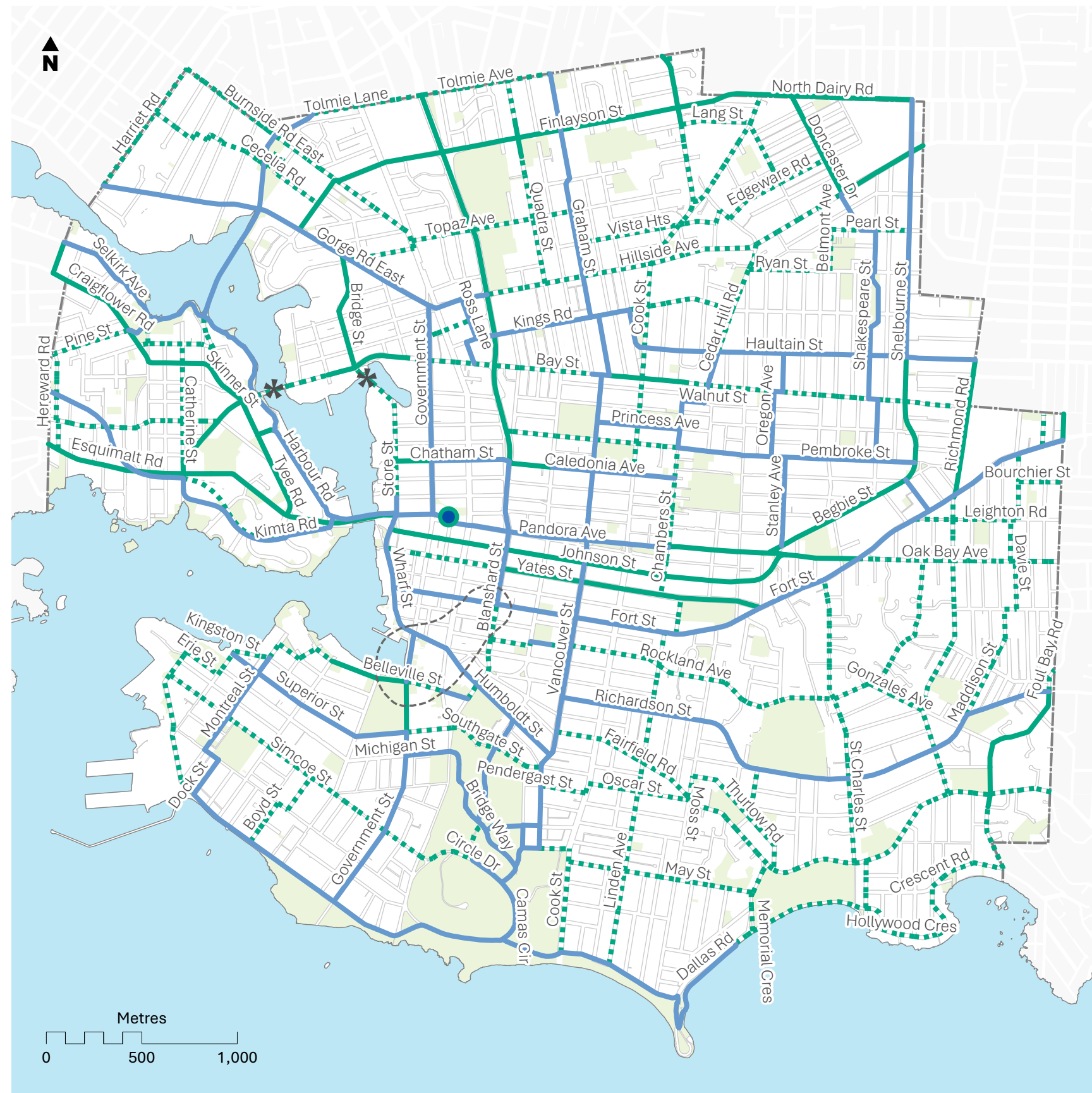
Linear Parkways Preliminary Opportunities

- Greenway Network**
- Greenways
 - Proposed Greenway Connections
- Key Off-Street Connections**
- Existing Trails and Pathways
- Street Parks and Street Plazas**
- Priority Opportunity Areas*







* Street Parks include public spaces created through potential shared or pedestrian-only streets and by repurposing underutilized road spaces. Streets without sidewalks, lanes and streets that align with historic creeks and stormwater mains may also be suitable locations for Street Parks. Additionally, they can be established at locations previously identified in City policies and plans as existing and future pedestrian connection opportunities.

Street Plazas include existing street end closures, future street end closures and other plaza opportunities near Villages and Town Centres.

Exact locations, designs and sequencing for Street Parks and Plazas will be determined through future studies, development and consultation processes. Future Street Parks and Plazas may also be implemented in unmapped locations on an opportunity basis, where suitable right-of-way conditions align with need, growth and special opportunities, such as through frontage improvements or capital projects.

**MAP 26**

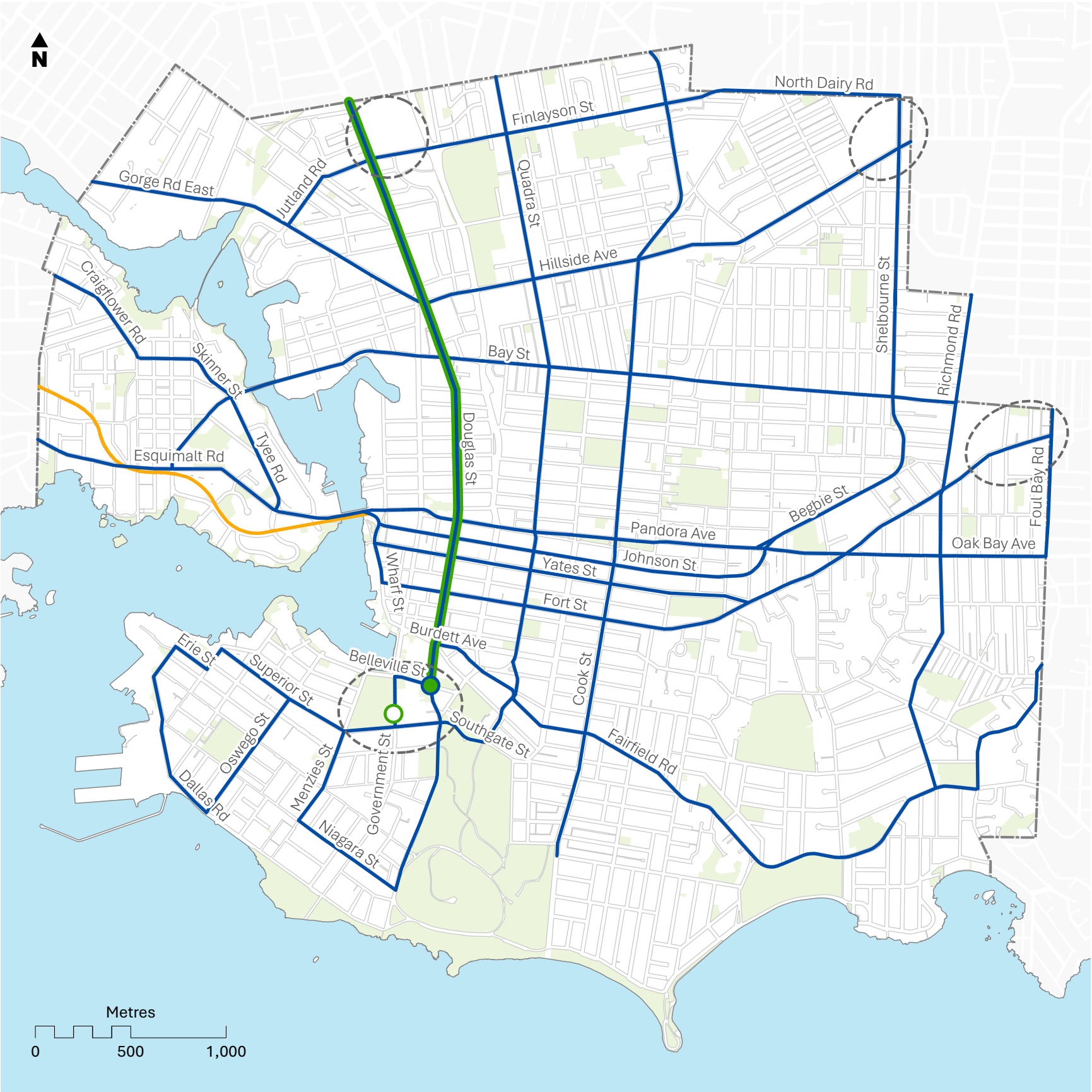
Cycling Network

-  Existing AAA Cycling Network *
-  Existing Non-AAA Cycling Network
-  Expanded Cycling Network **
-  Bridge Improvements
-  Bike Valet
-  Bike Valet Study Area ***

* The Existing Non-AAA Cycling Network and Expanded Cycling Network will continue to be developed over time to improve safety and comfort. New routes will be added to the AAA Network with an aim towards a Cycling Network that is safe and comfortable for anyone biking or rolling. Working with partners, including neighbouring municipalities and private landowners, the City will continue to be opportunistic in introducing improvements (including additions to the AAA network).

** Exact route, design and sequencing to be determined through future study and consultation processes.

*** Priority area for additional bike valet(s). Exact location, capacity, design and operation to be determined through future study.



MAP 27
Transit Priority Network

Transit Oriented Areas

- 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

The Victoria Region Transit Future Plan is administered by BC Transit and may be subject to change. Transit Exchange Study Areas are shown as approximate areas of opportunity, with additional Mobility Hubs shown on Map 28. Local Transit Routes not shown.

* Provincially prescribed

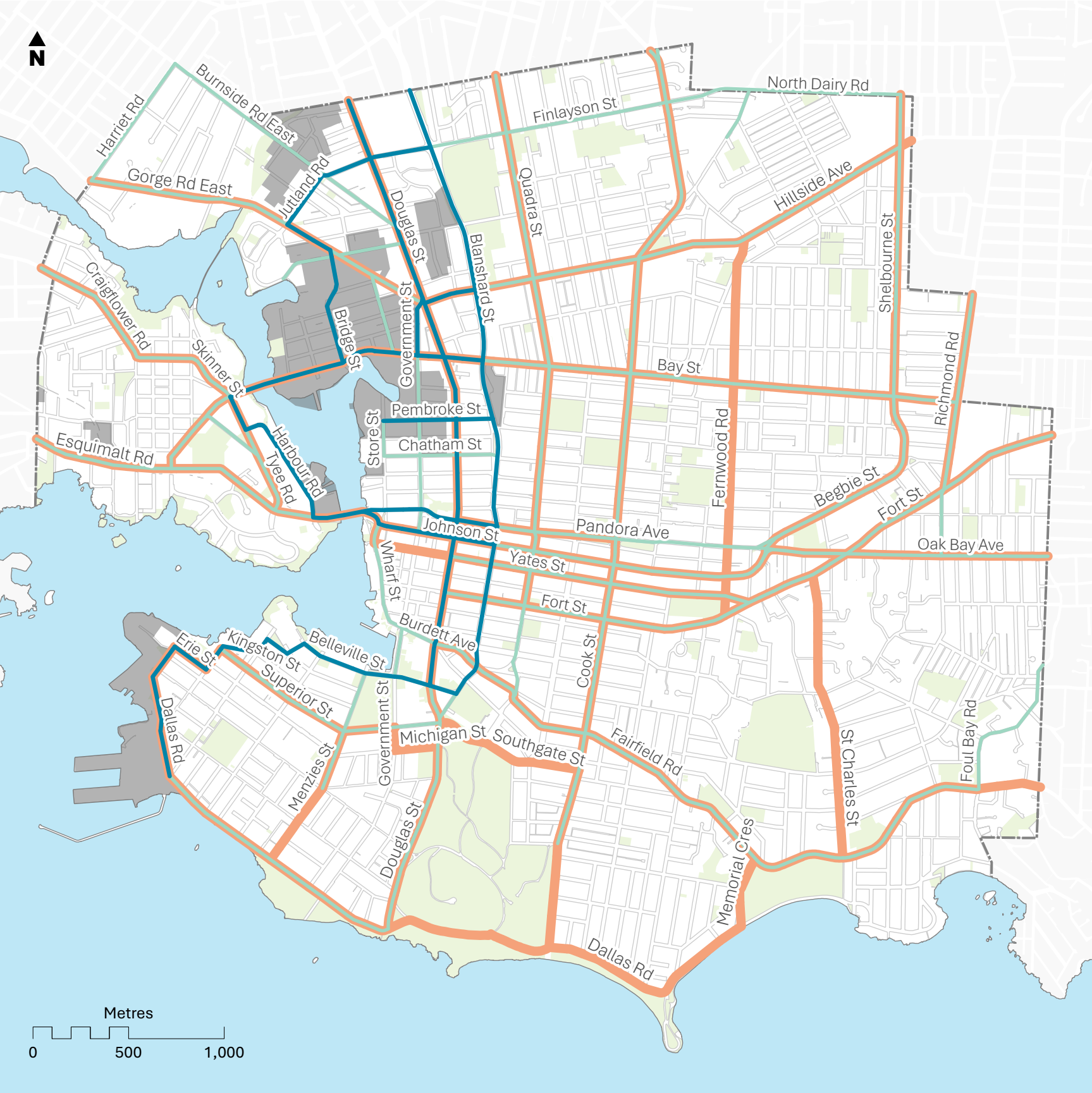


MAP 28
Mobility Hubs

- Major Mobility Hub
- Minor Mobility Hub
- Waterfront Mobility Hub
- Waterfront Mobility Hub Opportunity Area
- Frequent Transit Network
- Rapid Transit
- Douglas Street Transit Plaza

Locations shown on the map indicate general areas of opportunity to secure and install mobility hub infrastructure. Additional sites may be considered, with facilities delivered through capital improvements, transit service expansion and major redevelopment to improve access to key destinations and transitions between mobility modes.

Local trip generators not shown on the map, including local and waterfront villages, parks and recreation facilities, employment and education centres, and intersections of existing mobility networks are to be considered when siting shared mobility and improving access to other mobility networks.



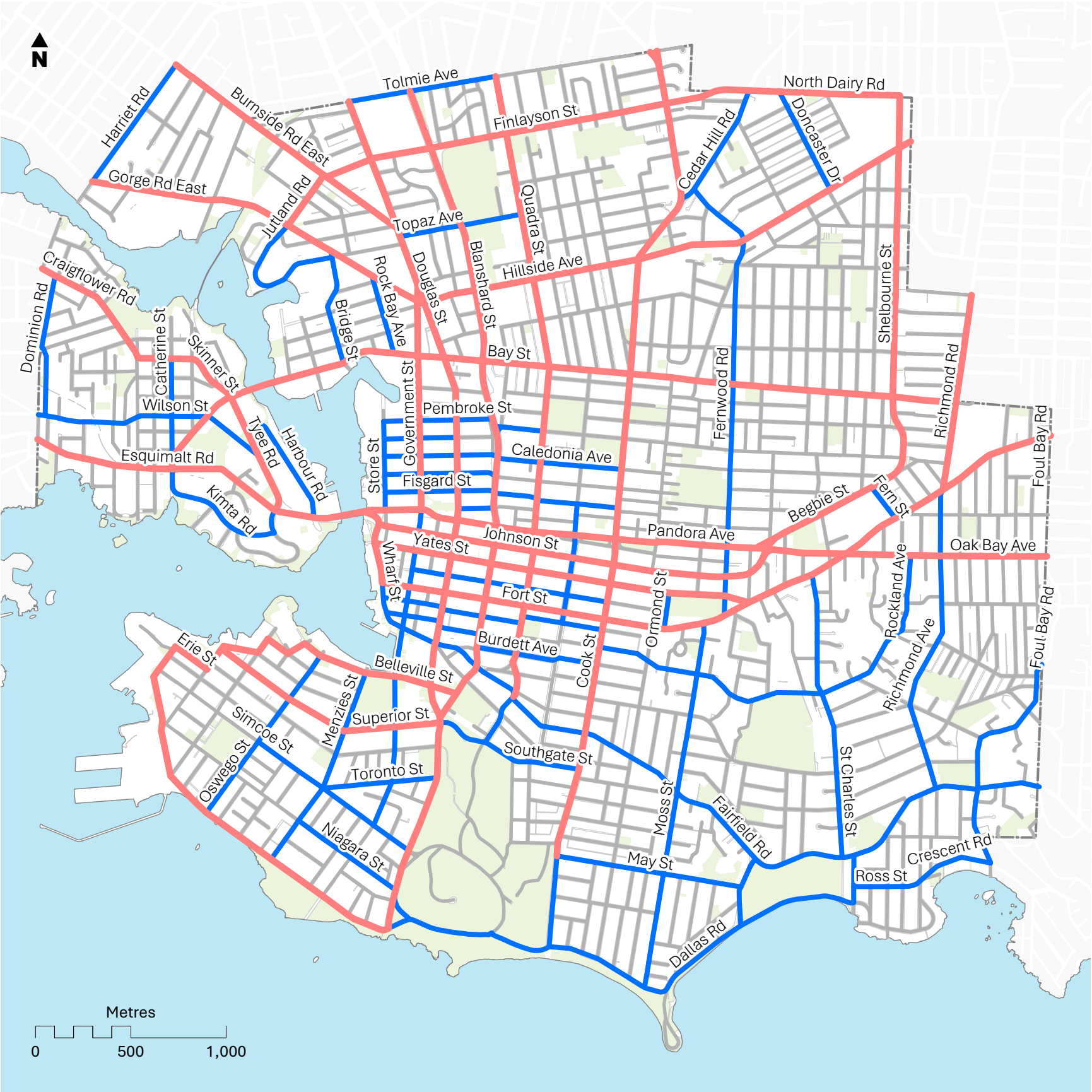
MAP 29

Truck and Emergency Response Network

- Emergency Response Route
- Truck Route
- Commercial Route
- Urban Industrial Reserve

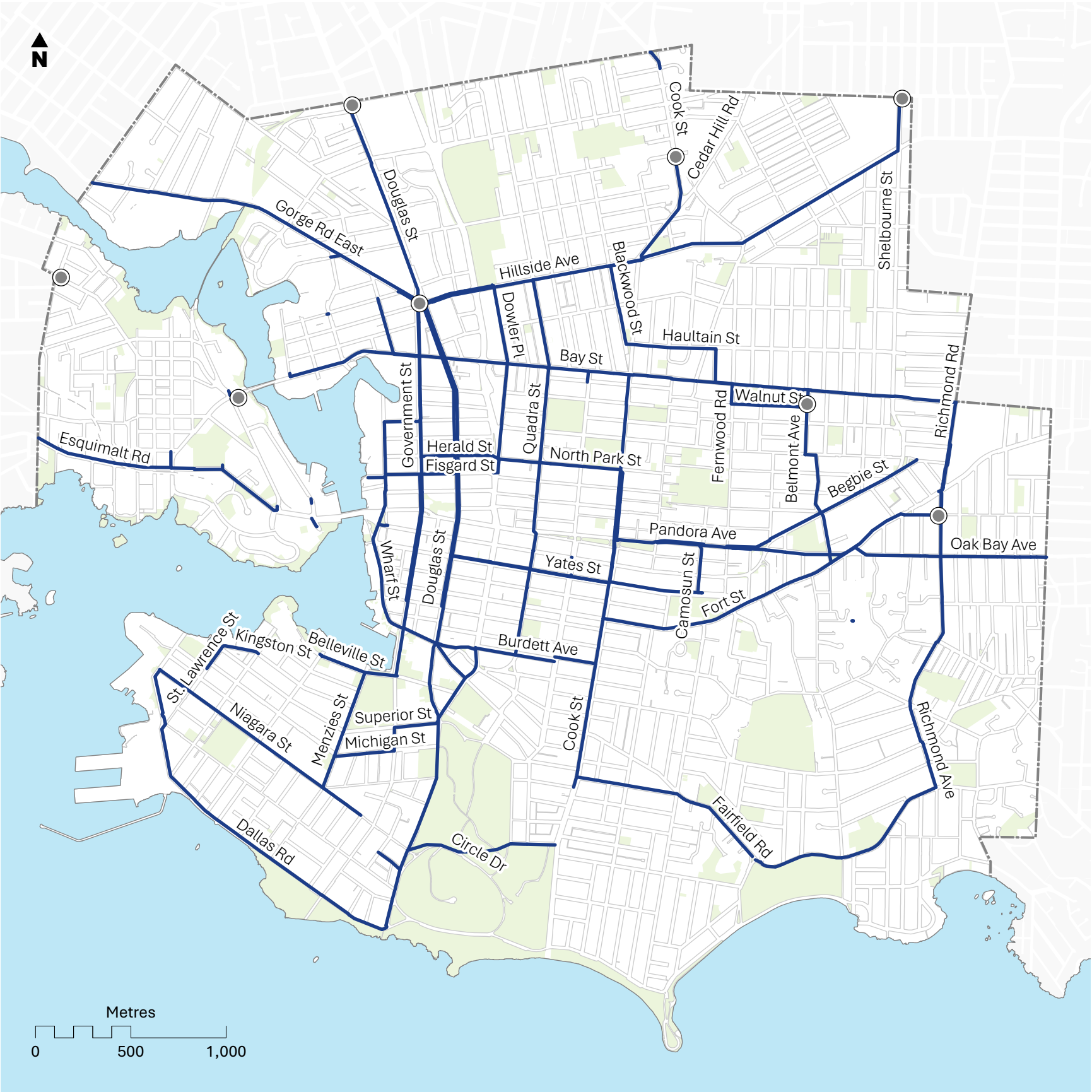
All streets in Victoria's road network can and will be served by emergency services including fire, police and ambulance. Emergency Response Routes identified in this map align with land use designations and existing or planned traffic signal technologies. Streetscape designs and curbside management policies may be adapted over time to accommodate specific emergency response needs.

A network of Truck Routes facilitates the efficient movement of industry goods and services in Victoria and the wider region.



MAP 30
Functional Street Classification

- Arterial
- Collector
- Local



MAP 31
Water Main Network

- Pressure Reducing Valve (PRV)
- Major Water Main (300 mm or greater diameter)

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes water mains less than 300 mm in diameter, which are not included on this map.

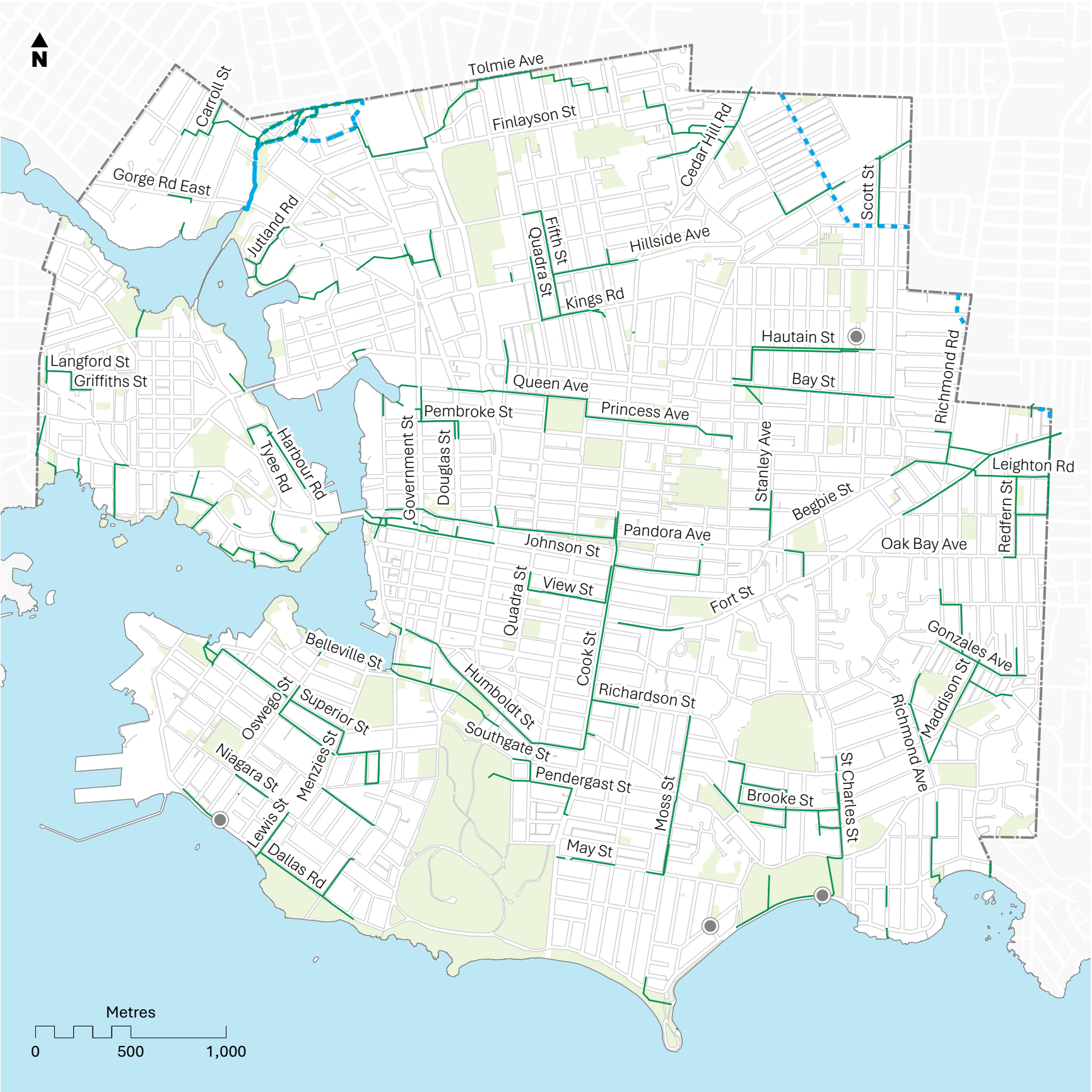


MAP 32
Sanitary Sewer Main Network

- Sanitary Pump Station
- Major Sanitary Sewer Mains ***
(250 mm or greater diameter)
- Capital Regional District Sanitary Sewer Main
- City of Victoria Sanitary Sewer Main

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes sanitary sewer mains less than 250 mm in diameter, which are not included on this map.

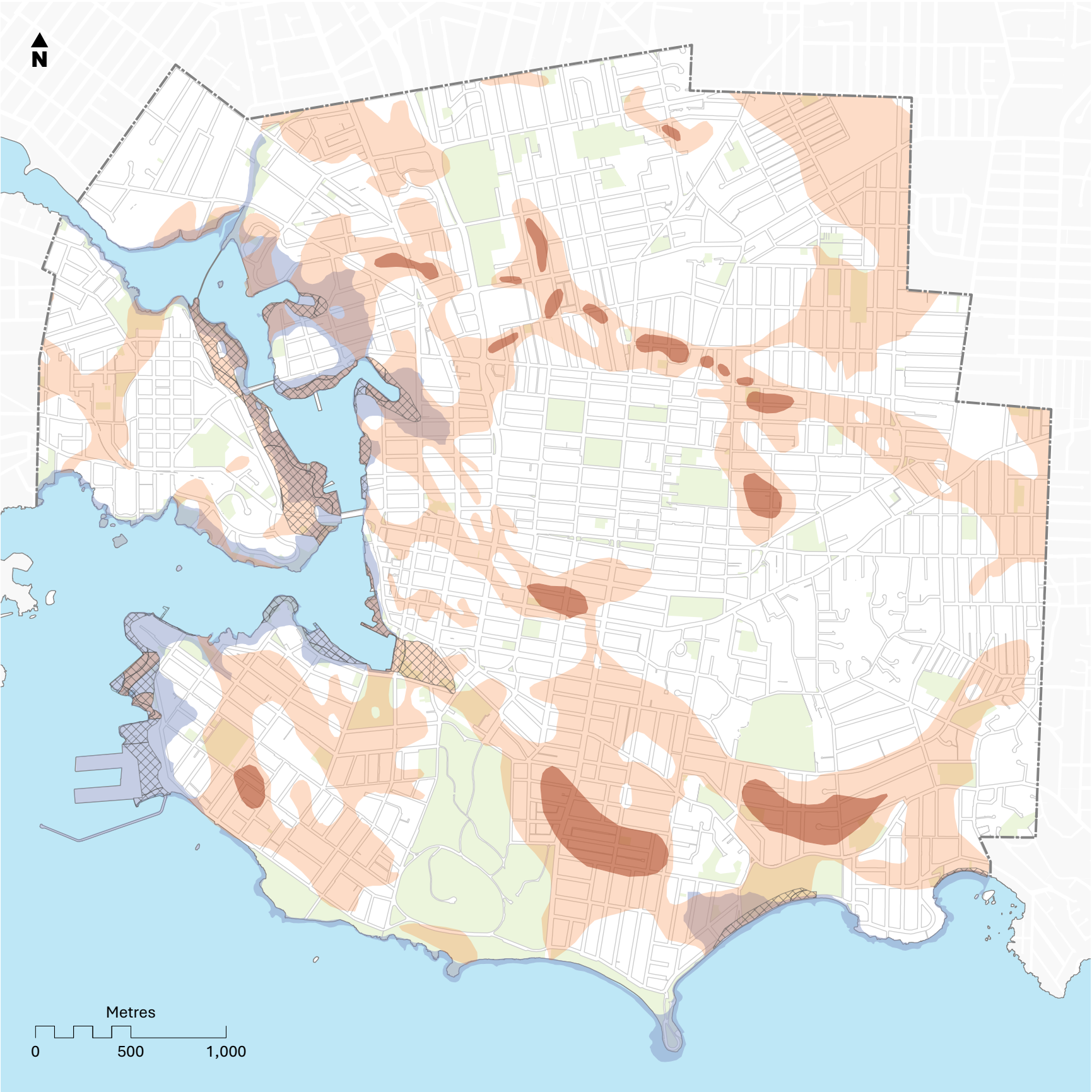


MAP 33
**Stormwater Main and
Natural Drainage Network**

- Stormwater Pump Station
- Major Stormwater Main (250 mm or greater diameter)
- - - Enclosed Creek
- Open Creek

This map identifies existing infrastructure only. The phasing of future capital works will be defined through Master Plans for civic infrastructure and subsequent amendments to the OCP bylaw.

*Civic infrastructure includes stormwater mains less than 250 mm in diameter, which are not included on this map.



MAP 34
Seismic and Tsunami Hazard

- High to Very High Amplification Hazard
- Moderate to High Amplification Hazard
- Tsunami Hazard Zone
- High Liquefaction Hazard

Amplification
Amplification of ground motion refers to the increase in the intensity of ground shaking that can occur due to local geological conditions, such as the presence of soft soils.

Liquefaction
Liquefaction is the transformation that occurs when earthquake shaking causes sand to lose its strength and behave like a liquid. In the Victoria area, the liquefaction hazard is greatest in geologically young beaches and in artificial fills.

Source
Composite Relative Earthquake Hazard Map,
British Columbia Geological Survey