E. REPORTS OF COMMITTEE

E.1 Committee of the Whole

E.1.a Report from the April 03, 2025 Committee of the Whole Meeting

E.1.a.a Draft Official Community Plan and Regulatory Directions

The Director of Planning and Development provided an overview of the status of the Draft Official Community Plan process and next steps.

Moved and Seconded:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:
            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
            2. Designate a new Local Village at Richardson Street and Richmond Avenue.
            3. Designate a new Local Village at Finlayson Street and Quadra Street.
        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.
        iii. Modify the Mobility section to:
            1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.
            2. Specify a goal of 25 per cent trips by transit and 55 per cent trips by walk, roll and cycle by 2050 for a combined total of 80 per cent.
            3. Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.

4. Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.

5. Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.

iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:

i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.

ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

iii. Advance a density bonus of 0.15:1 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 if it maintains project timeline. Report back on options if timeline delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:

i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:

i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.

ii. Update policies and maps to:

1. Expand East Fort Street Village to Ormond and Linden Avenue

2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.

3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.

iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:

a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.

b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A (“Victoria 2050”), following acceptance or deemed acceptance after the

120-day wait period of the regional context statement by the Capital Regional District Board.

c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.

d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.

e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.

f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.

g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.

h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).

i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:

i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.

ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.

iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.

iv. A renewed plan for Downtown, following the completion of a retail strategy.

v. A renewed plan for the Victoria Harbour.

vi. A renewed heritage policy program.

vii. Development of a linear parkways program.

viii. Development of a community infrastructure strategy.

ix. Development of a strategy to catalyze family friendly buildings.

x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:

   a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.

   b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.

4. That Council:

   a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and

appoint the person in the position of Manager – Land Development as Deputy Approving Officer.

b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Amendment:

Moved:

1. That Council instruct the Director of Planning and Development to:

    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:

        i. Modify policies and maps related to Town Centres and Villages to:

            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.

            2. Designate a new Local Village at Richardson Street and Richmond Avenue.

            3. Designate a new Local Village at Finlayson Street and Quadra Street.

        ii. **Modify policies and maps related to James Bay to align with July 2012 (updated September 7th, 2023) Official Community Plan ("2012 OCP") designations and map boundaries as follows:**

            1. **Areas designated as Urban Residential in James Bay in the 2012 OCP to be designated as Priority Growth Areas using the 2012 OCP map boundaries.**

            2. **Areas designated as Traditional Residential in James Bay in the 2012 OCP to be designated as Residential Infill using 2012 OCP map boundaries.**

        iii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.

iv. Modify the Mobility section to:

1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.

2. Specify a goal of 25 per cent trips by transit and 55 per cent trips by walk, roll and cycle by 2050 for a combined total of 80 per cent.

3. Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.

4. Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.

5. Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.

v. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:

i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.

ii. **Updated directions to reflect the modified approach to James Bay as described in 1(a)(ii) above and 1(e)(iii) below.**

iii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

iv. Advance a density bonus of 0.15:1 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 if it maintains project timeline. Report back on options if timeline delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:

    i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:

    i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.

    ii. Update policies and maps to:

        1. Expand East Fort Street Village to Ormond and Linden Avenue

        2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.

        3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.

    iii. **Update policies and maps as required to reflect recommendation (1)(a)(ii) above.**

    iv. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

g. That Council direct staff to

    i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:

   a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.

   b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.

   c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.

   d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.

   e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.

   f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.

   g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as

generally described in Attachment F: Approach to Site Servicing Renewal.

h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).

i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:

    i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.

    ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.

    iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.

    iv. A renewed plan for Downtown, following the completion of a retail strategy.

    v. A renewed plan for the Victoria Harbour.

    vi. A renewed heritage policy program.

    vii. Development of a linear parkways program.

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    ix. Development of a strategy to catalyze family friendly buildings.

    x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:

    a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.

    b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.

4. That Council:

    a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.

    b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

A point of order was raised regarding the similarity of the proposed amendment to a defeated amendment made at the April 3, 2025 Committee of the Whole meeting.

Council recessed at 1:27 p.m. and reconvened at 1:31 p.m.

The Chair upheld the point of order and ruled the amendment out of order.

Councillor Gardiner challenged the ruling of the Chair.

On upholding the ruling of the Chair:

OPPOSED (2): Councillor Gardiner, and Councillor Hammond

CARRIED (6 to 2)

Council discussed the following:

- *Concerns around public consultation completed to inform the Draft Official Community Plan*
- *Importance of increasing density while maintaining greenspaces and regulating tenant protection*
- *Density requirements and legal obligation to achieve provincial housing targets*

On the main motion:

1. That Council instruct the Director of Planning and Development to:

    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:

        i. Modify policies and maps related to Town Centres and Villages to:

            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.

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        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.

        iii. Modify the Mobility section to:

            1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.

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iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:

i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.

ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

iii. Advance a density bonus of 0.15:1 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 if it maintains project timeline. Report back on options if timeline delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:

i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:

i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.

ii. Update policies and maps to:

1. Expand East Fort Street Village to Ormond and Linden Avenue

2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.

3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.

iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:

a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.

b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A (“Victoria 2050”), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.

c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.

d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.

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h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).

i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:

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legislation and in line with recommendation 1(f) above.

ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.

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   b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.

4. That Council:

   a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.

b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

OPPOSED (2): Councillor Gardiner, and Councillor Hammond

CARRIED (7 to 2)

F. UNFINISHED BUSINESS

F.1 Draft Official Community Plan and Regulatory Directions

Council received a report dated February 13, 2025 from the Director of Sustainable Planning and Community Development regarding a summary of consultation and feedback collected as part of the 10-year Official Community Plan Update, providing Council with opportunities to advance the proposed updated Official Community Plan ("Victoria 2050") and to consider other key policy or bylaw updates necessary for alignment with Victoria 2050, as well as priority action items for implementation.

Committee discussed the following:

- *Reciprocal benefits of retail and recreational services*
- *Benefits of "village" status for communities*
- *Long-term evolution of villages*
- *Expanding Priority Growth Areas to bring building heights down*
- *Benefits of the AAA Cycling network in connecting communities*

Committee recessed at 10:35 a.m. and reconvened at 10:49 a.m.

Committee continued discussion on the following:

- *Galley-style development on transit routes*
- *Range of parking needs*
- *Impact on residential land values*
- *Tenant protections*

Moved and Seconded:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan (“Victoria 2050 draft OCP”), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* (“March 6 OCP Report”), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:
            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
            2. Designate a new Local Village at Richardson Street and Richmond Avenue.
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        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.
        iii. Modify the Mobility section to:

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

iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:
   i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.
   ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:
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e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:
   i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.
   ii. Update policies and maps to:
      1. Expand East Fort Street Village to Ormond and Linden Avenue
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      3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.
   iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:
   a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.
   b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
   c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
   d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
   e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
   f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
   g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.
   h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).
   i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:
    i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.
    ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.
    iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.
    iv. A renewed plan for Downtown, following the completion of a retail strategy.
    v. A renewed plan for the Victoria Harbour.
    vi. A renewed heritage policy program.
    vii. Development of a linear parkways program.
    viii. Development of a community infrastructure strategy.
    ix. Development of a strategy to catalyze family friendly buildings.
    x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:
    a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.
    b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.
4. That Council:
    a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.
    b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Committee recessed at 11:57 a.m. and reconvened at 1:03 p.m.

Councillor Hammond rejoined the meeting in person at 1:03 p.m.

Amendment:

Moved and Seconded:

1. **c. iii. Advance a density bonus of 0.15:1 FRS in the Property 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 if it maintains project timeline. Report back on options if timelines delays are anticipated.**

OPPOSED (1): Councillor Gardiner

CARRIED (8 to 1)

Amendment:

Moved and Seconded:

5. Expand Priority Growth Areas but make modest reductions to the PGA in James Bay, to better distribute density across the City, landing on a total PGA percentage of approximately 33%.

Amendment to the amendment:

Moved and Seconded:

Expand Priority Growth Areas throughout the City but ~~make modest reductions to the PGA in~~ exempt James Bay, ~~to better distribute density across the City, landing on a total PGA percentage of approximately 33%.~~

OPPOSED (5): Mayor Alto, Councillor Coleman, Councillor Hammond, Councillor Kim, and Councillor Thompson

DEFEATED (4 to 5)

On the amendment:

Expand Priority Growth Areas but make modest reductions to the PGA in James Bay, to better distribute density across the City, landing on a total PGA percentage of approximately 33%.

OPPOSED (6): Mayor Alto, Councillor Coleman, Councillor Gardiner, Councillor Hammond, Councillor Kim, and Councillor Thompson

DEFEATED (3 to 6)

On the main motion as amended:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:

1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
2. Designate a new Local Village at Richardson Street and Richmond Avenue.
3. Designate a new Local Village at Finlayson Street and Quadra Street.

ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.

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

iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:
i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.
ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.
iii. Advance a density bonus of 0.15:1 FRS in the Property 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 if it maintains project timeline. Report back on options if timelines delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:
i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:
    i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.
    ii. Update policies and maps to:
        1. Expand East Fort Street Village to Ormond and Linden Avenue
        2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.
        3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.
    iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.
f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:
    a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.
    b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
    c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
    d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
    e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
    f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
    g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and

streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.

h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).

i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:
   i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.
   ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.
   iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.
   iv. A renewed plan for Downtown, following the completion of a retail strategy.
   v. A renewed plan for the Victoria Harbour.
   vi. A renewed heritage policy program.
   vii. Development of a linear parkways program.
   viii. Development of a community infrastructure strategy.
   ix. Development of a strategy to catalyze family friendly buildings.
   x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:
   a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.
   b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.
4. That Council:
   a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.
   b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable

accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Amendment:

Moved and Seconded:

1. g. That Council directs staff to update materials to limit heights accessible via rezoning in Town Centres to 12 storeys, and in Community Villages to 8 storeys.

OPPOSED (6): Mayor Alto, Councillor Coleman, Councillor Dell, Councillor Hammond, Councillor Kim, and Councillor Thompson

DEFEATED (3 to 6)

On the main motion as amended:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:
            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
            2. Designate a new Local Village at Richardson Street and Richmond Avenue.
            3. Designate a new Local Village at Finlayson Street and Quadra Street.
        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.
        iii. Modify the Mobility section to:
            1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.
            2. Specify a goal of 25 per cent trips by transit and 55 per cent trips by walk, roll and cycle by 2038 for a combined total of 80 per cent.
            3. Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.
            4. Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.
            5. Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.
        iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:

   i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.

   ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

   iii. Advance a density bonus of 0.15:1 FRS in the Property 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 if it maintains project timeline. Report back on options if timelines delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:

   i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:

   i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.

   ii. Update policies and maps to:

      1. Expand East Fort Street Village to Ormond and Linden Avenue
      2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.
      3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.

   iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:

   a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.

b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.
h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).
i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.
j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:
    i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.
    ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.
    iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.
    iv. A renewed plan for Downtown, following the completion of a retail strategy.
    v. A renewed plan for the Victoria Harbour.
    vi. A renewed heritage policy program.

vii. Development of a linear parkways program.
viii. Development of a community infrastructure strategy.
ix. Development of a strategy to catalyze family friendly buildings.
x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:
   a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.
   b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.
4. That Council:
   a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.
   b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Motion to suspend the rules:

Moved and Seconded:

That the time limit to speak be extended by 5 minutes to discuss an amendment that arose from the *Council Member Motion: Urban Forest Canopy*.

CARRIED UNANIMOUSLY

Amendment:

Moved and Seconded:

1. g. That Council direct staff to
- **i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.**
- **ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% tree canopy by 2050.**
- **iii. Raise cash-in-lieu fees when a development does not meet the Tree Protection Bylaw tree minimum on private property from $2000 to $5000 per tree to go into the Tree Reserve Fund, to reach 40% tree canopy by 2050.**

Amendment to the amendment:

Moved and Seconded:

1. g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% tree canopy by 2050.

iii. Report back on the implications of raising ~~Raise~~ cash-in-lieu fees when a development does not meet the Tree Protection Bylaw tree minimum on private property from $2000 to $5000 per tree to go into the Tree Reserve Fund, to reach 40% tree canopy by 2050.

DEFEATED UNANIMOUSLY

Motion to refer:

Moved and Seconded:

That number iii be referred for future consideration.

CARRIED UNANIMOUSLY

On the amendment as amended:

1. g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% tree canopy by 2050.

Amendment to the amendment:

Moved and Seconded:

1. g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

OPPOSED (2): Councillor Caradonna, and Councillor Dell

CARRIED (7 to 2)

Amendment to the amendment:

Moved and Seconded:

1. g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

~~ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.~~

OPPOSED (5): Mayor Alto, Councillor Coleman, Councillor Gardiner, Councillor Hammond, and Councillor Kim

DEFEATED (4 to 5)

On the amendment as amended:

1. g. That Council direct staff to

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

OPPOSED (3): Councillor Dell, Councillor Kim, and Councillor Thompson

CARRIED (6 to 3)

On the main motion as amended:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:
            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
            2. Designate a new Local Village at Richardson Street and Richmond Avenue.
            3. Designate a new Local Village at Finlayson Street and Quadra Street.
        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.
        iii. Modify the Mobility section to:
            1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.
            2. Specify a goal of 25 per cent trips by transit and 55 per cent trips by walk, roll and cycle by 2050 for a combined total of 80 per cent.
            3. Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.

4. Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.
5. Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.

iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:
   i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.
   ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.
   iii. Advance a density bonus of 0.15:1 FRS in the Property 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 if it maintains project timeline. Report back on options if timelines delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:
   i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:
   i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.
   ii. Update policies and maps to:
      1. Expand East Fort Street Village to Ormond and Linden Avenue
      2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.
      3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.
   iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

g. That Council direct staff to:
    i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.
    ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:
    a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.
    b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
    c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
    d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
    e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
    f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
    g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.
    h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).
    i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:
    i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.
    ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.
    iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.
    iv. A renewed plan for Downtown, following the completion of a retail strategy.
    v. A renewed plan for the Victoria Harbour.
    vi. A renewed heritage policy program.
    vii. Development of a linear parkways program.
    viii. Development of a community infrastructure strategy.
    ix. Development of a strategy to catalyze family friendly buildings.
    x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:
    a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.
    b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.
4. That Council:
    a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.
    b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Motion to refer:

Moved and Seconded:

That Committee refer the *Draft Official Community Plan and Regulatory Directions* matter to the May 8, 2025 Committee of the Whole meeting.

Amendment:

Moved and Seconded:

That Committee refer the *Draft Official Community Plan and Regulatory Directions* matter to the ~~**May 8**~~ **April 24**, 2025 Committee of the Whole meeting.

OPPOSED (4): Mayor Alto, Councillor Caradonna, Councillor Dell, and Councillor Loughton

CARRIED (5 to 4)

On the referral motion as amended:

That Committee refer the *Draft Official Community Plan and Regulatory Directions* matter to the April 24, 2025 Committee of the Whole meeting.

OPPOSED (5): Mayor Alto, Councillor Caradonna, Councillor Dell, Councillor Loughton, and Councillor Thompson

DEFEATED (4 to 5)

On the main motion as amended:

1. That Council instruct the Director of Planning and Development to:
    a. Update the proposed Official Community Plan ("Victoria 2050 draft OCP"), provided as Attachment A in the March 6, 2025, Committee of the Whole report titled, *Draft OCP and Regulatory Directions* ("March 6 OCP Report"), generally as follows:
        i. Modify policies and maps related to Town Centres and Villages to:
            1. Designate Breakwater, Holland Point and Gonzales Bay Waterfront Villages as Local Villages.
            2. Designate a new Local Village at Richardson Street and Richmond Avenue.
            3. Designate a new Local Village at Finlayson Street and Quadra Street.
        ii. Add a Victoria 2050 City Action to prepare a strategy to catalyze family-friendly buildings and prioritize its implementation.
        iii. Modify the Mobility section to:
            1. Specify a goal of 16 per cent trips by transit and 54 per cent trips by walk, roll and cycle by 2038 for a combined total of 70 per cent.
            2. Specify a goal of 25 per cent trips by transit and 55 per cent trips by walk, roll and cycle by 2050 for a combined total of 80 per cent.
            3. Revise policies to highlight the importance of Light Rail Transit (LRT) in the context of regional growth, housing needs and climate goals.
            4. Incorporate new policies and directions to emphasize planning, building momentum and developing a business case for LRT.

5. Incorporate new policies and directions to encourage families and youth to embrace car lite and car free lifestyles through safe infrastructure provision.

iv. 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.

b. Update the proposed Draft Design Guidelines, provided as Attachment B in the March 6 OCP Report, to clarify how galley style development can be achieved while meeting City objectives.

c. Update the proposed approach to Zoning Modernization, provided as Attachment C in the March 6 OCP Report, generally as follows:

i. Updated directions to reflect the modified approach to Town Centres and Villages described in recommendation 1(a)(i) above and 1(e)(ii) below.

ii. Clarify the intent to maintain the current approach of requiring 2 m front yard setbacks for buildings up to three storeys on corner lots.

iii. Advance a density bonus of 0.15:1 FRS in the Property 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 if it maintains project timeline. Report back on options if timelines delays are anticipated.

d. Update the proposed approach to Site Servicing Renewal, provided as Attachment F in the March 6 OCP Report, generally as follows:

i. 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.

e. Update the proposed Rezoning and Development Policy, provided as Attachment G in the March 6 OCP Report, generally as follows:

i. Update, add and modify policies and maps related to Town Centres and Villages to reflect recommendation 1(a)(i) above.

ii. Update policies and maps to:

1. Expand East Fort Street Village to Ormond and Linden Avenue
2. Expand Fairfield at Irving Village across Foul Bay Road and Richmond Road.
3. Reduce the footprint of the proposed Richardson and St. Charles Village to focus on the intersection.

iii. Add new policies to guide a housing priority approach in the review of development applications, aligned with recommendation 1(a)(iv) above.

f. Prioritize the monitoring and evaluation of development within the Residential Fabric to consider opportunities at the OCP five-year review to further advance housing and transit objectives, including introducing new areas for six storey building forms and supporting non-market development.

g. That Council direct staff to:

i. Set 5-year tree canopy (growth) targets within the OCP supporting a 40% city-wide 2050 tree canopy goal.

ii. Set five-year neighbourhood-level planting targets within the OCP to reach a 40% city-wide tree canopy by 2050.

2. That Council instruct the Director of Planning and Development to advance the following recommendations from the March 6 OCP Report with all referenced attachments amended in accordance with recommendation 1 above:
   a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.
   b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
   c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
   d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
   e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
   f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
   g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.
   h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).
   i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.
   j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:

i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation and in line with recommendation 1(f) above.
ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.
iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.
iv. A renewed plan for Downtown, following the completion of a retail strategy.
v. A renewed plan for the Victoria Harbour.
vi. A renewed heritage policy program.
vii. Development of a linear parkways program.
viii. Development of a community infrastructure strategy.
ix. Development of a strategy to catalyze family friendly buildings.
x. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:
   a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.
   b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.
4. That Council:
   a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.
   b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

Committee of the Whole Report

For the Meeting of February 27, 2025

To:	Committee of the Whole	**Date:**	February 13, 2025
From:	Karen Hoese, Director, Planning and Development		
Subject:	Draft Official Community Plan and Regulatory Directions		

RECOMMENDATION

1. That Council receive for information the 10-Year OCP Update Engagement Summary Report (Attachment H).
2. That Council instruct the Director of Planning and Development to:
    a. Refer the regional context statement, as provided in Schedule B of Attachment A to the Capital Regional District Board for consideration of acceptance.
    b. Bring forward, for first and second readings prior to consideration at a public hearing, a bylaw that repeals the *Official Community Plan (Bylaw No. 12-013)* originally adopted in 2012 and replaces it with the new *Official Community Plan*, generally in the form as provided as a draft in Attachment A ("Victoria 2050"), following acceptance or deemed acceptance after the 120-day wait period of the regional context statement by the Capital Regional District Board.
    c. Prepare development permit areas and heritage conservation areas generally in accordance with Attachment B: Approach to Development Permit Areas and Heritage Conservation Area and Draft Design Guidelines and include these in Victoria 2050.
    d. Together with Victoria 2050, bring forward a bylaw that repeals *Zoning Bylaw 2018 (Bylaw No. 18-072)* and replaces it with a new zoning bylaw, generally in accordance with Attachment C: Approach to Zoning Modernization.
    e. Together with Victoria 2050, bring forward a new Amenity Cost Charge Bylaw, generally in accordance with Attachment D: Proposed Amenity Cost Charge Bylaw.
    f. Together with Victoria 2050, bring forward a tenant protection bylaw and associated development permit area generally in accordance with Attachment E: Proposed Tenant Protection Bylaw and Development Permit Area.
    g. Together with Victoria 2050, bring forward necessary bylaws to repeal the *Victoria Subdivision and Development Servicing Bylaw (Bylaw No. 12-042)* and replace it with a comprehensively updated and streamlined bylaw, including modernized

engineering standards and specifications and fee schedules as generally described in Attachment F: Approach to Site Servicing Renewal.

h. Together with Victoria 2050, bring forward a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).

i. Review existing City policies and bylaws for redundancies or conflicts with the subject matter described in recommendations 2(a) through 2(h) above and bring forward any required amendments or revisions to reconcile the provisions of these bylaws and policies, including but not limited to the *Streets and Traffic Bylaw (Bylaw No. 09-079), the Highway Access Bylaw (Bylaw No. 91-038), the Sidewalks, Streets and Boulevards Protection Bylaw (Bylaw 91-052) and the Downtown Core Area Plan (2011, updated 2022)*.

j. If Victoria 2050 is adopted, following adoption, prepare a five-year implementation plan that prioritizes the following City actions:

    i. Development of an OCP monitoring, evaluation and update program, in accordance with Provincial legislation.

    ii. Completion of the subsequent phases of Zoning Modernization, as generally described in Attachment C.

    iii. Updates to the *Land Use Procedures Bylaw (16-028)* and other development process improvements as described in this report.

    iv. A renewed plan for Downtown, following the completion of a retail strategy.

    v. A renewed plan for the Victoria Harbour.

    vi. A renewed heritage policy program.

    vii. Development of a linear parkways program.

    viii. Development of a community infrastructure strategy.

    ix. Development of a rapid transit office to implement transit-focused road improvement projects and to plan for future rapid transit in Victoria.

3. That Council instruct the Director of Engineering and Public Works to:

    a. Bring forward a bylaw that delegates powers to the Director of Engineering and Public Works to require that owners provide excess or extended services pursuant to section 507, *Local Government Act* and sets an interest rate for latecomer charges, and develop an associated policy to guide the administration of a latecomer program as generally described in Attachment F: Approach to Site Servicing Renewal.

    b. Bring forward a bylaw that designates the role of Servicing Officer to the Supervisor of Land Development and authorizes suitable alternate positions that can act in the servicing officer role if the Supervisor of Land Development position is vacant or unable to act.

4. That Council:

    a. Rescind the appointment of the Supervisor Land Development as the Deputy Approving Officer and appoint the person in the position of Manager – Land Development as Deputy Approving Officer.

    b. Through the Victoria Regional Transit Commission, BC Transit Board of Directors, and directly to applicable provincial and federal ministries, increase advocacy to

expedite the provision of reliable accessible transit service, fleet renewal and infrastructure investments to support the anticipated housing and population growth in the City of Victoria.

EXECUTIVE SUMMARY

Between March and September 2024, the City undertook a comprehensive, citywide engagement process for the 10-Year Official Community Plan (OCP) Update. The engagement included dozens of events, over 1,400 survey responses, hundreds of comments and emails and locally focused workshops. The feedback received has informed the proposed directions in this report.

The draft OCP emphasizes meaningful solutions to addressing housing need. It unlocks opportunities for diverse infill housing in all residential areas, from homes with suites and house conversions to townhouses and four storey apartment buildings. It further supports more intensive infill up to six storeys in strategic areas of the city, close to complete community nodes, transit and major amenities. The proposed approach to the first phase of zoning modernization will enable these housing forms to be built more quickly, while ensuring key components of housing need, including rental, non-market and family housing, are addressed. A new approach to tenant protection would bolster the City's ability to support tenants displaced by new development. Updated design guidelines and streamlining the City's development permit areas would further improve process clarity and helps to ensure good housing and design outcomes.

The draft plan provides additional opportunity for higher density housing in major nodes along the transit network, enhancing access to services, amenities, cultural assets and employment opportunities and signalling the City's priority for improved transit service levels. It reserves important industrial lands and creates new opportunities for an innovative mix of employment uses in two new districts: Midtown and Jubilee, helping to ensure long-term economic prosperity.

A focus on community and cultural amenities helps to ensure that as new housing and population is accommodated, the City has in place a thoughtful approach and the necessary tools to support vibrant, thriving communities. A framework that emphasizes investment in major community assets and embraces creative solutions to meet local amenity needs is proposed. This framework is supported by a newly proposed Amenity Cost Charge Bylaw which would collect reasonable contributions from new development for community amenities. The program supports community, cultural and childcare spaces and creates a new funding stream for the proposed Linear Parkways Program, which repurposes existing right-of-way for social and ecological public benefits.

A comprehensive update to the City's site servicing regulations would help to ensure infrastructure – including mobility, underground, trees and green stormwater, are integrated into the public realm as the city grows. A broad rethinking of the city's streets and mobility networks help to advance sustainable mobility objectives, expanding the long-term cycling network and emphasizing the importance of improved transit service. This rethinking of the public right of way also introduces new opportunities to integrate nature into the city, both through the proposed linear parkways program and through new street design standards. This approach to city streets, together with regulations that help to retain and enhance the natural assets on private property, supports the newly envisioned Blue Green Network.

Additional improvements to the City's broader policy framework, including a streamlining, consolidating and updating of local area policies, updates to land use and development procedures

and updated appointments and delegations would improve approvals processes. New local area policies, resulting form place-based planning would be integrated into this new framework.

Should Council advance the proposed recommendations, the draft OCP's regional context statement would be submitted to the Capital Regional District Board for consideration of acceptance and the bylaws would be prepared for initial readings.

PURPOSE

The purpose of this report is to provide Council with a summary of consultation and feedback collected as part of the 10-year Official Community Plan Update.

This report also provides Council with the opportunity to advance the proposed updated Official Community Plan ("Victoria 2050") to initial bylaw readings prior to a public hearing. Several other updated or newly-proposed bylaws, crucial to Victoria 2050's implementation, are proposed to be advanced in tandem, including:

- Zoning bylaw amendments that will implement the first phase of zoning modernization, focused on residential areas, and fulfill new legislative requirements.
- Significant changes to the City's site servicing regulations and approach, including a replacement of current regulations and the introduction of new engineering standards.
- A newly-proposed Amenity Cost Charge Bylaw.
- A newly-proposed Tenant Protection Bylaw.

This report further provides Council with an opportunity to advance a new Rezoning and Development Policy which updates and consolidates directions provided in neighbourhood plans. Finally, it provides direction to consider other key policy or bylaw updates necessary for alignment with Victoria 2050, as well as priority action items for implementation.

BACKGROUND

In May of 2023, Council directed staff to undertake an expedited process to update Victoria's Official Community Plan, originally adopted in 2012 ("2012 OCP"). The process included a streamlined, single-phase engagement approach in the spirit of more urgently addressing the City's housing and climate objectives.

In February 2024, Council endorsed draft directions and an emerging policy framework for a new OCP, as well as a general approach for zoning and site servicing updates. Council provided direction to consult on these endorsed directions and undertake the engagement process approved in the May 2023 report. At this time Council provided specific direction to consult on two general land use approaches that would enable the City to meet the housing needs identified at the time.

In May 2024, Council provided direction to undertake consultation for a new Amenity Cost Charge (ACC) bylaw as part of the 10-year OCP Update process. ACCs are a new tool that enable local governments to raise revenues to assist in paying for the infrastructure and amenities to support growth. They must be developed in accordance with the authorities and requirements prescribed in *Bill 46: Housing Statutes (Development Financing) Amendment Act, 2023* (Bill 46).

In June 2024, the Province released regulations and guidance for the recently-enacted pro-active planning legislation, a component of *Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023* (Bill 44). In November 2024, based on this new guidance, Council received an updated Interim Housing Needs Report (HNR). In accordance with Bill 44, the City must update the OCP and zoning bylaws by December 31, 2025 to accommodate the 20-year housing need identified in the interim report.

As part of the November 2024 report related to interim housing needs, and in response to anticipated newly zoned housing capacity, Council directed staff to undertake consultation and associated work to require tenant assistance for those displaced by proposed redevelopment via regulations rather than just policy. This work is enabled through recent authorities prescribed in *Bill 16: Housing Statutes Amendment Act, 2024* (Bill 16), which gives local governments authority to develop Tenant Protection Bylaws (TPBs) and Development Permit Areas that can require tenant assistance to support renters displaced via redevelopment.

ENGAGEMENT PROCESS

The 10-Year OCP Update engagement process was unique, innovative and largely successful. To meet the expedited timeline directed by Council, the process included a single phase of engagement, which differs from the more typical three-phased approach used in many planning processes. In alignment with the City's *All Our Voices Engagement Framework*, the process emphasized engaging on topics where people could meaningfully inform City decisions and reaching a diversity of community members with the principle of meeting people where they are.

The engagement spanned approximately six months from March to September 2024 and included diverse events and ways to participate. Events included three large open houses, five virtual sessions and 15 pop-up events across the city, as well as meetings with diverse stakeholders. Nearly 1,500 online survey responses were received in addition to hundreds of emails. A virtual open house was made available for those that could not participate in person. Materials to hold small, community-organized conversations were made available online. Thanks to a targeted promotion effort, the response rate of youth was notably high, significant in the context of a 30-year planning process.

The engagement included a sub-component titled *Places and Spaces*. This engagement focused on local areas that have not recently undertaken a local area planning process to inform more detailed guidance for growth and development, particularly in unique areas like villages and centres. This component of the process included additional, intensive community workshops for each local area, a pin-up event and separate online opportunities to participate.

The way in which feedback informed the proposed directions is noted throughout this report. A complete summary of the engagement process and feedback received can be found in Attachment H: OCP Engagement Summary Report.

VICTORIA 2050 – THE UPDATED OCP

Victoria 2050, the proposed draft OCP (Attachment A), reflects the emerging policy framework presented to Council in February 2024, incorporates new and revised directions gleaned from the engagement process and integrates policies from the 2012 OCP that remain relevant today. The document is structured into four main parts:

Part 1: Truth and Reconciliation reflects Indigenous histories and centres commitments to reconciliation in the way Victoria grows and changes. This section has been shared with the Songhees Nation and Xwsepsum Nation and may be updated based on their review.

Part 2: Past, Present and Future describes Victoria's evolution as a city as well as its current context. It outlines goal posts related to housing, employment lands and climate action and illustrates a collective vision for the future.

- **Vision 2050** provides direction for the City in the coming decades, and priority implementation measures carve a path for that vision. However, the vision also recognizes that difficult trade-offs will have to be navigated along the way.

Part 3: City Networks Provides policy direction that guide key actions and decisions related to foundational elements of city building:

1. Urban Form and Land Use
2. Community Infrastructure
3. Mobility Infrastructure
4. Blue Green Infrastructure

For each of the above core sections of the proposed OCP, there are a list of Victoria 2050 City Actions that outline key implementation measures for the City. The actions may be ongoing in nature, such as maintaining a Housing Needs Report, or may be singular projects, such as updating the Downtown Core Area Plan.

Part 4: People and Partnerships provides policy direction that guides actions, partnerships, collaboration and advocacy to shape a future that is equitable, climate-forward, resilient, sustainable and prosperous, including:

5. Climate Forward City
6. Welcoming, Equitable City
7. Healthy, Safe and Resilient City
8. Sustainable City
9. Vibrant and Prosperous City
10. A City that Speaks, Listens and Acts

The plan includes **four schedules** that support its implementation:

- Schedule A provides direction on plan administration, interpretation, development processes and adaptive management.
- Schedule B is the Regional Context Statement, which demonstrates alignment with the Regional Growth Strategy and, should Council direct staff to proceed, would be submitted to the Capital Regional District Board for consideration of acceptance.
- Schedule C is a placeholder for Development Permit Areas and Heritage Conservation Areas which, at Council's direction, will be drafted in accordance with Attachment B.
- Schedule D includes all OCP maps.

The following sections summarize key Victoria 2050 policy directions by topic area and describes how the proposed regulatory updates support implementation.

TARGETS AND GOAL POSTS

Planning for 2050 requires a forecasting of future needs. Like most cities across Canada, Victoria's population is anticipated to grow, which will result in new demand for housing and employment spaces. Meanwhile, there is unmet need in the city's housing stock today. As Victoria grows and evolves to meet the needs of current and future residents, it must also consider how that growth will impact greenhouse gas emission targets and respond to a changing climate.

Population Growth and Housing Needs

In 2021, Victoria's population was approximately 94,900. By 2050, the population is anticipated to reach 142,000. After considering estimates of latent demand – housing needs that have gone unmet – the City estimates the overall 30-year housing need (between 2021 and 2050) to be approximately 34,600 units. The *Interim Housing Needs Report* received on November 28, 2024, and the housing information on which the report is based informed the Urban Structure Concept and the Victoria 2050 policies and targets pertaining to housing. In accordance with the *Local Government Act*, the City must plan for 20-year housing need, which is estimated to be 26,600 units between 2021 and 2041.

Employment Growth and Employment Land Needs

Victoria is forecast to add between 19,000 and 40,000 new jobs by 2050. This growth translates to a demand for between 1.6 and 4.3 million square feet of new employment space in the coming decades to serve a diversity of sectors and evolving business needs. Many growing and emerging sectors will require traditional or light industrial spaces. Meanwhile, Victoria and the Capital Region continue to have some of the lowest industrial vacancy rates and highest lease rates in Canada.

Climate Action

Climate change is one of the greatest challenges that we face today, and the impacts are already being felt in Victoria. Cities have a central role to play in climate action, particularly through land management and the provision of infrastructure. Victoria is committed to net zero greenhouse gas emissions and a transition to 100% renewable energy by 2050 (with a 50% reduction in greenhouse gas emissions from 2007 levels by 2030).

A climate-forward approach to urban form and land use is foundational to greenhouse gas emission reduction and was a central tenet of this process. Recent research explored how Canada, which has ambitious targets for both housing provision and greenhouse gas emission reduction, can realistically meet both objectives given the high carbon emissions associated with residential construction.[1] Two of the most effective strategies identified for meeting both housing and climate goals is to focus on residential infill in urban areas to avoid urban sprawl, and to emphasize housing forms that can be built with lower carbon materials (e.g., those that can be constructed with primarily wood materials over those that rely heavily on concrete).

Simultaneously, to meet climate action commitments, Victoria's urban form and land use approach must support low carbon mobility and resilient infrastructure. Victoria 2050 targets a shift to more

[1] Rankin, Keagan and Saxe, Shoshanna, A Future Infrastructure Growth Model for Building More Housing with Less Embodied Greenhouse Gas (November 1, 2023). Available at SSRN: https://ssrn.com/abstract=4647023 or http://dx.doi.org/10.2139/ssrn.4647023

walking, rolling, cycling and public transit choices for residents (aiming for a 70% share of daily trip by these modes by 2038 and 80% by 2050). Integrating land use and new housing opportunities with low carbon mobility networks has been a focus of this process.

HOUSING

Housing was a primary topic of this process. Enabling the provision of adequate housing supply to meet the needs of the current and growing community was a key directive from the outset. The importance of this direction was echoed in subsequent changes to Provincial legislation which require local governments to identify and plan for 20-year housing need in both the OCP and zoning.

An analysis of the City's housing capacity illustrated the need to expand opportunities for more, diverse housing forms throughout Victoria. At the February 2024 check-in with Council, two approaches were advanced as potential paths forward for meeting housing needs:

1) A more focused approach that enabled four-storey development in any residential area and six-storey development in certain areas.

2) A more distributed approach that enabled six-storey development in any residential area.

Either approach could achieve the total units that would be needed by 2041. The latter, more distributed, approach could potentially offer a greater diversity of housing forms and tenures throughout the city but represented a more significant shift in Victoria's overall urban form. Both approaches prioritized good urban design.

While either approach could meet the identified 20-year housing need, neither could meet the identified 30-year housing needs. Indeed, no approach tested could meet the identified 30-year housing need based on the assessment of capacity at the time. This phenomenon is due in part to the challenging economic conditions for housing development in the city – including high land, financing and construction costs – and reflects the difficulty in predicting development opportunities over a long-term planning horizon. However, it also reflects the broader challenge of restoring affordability in the greater housing landscape, one that is not unique to Victoria and cannot be resolved with capacity alone. It requires on-going attention and investment from all levels of government to support improved access to affordable supply.

What We Heard – Meeting Housing Needs

As the Engagement Summary Report reflects, public opinion on the approach to meeting 20-year housing need was split. Approximately 52% supported the idea of considering six-storey building forms anywhere, while 48% supported a more focused approach. Comments and conversations reflected these mixed opinions. Some vocalised strong support for any solutions that could ease acute affordability challenges. Others expressed deep concern for potential impacts of future changes to Victoria's urban form and a desire to maintain the low-density form that exists in Victoria's established residential neighbourhoods. Others fell somewhere in between, expressing concerns and fears about change, but understanding housing solutions, and the evolution of the city that comes with them, is important for themselves, their families and their community.

All respondents were also asked, regardless of their response to the above, if the City did take a focused approach to enabling six-storey building forms, where these forms should be focused. The top priority for most respondents was to locate them close to shops and services in support of vibrant,

walkable communities. Proximity to parks, open spaces, the waterfront and amenities was also highly ranked, followed by proximity to the Transit Priority Network.

A split in public opinion was also displayed in responses and discussions related to prioritizing rental housing. Some felt rental was a crucial piece of the puzzle and should be prioritized in the City's regulatory approaches while others felt supply, regardless of tenure was the priority.

While opinion was split on specific solutions, the general desire for meaningful and high-quality housing solutions was prominent. As has been communicated to the City in many recent engagements, the desire for housing options to meet the needs of diverse lifestyles, household sizes, incomes and abilities emerged clearly. Participants expressed the importance of an enjoyable public realm and liveable buildings, regardless of the land use approach. Several comments also reflected a deep compassion for Victoria's unhoused and vulnerable communities and strong desires for housing solutions that would create a better city for everyone.

Residential Land Use and Policy Directions

The proposed Urban Structure Concept in Victoria 2050 embraces a more focused approach to intensive residential development through the newly defined Priority Growth Areas. In these areas, six-storey forms are enabled within 300 metres of a Community Village or Town Centre and along the Transit Priority Network. It also expands opportunities for this form around Beacon Hill Park and along the Dallas Road waterfront. Elsewhere in what is termed the Residential Fabric, Residential Infill (of up to four storeys) is enabled.

As public opinion was generally split on the approach to residential land use, other factors helped to inform the proposed Urban Structure Concept. A reflection on the significant and substantive changes to land use planning in British Columbia was top of mind when considering updates to the City's land use framework. Staff reflected on the importance of creating a framework that can learn, adapt and change over time in this new context. The new legislative requirements for more frequent reviews of the OCP make space for a more conservative approach in the near term, with opportunity to adjust in the future. Staff further considered the repeated desire for meaningful housing solutions that the City has heard over the years and the importance of stakeholder confidence in achieving the desired urban form. While good urban design can be achieved at any development scale, introducing a built form that is markedly different is most successful when done incrementally. A more incremental approach to evolving the urban form also allows for greater coordination of infrastructure and amenities. It allows stakeholders to celebrate success and adjust for errors.

While Victoria 2050 takes a focused approach to intensive (six storey) infill by identifying Priority Growth Areas, policies provide flexibility for these forms to be considered in other locations on a case-by-case basis, including in areas proximate to existing higher density building forms and, where suitable, close to other public amenities. The proposed OCP also provides flexibility to consider building forms taller than six storeys within Priority Growth Areas where the proposed development advances key objectives related to Vision 2050, including for housing affordability, reconciliation, heritage preservation, community infrastructure and climate action. Additional policy directions are provided to ensure new development meets the City's identified housing needs and all development is required to adhere to the identified Principles of Good Urban Design.

Low Carbon Growth

One of the key directions of Victoria 2050 is to thoughtfully accommodate new growth and development while emphasizing pro-active climate action to meet the City's greenhouse gas emission reduction goals and targets. The Urban Structure Concept emphasizes residential built forms that can be constructed with materials that have lower embodied carbon, primarily buildings up to six storeys that can be built with lumber. Where taller buildings are envisioned, low carbon materials are encouraged, such as mass timber. The draft plan provides a framework for complete communities where daily needs can be met through walking, cycling and transit. This framework helps to reduce emissions associated with private vehicles but also enables car-light development where carbon intensive concreted parkades can be reduced or eliminated.

Residential Zoning Approach

In accordance with *Local Government Act* requirements, and to meet the City's identified 20-year housing needs, areas within the Residential Fabric are proposed to be zoned to align with the with the draft OCP and long-standing City objectives related to infill housing.

As detailed in Attachment C, all residential areas would be zoned to permit the envisioned Residential Infill forms at a floor space ratio (FSR) of approximately 1.6:1 and a building height of up to 14 metres (four storeys). This approach provides opportunity to more easily develop a diversity of infill forms, including homes with suites and house conversions in addition to houseplexes, townhouses and low-rise apartments. To avoid overly sized single-family homes, buildings with fewer than three units would only be permitted an FSR of 0.5:1 and a height of 7.6 metres. Unique parameters are included for Heritage Conserving Infill to continue to ensure residential heritage can be preserved and evolve. Priority Growth Areas, as identified in the proposed OCP, would be zoned to permit approximately 2.6:1 FSR and a height of 20.5 metres (six storeys) if density bonus conditions, as described below, are met.

The proposed residential zoning parameters, as detailed in Attachment C, support the perimeter block approach highlighted in Victoria 2050 – with more generous rear yard setbacks and more modest front and side yard setbacks. Other parameters related to lot dimensions and open space requirements support Victoria 2050's identified Principles of Good Urban Design and objectives related to the Blue Green Networks.

Updated general regulations and definitions would help to achieve a variety of housing objectives, such as minimum unit size, family housing requirements and supportive housing for seniors. The Residential Fabric will also take a more permissive approach to non-residential uses to support corner commercial and other uses that support complement communities. The details of these regulations and definitions are outlined in Attachment C.

Density Bonusing for Housing Needs

Victoria's Housing Needs Report identifies specific, and priority housing needs for the city. While public opinion was split on prioritizing rental in the City's regulatory approach, secured rental housing remains a priority need. The economics of rental development fluctuate over time with shifts in interest rates, population growth and incentive programs that influence private sector investment. Even after modest improvements in the rental market recently, supply has not caught up with demand after decades of being underdeveloped. Moreover, rental housing serves a greater diversity of incomes and therefore has a greater ability to catch up with Victoria's estimated 8,000 units of latent demand.

Non-market and below market housing is also a priority to reduce the share of households in Core Housing Need and address latent demand in Victoria. The broad unlocking of land supply through the Residential Fabric provides ample room for general supply and opportunity to density bonus for the provision of both market and non-market rental.

The proposed approach to density bonusing, as detailed in Attachment C, would permit Residential Infill forms of approximately 1.6:1 FSR as-of-right in all residential areas. Greater densities (up to 2.6 FSR) could be achieved within Priority Growth Areas if:

- 100% of the residential component of the development is providing secured rental housing in perpetuity.
- The development is providing 0.5% of the gross floor area as below-market homeownership units or a cash-in-lieu contribution to the City to support affordable housing projects at a rate of $10 per square foot.

To continue to catalyze the development of non-market rental and co-operative housing in Victoria, FSRs of 2.75:1 would be permitted for affordable housing within Priority Growth Areas. This additional density will be particularly beneficial for large non-market housing sites in the city. For these large sites, height variances may also be considered, and redevelopment would be guided by the site-specific guidance in the proposed Rezoning and Development Policy (Attachment G).

Consideration for Rezonings

A core objective of this process is to enable most development to occur under existing zoning, thereby providing increased certainty and a more streamlined approach to the provision of housing. However, Victoria would provide flexibility for residential development opportunities that could not be predicted, including to consider greater heights and densities as well as differing uses in the Residential Fabric. The proposed Rezoning and Development Policy provides guidance for the review and consideration of such rezoning applications.

Tenant Protection

Since 2018, Victoria has had a *Tenant Assistance Policy (TAP)* that outlines expectations for developers to support tenants being displaced due to the redevelopment of their rental home. This Council-approved policy is applied at the time of rezoning. Recognizing that the proposed zoning approach for the Residential Fabric would enable most applications to be realized without a rezoning, Council directed staff to develop a Tenant Protection Bylaw (TPB) in accordance with the *Community Charter* and explore the creation of an associated Development Permit Area (DPA) in accordance with the *Local Government Act*. These new tools would require tenant protections to be applied outside of the rezoning process for any application that results in the displacement of a renter from their home.

Support for renters facing displacement is a widely held value expressed by community members through city public engagement processes. Through consultation for the tenant protection DPA there was strong support from tenant groups and impacted tenants for ongoing improvement of the City's tenant protections, but challenges were identified around improving communication with landlords and the need for independent Tenant Relocation Coordinators. In consultation with the development community, the City heard positive feedback for a new bylaw if the process and financial requirements remained generally aligned with the existing TAP.

The proposed approach, described in Attachment E, outlines the parameters of a new Tenant Protection Bylaw and associated DPA which would apply to any housing redevelopment resulting in the displacement of a tenant. The requirements of the new Bylaw will be a condition of the Tenant Protection DPA, requiring applicants to provide a Tenant Assistance Plan before the issuance of a development permit and implement the plan's compensation and support requirements before the issuance of a building permit.

In summary, the proposed Tenant Protection Bylaw would require:

- Compensation based on length of tenancy (i.e. lump sum payments or free rent).
- Updated moving expenses and assistance.
- Relocation assistance in finding alternate accommodation.
- Right of first refusal (if applicable) to a similar unit in the newly constructed building.
- Information about impacted tenants.
- Communication with impacted tenants throughout the redevelopment process.

Tenants that have been in their home for one year or less would receive two months' rent in compensation. Compensation increases progressively based on the length of tenure, requiring three months' rent for tenancies up to five years and five months' rent for tenancies of 10 to 19 years. The level of compensation required would also vary based on the type of housing proposed (market, non-market etc.) as detailed in Attachment E.

GOOD URBAN DESIGN

High quality urban design, facilitated through a clear, consistent and streamlined approvals process, is essential to unlocking land supply to meet housing needs and to support Victoria 2050's proposed Urban Structure Concept.

What We Heard – Urban Design

Participants provided feedback on key elements and proposed updates to development permit area and heritage conservation area guidelines. Some comments emphasized the need for clear and consistent guidelines for good development processes and positive design outcomes. Various comments emphasized the importance of preserving Victoria's architectural heritage, which participants linked to the city's identity and tourism industry. Emphasis was also placed on maintaining a human-scale and aesthetically pleasing buildings and reinforcing local area identity even as parts of the city change and densify. Climate action and improvements to accessibility were top of mind for many.

Updated Development Permit Guidelines and Development Permit Areas

As the city continues to densify, design guidelines play an important role in ensuring liveability at the site, block, neighbourhood and city scale. This includes ensuring projects support vibrant streets and open spaces, advance ecological and urban forest objectives, and do not compromise development potential on adjacent sites. To improve and streamline the development approvals process, the Development Permit Area (DPA) framework is proposed to be updated and consolidated into a core set of design guidelines (as described in Attachment B). This includes updating the General Urban Design (GUD) Guidelines (also provided in the attachment) to consolidate (and therefore replace) a number of other design guideline documents, simplify them by focusing on fundamental aspects of

site planning, building and open space design, and apply them more broadly to areas outside of the Downtown, with additional supplemental guidelines for heritage areas (as described in Attachment B).

Updated Public Realm Standards

New public realm standards for Villages, Town Centres and Priority Growth Areas are proposed and would be applied through the new site servicing approach detailed in Attachment F. Additional policies would guide frontage works associated with new development or the City's capital projects, and seek to ensure a comfortable, safe, pedestrian priority public realm. The proposed approach for public realm improvements is designed to be responsive to adjacent land use and respect the eclectic and beloved character of many of Victoria's villages, centres, public streets and open spaces. Refinements and housekeeping updates to the Downtown Public Realm Plan are also proposed. Standards and specifications related to the public realm within this plan would be applied more directly through site servicing regulations, for a clear and consistent approach.

COMMUNITY

One of the core themes of the 10-year OCP Update engagement process was Community. The Emerging Policy Framework presented to Council last February reflected the importance of maintaining Victoria's unique sense of place – evident in its long-established network of villages and centres – while bolstering the services and amenities required to meet the needs of a growing population.

What We Heard – Community Amenities and Services

In a variety of survey questions related to community services and amenities, the importance of trees and green public spaces emerged as a top priority. This priority was further reflected in conversations where participants expressed concern about the impacts growth would have on access to parks and park-like spaces and the general urbanizing of Victoria's public realm. Several noted opportunities to re-introduce nature into the city, particularly near activity centres and areas of higher density. Many community members indicated their support for more sustainable living and climate action, including through continued support for sustainable food systems.

Residents also expressed a desire for sufficient and equitable access to core community infrastructure – including nodes of commercial, professional and personal services, as well as public amenities like libraries, community and recreation centres. Recognizing the need for additional retail and community services as the population grows, residents were asked several questions about opportunities for new or expanded centres and villages across the city. Several ideas emerged, as detailed in the Engagement Summary Report.

Directions for Town Centres and Villages

Villages and Town Centres are the hearts of Victoria's local communities. They are crucial not just for their offering of daily needs and services, but also for the opportunities they provide for social interaction and physical connection. As discussed in the February 2024 report to Council, a retail assessment highlighted how population growth would result in increased retail demand in different parts of the city. This information, together with feedback collected from the community and businesses, informed the new Town Centre and Village Network proposed in Victoria 2050. The network includes a more prominent focus on key nodes that serve local areas (such as Fairfield Plaza

and Oak Bay Avenue villages) and newly proposed villages that emerged, in part, through the Places and Spaces planning process. The notion of waterfront villages received positive feedback, with notable interest in activating and providing opportunities to enjoy the city's public shoreline in all seasons.

Town Centres, of which five are proposed, are envisioned to play a more prominent role in integrating land use and transportation objectives. All five Town Centres are located at core nodes of the Transit Priority Network and conflux points for local and regional mobility. They are envisioned as high-density mixed-use nodes that would accommodate a mix of intensive infill and tall building forms. Where tall buildings are considered, emphasis would be placed on low-carbon building approaches, such as mass timber, and an integration of destination commercial, institutional and cultural or community serving uses to reinforce these places as anchors along the transit network.

Community Villages are typically centred around a two- to three-block village main street and serve as an eclectic reflection of the neighbourhood. Victoria 2050 envisions these special places will be preserved and enhanced as the city grows. It identifies nine community villages throughout the city to serve local areas. The main street feel is intended to be maintained or replicated, encouraging small footprint buildings of four to six storeys. Taller forms may be contemplated on larger sites to achieve community objectives, as guided by the Rezoning and Development Policy. Maintaining this fine-grained scale reflects community feedback that emphasized a desire to preserve local identity while providing adequate space for a diversity of local businesses and services.

Local Villages are a varied mix of historic nodes, community corners and larger areas that have potential to grow into places with greater levels of community services. As guided by the retail assessment and community consultation, new villages are proposed in several areas of the city, including James Bay, Oaklands and Fairfield. New Waterfront Villages are also identified along Dallas Road, near Gonzales Beach and in Vic West.

Zoning for Town Centres and Villages

As discussed in Attachment C, the first phase of Zoning Modernization will address Villages and Town Centres. General zoning parameters, as described in the attachment, support their envisioned commercial main street nature and Victoria 2050's identified Principles of Good Urban Design.

While Town Centre and Village zones are part of the first phase of Zoning Modernization, the approach would not apply the maximum envisioned densities for these areas. Town centre and village zones would be zoned to a density of approximately 1.6:1 FSR and a height of four stories. Additional density could be achieved through a rezoning process. As with all applications, if the proposed development is aligned with the OCP, no public hearing would be required. This approach helps to ensure these special places are given due consideration when significant redevelopment is proposed, including ways to balance diverse objectives like the desire for low-carbon building forms, integrated public spaces, appropriately scaled and oriented commercial spaces and alignment with mobility goals. While zoned maximum densities could be considered in future work, this approach was necessary to meet the expedited timelines directed by Council.

The Rezoning and Development Policy (Attachment G) provides detailed guidance for each individual Town Centre and Village. It guides the built forms suitable to the local area and describes the envisioned public spaces, public realm objectives and local amenities that should be considered in the rezoning process.

Future work could consider a zoning approach for villages and centres that allows maximum envisioned densities as of right or through a density benefits bylaw. However, this work should follow the completion of the City's planned retail strategy and the proposed strategy for community infrastructure in order to consider and integrate any recommended outcomes. This work would also benefit from additional clarity related to recent legislative changes and the lessons learned from their early implementation.

Community Infrastructure Directions

Victoria 2050 recognizes the importance of community infrastructure – recreation centres, community facilities, cultural institutions, and parks and open spaces. It also recognizes the provision of this infrastructure is cross-jurisdictional. There are specific elements of community infrastructure that the City can provide or use its resources to leverage. However, many spaces and services are under the mandate of other levels of government and other agencies or are best developed and operated by non-profit organizations or the private sector.

The updated OCP proposes a network of community infrastructure where partners work together to meet community need. It guides the establishment of a coarse-grained network of major community spaces and a fine-grained network of smaller community spaces. These complementary networks allow the city to maximize its limited resources while working with partners to ensure community needs continue to be met.

Victoria 2050 similarly recognizes the important role of parks and open spaces in an urbanizing area. Parks and open spaces will have increased pressure in the coming decades, both to serve a growing population and to support green infrastructure crucial to climate action. The proposed network of Urban Parks seeks to capitalize on existing parks and open spaces to better meet community need. It emphasizes investment in new and existing spaces that maximizes diverse park functions and closes equity gaps. Over time, it seeks to create a complete network of Urban Parks through the provision of adequate City-owned park spaces, but also by thoughtfully integrating other open spaces, natural areas and park like spaces to support community well-being.

Proposed Amenity Cost Charge Bylaw

In December of 2023, the Province introduced Amenity Cost Charges (ACC) as a new finance tool for local governments to fund amenities that support liveable and complete communities. ACCs can be used for capital costs associated with amenities like public plazas, indoor community spaces and recreation facilities. In May 2024, Council provided direction to consult on the development of a new ACC Bylaw as part of the 10-Year OCP Update process.

Feedback from the community emphasized a priority for green public spaces and improved indoor community spaces to better serve evolving needs. The desire to re-integrate nature into the city, particularly into public spaces was prominent. Concerns were expressed of the ability of existing community facilities to meet current need, let alone need that is anticipated to grow. Desires were expressed for flexible spaces suitable for a variety of services, gatherings and celebrations.

Considering the feedback received, and to support City's goals related to complete communities, two programs have been identified for the proposed ACC Bylaw, as detailed in Attachment E.

- **Community Amenity Space** to provide new, flexible community, cultural and childcare space to support a range of services and community programming throughout the city.
- **Street Parks and Plazas** to repurpose under-utilized roadways throughout the city into great public spaces to support a range of community and environmental benefits.

A range of technical and financial considerations were accounted for in determining the scale of the proposed amenity programs. Any new ACC program requires municipal contributions, and an ambitious ACC program could create a major financial burden for the City. Moreover, the legislation requires that ACC programs do not deter housing development. Based on consultations with the development community and financial analysis, there is strong evidence that many forms of development are facing numerous economic headwinds, indicating new development charges should be implemented judiciously. The proposed ACC program balances the need to fund amenities for the long term with the need to limit the financial burden on the City and housing providers in the near-term, with a municipal responsibility of $17.6M and a developer contribution responsibility of approximately $33.2M.

The proposed ACC rates would be calculated using projections and a methodology similar to the City's Development Cost Charge Bylaw, with larger housing units paying a greater share of costs based on correlated household size. Accordingly, ACCs would be applied on a per unit / per lot basis for residential uses. Charges would be collected at time of building permit issuance with a levy of approximately $1,394 per unit for high-density housing types (i.e., apartment housing) and $3,366 per unit/lot of low-density housing (i.e., fewer than three units). Non-residential uses would be applied on a per square metre basis. Non-market affordable housing would be exempt from ACCs.

The proposed ACC Bylaw is proposed to be adopted concurrently with Victoria 2050 and the first phase of zoning modernization to align with the increased as-of-right development rights provided to many landowners.

Proposed Linear Parkways Program – Priority Implementation Measure

Linear Parkways represent a renewed vision to incrementally and creatively repurpose road space to support community and re-introduce nature into the city, including urban forest, green stormwater infrastructure, creek daylighting and habitat biodiversity. They are envisioned to provide new spaces for social gathering, placemaking, food growing, play and wellness. As public right-of-way they will continue to support core infrastructure needs, including for underground services and mobility, but will prioritize active and accessible mobility needs including slow, shared and safe streetscapes. Depending on unique site conditions and development opportunities, each may highlight specific benefits over others.

The concept for linear parkways was included in the emerging directions shared with Council in February. Through community engagement and additional analysis, the concept has been refined, and a new program is recommended as a priority implementation measure for Victoria 2050. In addition to advancing key Victoria 2050 objectives related to community and environment, the proposed linear parkways program creates a sustainable, long-term realization of Council's January 18, 2024 motion: *Accelerating the Network of Greener, Quieter, Low-Traffic Streets*.

The proposed linear parkways program has two core components:

- **City Greenway Network** that builds on the existing greenway network to improve both social

and environmental connectivity through complete streets.

- **Street Parks and Plazas** which serve as destinations along the network and throughout the city to create more parklike spaces for social and environmental functions.

Victoria 2050 provides direction to develop a long-term and sustainable program for linear parkways that will establish criteria for the design, location, prioritization and implementation of greenways and street parks. The linear parkways program would be supported in part by revenues from the proposed ACC program. An implementation framework would include additional funding strategies and define required resources. Should Council provide direction to prioritize this implementation measure as recommended, staff would detail the program and bring forward for Council's consideration as resources allow.

Renewal of Victoria's Heritage Program – Priority Implementation Measure

Heritage – a reflection of community values and identity – has long been celebrated in Victoria. Important but select components of Victoria's history have been thoughtfully embraced and nurtured in the preservation of select heritage assets. As the city grows and evolves so too will its identity and the way that that identity is expressed. Victoria 2050 aims to support ongoing efforts to preserve long valued histories, restore lost histories and celebrate the city's evolving identity in new ways.

Victoria 2050 provides direction to undertake a comprehensive review and update of its heritage program following adoption of a new OCP, including development of a citywide heritage policy and a review of existing tools and programs in the context of change and growth. Should Council provide direction to prioritize this implementation measure as recommended, staff would detail the process and bring forward for Council's consideration as resources allow.

ECONOMY

The draft directions presented to Council last February highlighted the importance of a vibrant, prosperous economy, resilient and responsive to shifting global trends. While local governments can leverage their resources and authorities to advance desired economic outcomes in many ways, the foundational role municipalities play in supporting a healthy and robust economy is through land management. Striving to meet the uncertain needs of an economy that is growing and changing is reflected in Victoria 2050's proposed goal posts. To this end, the draft directions introduced new employment districts and an Urban Industrial Reserve. The uses in these areas are envisioned to be flexible and responsive to economic needs, while ensuring an emphasis on employment and economic activity over residential uses.

What We Heard – Economy and Employment Lands

General community feedback reflected an appreciation for a local economy that has been relatively resilient to recent shocks and a desire to continue to maintain and bolster a diversity of businesses and sectors. Concerns were expressed among some participants about the impacts of a tourism economy and expressed desire to balance the benefits of tourism while ensuring community needs are prioritized.

The City engaged with key economic stakeholders, such as Destination Greater Victoria, the Chamber of Commerce, harbour stakeholders, industrial land owners and others. Key feedback included the

importance of maintaining lands for industrial and employment purposes while finding opportunities to enhance and showcase core assets, like the Working Harbour. Business owners also reflected on the importance of maintaining a vibrant and comfortable downtown, while providing new opportunities for local business and diverse office space throughout the city.

Employment Districts

Victoria 2050 identifies two new employment districts that supplement the downtown, which remains the core economic node of both the city and the region. The Midtown Employment District stretches from Victoria's downtown core area to the northern border of the city that meets Saanich's Uptown. It encompasses two mixed-use, high-density Town Centres that support the Douglas Rapid Transit Corridor and envisions a mix of employment uses elsewhere, including higher density traditional office space, intensive light industrial uses and arts and cultural uses, including production and maker spaces. The Jubilee Employment District envisions a mix of employment and office uses that complement Royal Jubilee Hospital and a newly identified Town Centre.

Urban Industrial Reserve

The proposed Urban Industrial Reserve was identified as an early draft direction in this process to ensure land is maintained for essential production, distribution and repair (PDR) uses. Industrial space for PDR uses is in exceedingly high demand in both Victoria and the greater region. Policies signal a responsive approach that recognizes that some uses that were previously relegated to scarce industrial lands may now be more conducive to a mixed-use environment. Office and general employment spaces can accommodate suitable light industry, while industrial lands can be preserved for more traditional urban industry.

Feedback collected through OCP engagement, a detailed analysis of zoned industrial lands and an emerging understanding of industrial land needs and opportunities, borne in part through the concurrent Industry Arts and Innovation District Planning process, led to a proposed expansion of the Urban Industrial Reserve area. More of the existing, contiguous industrial zoned lands in the city are proposed to be included in the reserve to support the success and longevity of these areas.

Comprehensive Plan for the Working Harbour – Priority Implementation Measure

Victoria's harbour is iconic – it has shaped the city's economy, settlement and mobility patterns for centuries and serves as a vibrant gateway to the region. Clearly defining the role of a working harbour and enhancing it as an asset for the city and its economy was a priority among many stakeholders. The harbour is 'working' in several ways and Victoria 2050 aims to continue to support its diverse roles by ensuring the continued viability of harbour dependent industries, marine and airborne transportation and the ecological health of this crucial natural asset. Victoria 2050 provides directions to update and coordinate diverse plans for the working harbour, considering each of these roles from the Selkirk Waters to the Outer Harbour. Should Council provide direction to prioritize this implementation measure as recommended, staff would detail the process and bring forward for Council's consideration as resources allow.

MOBILITY

The way the City chooses to encourage and enable the movement of people and goods has a profound impact on climate targets, household affordability, economic objectives, access to services,

amenities and employment opportunities and general experience of place. The draft OCP directions propose a rethinking of city streets to balance diverse objectives and maximize the function of the right-of-way. It further proposes better integrating mobility options at core community nodes by identifying mobility hubs.

The directions also support progressive parking modernization to support car-light living opportunities. Changes to provincial legislation further support this direction and the City's work to embrace transportation demand management and reduce dependency on private vehicle ownership. Provincial directions and policy guidance for transit-oriented areas (TOAs) were considered in preparing the draft plan. The designated TOA within Victoria is identified on the Transit Priority Network along with other mobility hub sites that can support transit-oriented development projects.

What We Heard – Mobility

Through general community engagement, participants emphasized a desire to prioritize road safety and to continue to improve options for active transportation modes. Numerous ideas were submitted to expand the cycling network and improve pedestrian safety and comfort, including through green infrastructure (notably trees). Desires for improved transit service levels were frequently mentioned, and many participants noted that the increase in housing supply needs commensurate increase in funding for and implementation of frequent, reliable transit service.

Conversations with local businesses and property owners of industrial and employment lands highlighted the need to accommodate trucks and goods movement in specific areas of the city – noting that without this supportive infrastructure, the success of these lands, including the working harbour, could be jeopardized.

Parking was a frequently discussed topic throughout engagement. Some participants were concerned that increased density and repurposing parking areas in the public right-of-way could exacerbate parking challenges. Others expressed desire for more bicycle parking in lieu of vehicle parking and desire to emphasize car-light living to advance climate and affordability objectives.

Mobility Directions

Victoria 2050 aims to uphold the vision set out in *Go Victoria*, the City's sustainable mobility strategy – where Victoria has clean, seamless mobility options for everyone. It prioritizes low-carbon, accessible and active personal mobility options, targeting a shift to more trips made by walking, cycling, rolling and public transit. It continues to strengthen the integration of land use and transportation and the City's priority for improved transit service through both a supportive land use approach and envisioned street improvements that accommodate high-quality frequent transit. The draft plan identifies a network of mobility hubs where land use and mobility networks intersect and shared mobility, transit and the public realm are enhanced to improve people's experience living in and moving about the city.

New network maps seek to better reconcile routes for goods movement with priorities for safe and accessible active transportation options. The proposed Goods Movement Network responds to industry feedback by improving routes to and from the Working Harbour and the Urban Industrial Reserve. The proposed Cycling Network includes existing All Ages and Abilities routes as well as newly identified routes that will be enhanced over time to improve connectivity throughout the city. The draft plan also recognizes that where networks overlap, new street design standards are required to reflect long-term mobility objectives while recognizing that change will happen incrementally. New street

designs will need to be responsive to land use, road users and public realm objectives. Safety and advancing low-carbon mobility remains a priority on all streets, including ongoing efforts for increased electrification.

Turning the Dial on Transit Service – Priority Implementation Measure

The plan recognizes and reflects the importance of improved transit service levels in the context of growth. Significant improvement to transit service levels is necessary to support new housing provision and the envisioned shift to car-light living and low carbon mobility. Deliberately and planning for transit in lock step with planning for housing is necessary for the realization of Vision 2050 and to avoid negative impacts to the City's provision of infrastructure. As such, the establishment of transit office is recommended to demonstrate Victoria's commitment to partnering for the crucial provision of this service. Victoria 2050 also emphasizes the critical role of senior levels of government in determining transit service levels, infrastructure investments and fleet renewal. BC Transit's current funding and service delivery model is inadequate to meet the needs of today and the demands of the future. Without bold and comprehensive investments, Victoria will continue to be challenged to achieve transit mode share targets to support population growth and personal mobility. Targeted and ongoing advocacy from Council is also recommended to achieve sustained infrastructure investments and service innovation in British Columbia's capital city.

Zoning Approach – Parking Modernization

In May 2023, Council directed an approach to modernizing parking requirements in new development. The direction generally included a review of vehicle parking rate requirements and consideration of Transportation Demand Management (TDM) measures, including things like charging stations, bike parking and end of trip facilities as well as priorities for accessible and electric vehicle parking. In tandem with the 10-year OCP Update, staff began undertaking this work, considering the relationship between parking requirements, new housing opportunities, potential impacts to on-street parking and broader objectives for the public right-of-way.

Subsequently, the Province introduced new legislation for local governments that impacted parking modernization work, including new bills effecting off-street parking standards for small-scale multi-unit housing (SSMUH), residential uses in the Transit Oriented Areas (TOA) and local government ability to regulate TDM measures. As a result, the timelines for the City's parking modernization have shifted and the recommended approach is anticipated to be presented to Council in the second quarter of 2025, with bylaw updates anticipated before the end of the year.

Victoria 2050 generally encourages car-light living opportunities and TDM measures that promote affordable, low carbon mobility choices, directions that would eventually be reflected in parking modernization. In the interim, new development would continue to be required to meet existing regulations (as generally defined in Schedule C of the *Zoning Regulation Bylaw*). Variances would be supported by policy and considered through existing City processes, either through Council or delegated staff approvals, depending on application type and degree of variance.

Street Classifications and Design Approach

Victoria 2050 guides a new general approach to the City's streets, reflecting the many functions of a modern street in an urbanizing city. In addition to the core mobility functions of streets, these public spaces play an increasingly important role in realizing environmental objectives, including the urban

forest and rainwater management, providing comfortable social spaces for people, enabling new shared mobility services and supporting the local economy through spaces for loading and customer parking.

As discussed in Attachment F, newly proposed street classifications and associated design standards respond to both the adjacent land use and the overlain mobility networks to balance diverse community needs. A diversity of local street typologies and designs reflect the eclectic and often beloved nature of many of the city's residential streets, while still supporting space for comfortable sidewalks and treed boulevards where possible. Designs for larger streets support core mobility functions, including the provision of transit, while improving the pedestrian experience. Street standards are aligned with the intent of Linear Parkways and may continue to evolve over time to realize the objectives of the program as it is established.

BLUE GREEN NETWORK

Enhancing the City's approach to maintaining the health and function of key natural assets was an opportunity identified early in this process. The concept of a Blue Green Network was introduced in draft directions to highlight the important ecological role of public spaces such as parks, plazas, shorelines and linear parkways as well as natural features that grow across the public and private realms such as the urban forest.

What We Heard – Climate and the Blue Green Network

The importance of blue green infrastructure and natural assets emerged clearly in engagement. The value of the urban forest and green spaces was clear and important to many participants. In several ranking questions, participants prioritized trees and green spaces as desired amenities as the city grows and evolves. In conversations, many noted the importance of these assets in the context of a changing climate and expressed concerns that the city's infrastructure – natural and engineered – would be overly stressed as the population grows and climate impacts intensify. As a coastal city, the importance of waterways – both as social and recreational assets and core infrastructure – was clearly reflected in questions and discussions related to climate resilience.

Blue Green Directions

Victoria 2050 identifies priority actions for core components of the conceptual Blue Green Network, including the urban forest, natural assets and the shoreline and waterways. Several proposed policies provide direction for the enhancement and connectivity of the network. They support the integration of resilient green infrastructure into the city's engineered assets for long-term financial sustainability and improved climate resilience.

The Blue Green Network necessarily crosses the public and private realm and many of the city's natural assets are in residential backyards. Victoria 2050 emphasizes development that considers ecology. The Residential Fabric supports intensification of residential areas to meet housing needs in a perimeter block form which promotes the retention and enhancement of a functioning blue green network on private land.

Zoning Approach – Importance of On-site Open Space

The priority for blue green assets in the private realm is reflected in the proposed zoning approach in Attachment C. Modernized zones focus on the most foundational elements of built form in the private realm. Among these elements are those that create room for the Blue Green Network goals to be achieved on private land. Open space parameters and definitions ensure that adequate spaces can be provided to retain or plant new, healthy trees and support on-site rainwater management.

Engineering Standards for Green Infrastructure

Newly proposed engineering standards, as described in Attachment F, include standards for key blue green infrastructure in the public realm, including the urban forest and green stormwater infrastructure (GSI). These standards clarify how GSI will be implemented in the public realm through frontage works required as part of new developments and through City-led infrastructure projects. A variety of opportunities to integrate green infrastructure were considered in the development of the new street typologies described in the street classification section of this report. An on-site rainwater management volume target for new developments is being contemplated, in alignment with existing City practice. Implementation of such a target would be monitored closely in concert with the City's forthcoming strategy for integrated rainwater management.

Strategy for Natural Assets – Priority Implementation Measure

The City has other tools and authorities it can leverage to enhance the blue green network, such as establishing development permit areas specifically for the purposes of environmental conservation. The development of such tools is supported in the current OCP and several local area plans; however, implementing these tools in a balanced and effective manner requires higher quality information about natural assets in the city. In February 2023, Council directed development of a natural asset assessment as part of expanded climate adaptation efforts. Upon completion of this assessment, a strategy for additional environmental protection and enhancement based on inventoried assets is recommended, as directed in Victoria 2050. This priority implementation measure would represent a foundational step toward ongoing enhancement of the blue green network.

SUPPLEMENTARY POLICY DEVELOPMENT AND CONSOLIDATION

The draft OCP is a high-level document that provides guidance for a planning horizon of several decades. The City often relies on supplementary policy to guide more nuanced, topic-specific or geographically localized decisions. In the context of decisions related to land use and development, the City has typically relied on neighbourhood plans. However, neighbourhood planning has proved to be a time consuming and resource intensive process. Several plans pre-date the 2012 OCP and even the more recent ones would become largely extraneous should a new OCP be adopted. Still, more recent plans contain useful local development guidance for unique areas like villages, centres and special sites. In the February 2024 report to Council, the need for a new, streamlined mid-level policy document was identified.

Neighbourhood Plan Review

Staff systematically reviewed the 12 neighbourhood plans on file (excluding downtown and harbour plans), seeking opportunities to simplify, consolidate and align key directions with Victoria 2050. Of the six neighbourhood plans that were created before adopting the 2012 OCP, many had overlapping policies that conflict with newer city-wide strategies. The six more recent neighbourhood plans are

more aligned with Victoria 2050 directions but the review highlighted opportunities to improve clarity, consistency and brevity.

Similar policies from the six more recent neighbourhood plans were grouped and checked for redundancy and applicability. Relevant development-specific policies were retained or used to inform Victoria 2050 and the suite of regulatory updates described in this report. The review sought to ensure that all relevant policies are retained or, where possible, more directly implemented, creating a consistent and streamlined policy framework while continuing to provide neighbourhood-specific guidance where needed.

Places and Spaces Planning

Reflecting on the important role of these supplementary policies at a local scale, Council directed staff to undertake place-based planning for areas that have not recently undergone a local area planning process (i.e., those areas with out-of-date neighbourhood plans). Places and Spaces Planning was a key component of the 10-year OCP Update. The process included James Bay, Oaklands and the Jubilee, Fort Street and Oak Bay Avenue area. A summary of the engagement process and feedback collected through Places and Spaces Planning is provided as an appendix to the Engagement Summary Report (Attachment H).

The policies developed through Places and Spaces Planning, as well as those from more recent neighbourhood plans that are relevant and need to be retained, have been included in the newly proposed Rezoning and Development Policy (Attachment G). Should Council advance this policy to final approval, it is recommended that remaining neighbourhood plans on file be rescinded.

Guiding Consideration of Voluntary Amenity Contributions

The Rezoning and Development Policy would also outline the approach to any voluntary amenities that may be considered as part of a rezoning application. The draft in Attachment G includes a placeholder for this content, which would be drafted and incorporated following direction to proceed. Together with the density bonus schedule, this policy would replace the City's current *Inclusionary Housing and Community Amenity Policy*, which staff would recommend rescinding upon approval of the proposed Rezoning and Development Policy. The guidance would be aligned with existing guidance and balanced with the proposed approach to ACCs and density bonusing, in accordance with legislation.

DEVELOPMENT PROCESS IMPROVEMENTS

A central objective of the 10-Year OCP Update process is to improve the efficiency of the City's development processes, most significantly through a clear and simplified policy and regulatory framework. Simplified and streamlined policies as described above support this clarity.

- The zoning modernization approach described in Attachment C allows for a significantly greater number of developments to avoid a costly rezoning process and would be subject to clearer, more consistent zoning parameters.
- The streamlined Development Permit Area and Heritage Conservation Area framework described in Attachment D increases clarity of expected design outcomes while enabling projects to embrace innovative, site-specific design solutions that are often required in Victoria's eclectic landscape.

- The renewed Works and Services and Engineering Standards and Specifications bylaws proposed in Attachment F add an additional level of clarity about what can be expected at the building permit stage.
- In instances of rezoning or unique development circumstances, the proposed Rezoning and Development Policy (in draft form in Attachment G) provides consistent citywide guidance, while addressing unique local area conditions.

Additional opportunities for improving development processes are described below.

Updates to the Land Use Procedures Bylaw

As the City's land management policies and regulations are renewed, updates to related development and building policies and procedures need to be considered. A comprehensive update to the *Land Use Procedures Bylaw* (LUPB) is proposed to align application processes with the renewed land use framework. This work would be informed by focused engagement with internal and external stakeholders, including development industry representatives and community groups.

The update to the LUPB would include refinements to pre-application consultation processes to align with changes in land use policy, updated fees and delegation tables, improved clarity around application requirements and clear referral processes. Additionally, the bylaw would be modernized to capitalize on advancements in technology, ensuring that digital submission, review and tracking systems are fully integrated into City processes.

Through these updates, the LUPB would provide clear expectations for applicants, reduce procedural redundancies and support a more effective development approvals framework. Should Council provide direction to proceed, recommended amendments to the LUPB would be brought forward after updates to the zoning bylaw and other regulatory tools have been adopted, to implement the new land use framework.

Appointments and Delegations

The review of the City's land management regulations provided an opportunity to consider appointments and delegated authorities, revealing opportunities to streamline and improve City processes and approvals.

Updated Approving Officer Appointment

Approving Officers are statutory decision-makers who ensure subdivision applications comply with relevant legislation and the City's bylaws. They are appointed by Council in accordance with the *Land Title Act* and consider subdivision applications for the City under both *Land Title Act* and *Strata Property Act*. Presently, the role of Deputy Approving Officer is appointed to the Supervisor of Land Development. Due to changing roles and staff structure within the City, it is recommended that this appointment be rescinded and that the role be re-appointed to the Manager – Land Development. This updated appointment will ensure business continuity as key land management regulations and procedures are renewed.

New Servicing Officer Appointments

The *Local Government Act* contains new provisions that create the role of a "servicing officer" who may require an owner of land to provide, as a condition of a building permit, land (without compensation) for highway use and alternative forms of transportation. The servicing officer role is established by bylaw. Staff are seeking direction to initiate this role and will include recommended positions that may hold this role in the Works and Services Bylaw, which will be brought back to Council for consideration.

PRIORITY IMPLEMENTATION MEASURES

Priority implementation measures to advance important OCP objectives are recommended, should Council choose to advance this work. The measures include key Victoria 2050 City Actions, as outlined in the draft OCP. Among the suite of City Actions detailed in the draft plan, those included in the recommendations, and outlined throughout this report, are viewed as the most effective and logical actions to undertake in the near term (i.e., in the first five years of implementation). Other measures, such as establishing a plan evaluation program are pragmatic, administrative measures.

The first phase of zoning modernization is an intensely complex and extensive undertaking. As discussed throughout this report, zoning modernization is crucial to realizing many of the core objectives in Victoria 2050 and Council's Strategic Plan. Equally significant, however, is the result it will have on the city's development approvals framework. It will provide a clean slate for residential development regulations and set a foundation for future modernization work, substantially improving City processes.

Similarly, the renewal of the City's works and services associated with development is a significant, interdepartmental endeavor. It represents advancement of core City objectives, progresses action on long standing targets and initiatives and improves the City's land development process. Engineering standards and specifications will add clarity for both the development community and the City when undertaking capital projects, providing a shared understanding of expectations of and commitments to works and services.

Vision 2050, as proposed in the draft OCP, and the objectives and policies that it informed, aim to provide clear and simple direction for the City in the coming decades. These priority implementation measures are what pave the path toward realizing that vision. However, Vision 2050 also recognizes that there will be difficult trade-offs along the way. The proposed OCP sets a progressive and ambitious vision for the future. However, it also recognizes that not every objective will be achieved in every land use decision or city action – an appropriate balancing of objectives must be realized over time.

NEXT STEPS

Regional Context Statement

In accordance with the *Local Government Act*, local governments within the Capital Regional District (CRD) are required to include a regional context statement (RCS) as a part of the OCP to demonstrate how it aligns with the CRD's Regional Growth Strategy. Should Council provide direction to proceed, the City would refer the RCS (included in Attachment A) to the CRD Board for consideration of acceptance. The CRD Board must respond by resolution within 120 days, indicating whether it accepts the amended RCS.

Bylaw and Policy Finalization

While the RCS is being considered by the CRD, staff would prepare the final bylaws generally in accordance with the attachments to this report. Victoria 2050 and the Rezoning and Development Policy would be fine tuned and formatted.

Public Notice

The information presented to Council in this report would be added to the project's engagement website in a clear and digestible way, describing how the proposed plans would affect the community. Information about next steps and how to provide feedback on key components would be provided.

Bylaw Readings and Public Hearing

Following acceptance of the RCS by the CRD Board, or the end of the required wait period, and upon completion of the bylaws, staff would bring forward the materials for introductory bylaw readings and set a public hearing. Following the initial bylaw readings, additional public notice would occur in accordance with the *Local Government Act* and the *Community Charter*, providing the community with a final opportunity to submit feedback to be considered as part of the public hearing.

OPTIONS & IMPACTS

It is recommended that Council advance Victoria 2050, the renewed OCP to bylaw readings in advance of a public hearing. Several related bylaws and policies are proposed to be advanced in tandem with Victoria 2050 to ensure diverse objectives can be achieved in the context of the significant land use changes enabled by the proposed OCP.

Given the breadth of recommendations, Council may consider any number of modifications to the recommended motions. If clear, simple and direct, changes can be accommodated in advance of bylaw readings and the other next steps in this process. However, where more substantive changes are sought, Council may consider delaying discreet project components. The implications of such delays are discussed below.

OCP Timing Considerations

In accordance with recent changes to the *Local Government Act* (LGA), Council must update the OCP to provide capacity for housing needs identified in the *Interim Housing Needs Report* by December 31, 2025. The Capital Regional District Board must approve any changes to the OCP's Regional Context Statement before the OCP can be considered for adoption; the CRD Board has 120 days to do this before the RCS is deemed accepted. The LGA also outlines requirements for public notification in advance of a public hearing, which further adds to the timelines for the plan adoption process.

Given these requirements and Council meeting schedules, should Council consider delaying the advancement of Victoria 2050, the latest Council could provide the directions in this report while still ensuring adoption before the end of the year would be early to mid May 2025. Such a delay would likely require special Council meetings to be planned, and the degree of change should carefully consider the staff time required to implement the changes.

Regulatory and Policy Timing Considerations

A suite of bylaws and policies are recommended to accompany Victoria 2050 to implement core policies and directions in the plan. The recommended first phase of zoning modernization, focused on residential areas, is subject to the same December 31, 2025 legislative requirement to provide housing capacity. In addition to providing the required housing capacity, the modernized residential zones were carefully crafted to achieve key housing, urban form, climate and community outcomes. They also ensure a clear and consistent approvals process. As such, it is not recommended that the first phase of zoning modernization be separated from the adoption of Victoria 2050.

Updates to site servicing regulations were included as a key component of the 10-year OCP Update to reflect the important relationship between the public and private realm in the context of a growing city. The requirements ensure a high-quality public realm and the necessary expansion of infrastructure. The proposed approach clarifies and streamlines requirements for an improved development process. Should these regulations not be updated in concert with zoning modernization, there would be risk of negative development outcomes and confusion and delays into the development approvals process. As such, it is not recommended that the renewal of site servicing regulations be separated the first phase of zoning modernization.

The Amenity Cost Charge (ACC) tool was established to support municipalities in responding to increased demand for community amenities in the context of a growing population. The land use framework put forth in Victoria 2050 and the first phase of zoning modernization significantly unlocks residential housing development opportunities. However, if the land supply is unlocked before a clear ACC bylaw is in place, there is potential that development speculation could drive increased property values and ultimately limit the potential for ACCs to meaningfully contribute to amenities while still ensuring viable housing development.

The unlocking of land supply increases the risk of tenant displacement. Without the proposed tenant protection bylaw and development permit area, the City would not have a mechanism to support tenants being displaced by new development outside of a rezoning process.

The proposed Rezoning and Development Policy provides important, detailed development related guidance, particularly for special and beloved areas of the city, like Town Centres and Village. The policy was drafted to work in concert with the new OCP. Should this policy not be approved together with the proposed OCP, there would be a significant gap in the City's policy framework. The City would continue to rely on outdated neighbourhood plans that are not aligned with the OCP, creating confusion for the City and the community, including builders and developers.

Accessibility Impact Statement

Accessibility has been an ongoing consideration throughout the 10-year OCP Update process, from the development of engagement materials and design of engagement events, to the policies and regulations put forward. Staff have tracked the BC Building Code 2024 updates related to accessibility in tandem with this project. Best practices including *Rick Hansen Foundation* guidelines for accessibility were considered in site servicing and engineering standard updates.

2023 – 2026 Strategic Plan

As illustrated in the attachment to the February 2024 report to Council, the OCP 10-year Update is strongly aligned with several directions in Council's *2023-2026 Strategic Plan*.

Impacts to Financial Plan

Should Council provide direction to proceed, the remainder of the 10-Year OCP Update process, including the bylaw updates identified in the proposed recommendations, would be completed using existing allocated budgets. Work plans for other priority implementation measures would also be developed under existing budgets. Through this work planning, any additional budget and resource needs to deliver other implementation measures would be detailed and brought forward for Council's consideration in future budget processes.

Official Community Plan Consistency Statement

The 10-Year OCP Update process is consistent with the 2012 OCP's Adaptive Management framework (Section 22), specifically policy 22.13 which supports a comprehensive review at Council's discretion. The proposed actions to advance implementation of the OCP through this process, including concurrent updates to bylaws and policies, is consistent with the Plan Administration approach (Section 19), including specifically policy 19.4.4 which supports a citywide review and update of zoning bylaws as resources and Council priorities permit.

CONCLUSIONS

Following a comprehensive community and stakeholder engagement process, staff are providing Council with an opportunity to advance a renewed *Official Community Plan*, Victoria 2050. The proposed OCP enables the City to accommodate growth and housing needs, while continuing to advance core objectives related to climate action, economic prosperity and community well-being. Several related bylaws, policies and initiatives are proposed to be advanced in tandem with Victoria 2050 to ensure that these objectives can be achieved in the context of the significant land use changes enabled by the proposed OCP.

Respectfully submitted,

Lauren Klose, Manager	Karen Hoese, Director
Community Planning	Planning and Development Department

Report accepted and recommended by the City Manager

List of Attachments

- Attachment A: Victoria 2050 (Draft Official Community Plan)
- Attachment B: Approach to DPAs and HCAs
- Attachment B2: Draft Updated General Urban Design Guidelines
- Attachment C: Approach to Zoning Modernization
- Attachment C2: Density Bonus Economic Analysis
- Attachment D: Proposed Amenity Cost Charge Bylaw

- Attachment E: Proposed Tenant Protection Bylaw
- Attachment F: Approach to Site Servicing Renewal
- Attachment G: Draft Rezoning and Development Policy
- Attachment H: 10-year OCP Update Engagement Summary Report

2025

CITY OF VICTORIA

Victoria 2050

Official Community Plan

The City of Victoria is located on the homelands of the Songhees Nation and Xwsepsum Nation.



Reflecting a Spirit of Reconciliation in the Way We Grow

The Songhees Nation and Xwsepsum Nation are descendants of the Lək̓ʷəŋən (Lekwungen) People and part the Coast Salish family. The Lekwungen People hunted and gathered in this area for thousands of years. They first settled in villages along the Camossung (renamed the Gorge waterway) more than 4,000 years ago. They have long been thoughtful stewards of the lands and waterways in and surrounding what is now Victoria.

Plan Summary

This is the City of Victoria's Official Community Plan. It charts a path forward to realize Vision 2050:

Victoria is a diverse, livable community anchored by a range of housing options, the prosperous urban core of British Columbia's capital region, and a global leader in the implementation of climate-forward urban infrastructure.

This plan is structured into four main parts and three schedules that support its implementation:

Part 1: Truth and Reconciliation

Centres Indigenous perspectives and commitments to reconciliation in the way Victoria grows and changes.

Part 2: Past, Present and Future

Describes Victoria's evolution and current context and defines a collective vision for the future.

Part 3: City Networks

Provides policy to guide key actions and decisions related to foundational elements of city building:

(1) Urban Form and Land Use

(2) Community Infrastructure

(3) Mobility Infrastructure

(4) Blue-Green Infrastructure

Part 4: People and Partnerships

Provides policy direction that guide actions, partnerships, collaboration and advocacy to shape a future that is equitable, climate-forward, resilient, sustainable and prosperous:

(5) Climate Forward City

(6) Welcoming, Equitable City

(7) Healthy, Safe and Resilient City

(8) Sustainable City

(9) Vibrant and Prosperous City

(10) A City that Speaks, Listens and Acts

Schedule A: Implementation

Provides direction on plan administration, process, interpretation and adaptive management.

Schedule B: Regional Context Statement

Demonstrates the plan's alignment with the Capital Regional District Regional Growth Strategy.

Schedule C: Development Permit Areas and Heritage Conservation Areas

Identifies and provides guidelines for development permit and heritage conservation areas throughout the city.

Schedule D: Maps

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About this Plan

This Official Community Plan (OCP) charts a course for Victoria to address current and emerging urban challenges while honouring and enhancing the city's unique and historic character. Guided by principles of equity, liveability, resiliency and prosperity, this plan sets the vision and framework to balance growth with preservation, guiding the City's work, decisions and actions over the next three decades.

LEGISLATIVE CONTEXT AND PLAN AUTHORITY

Like most municipalities in British Columbia, the City of Victoria derives its authority from the Local Government Act which enables the City to prepare an Official Community Plan (OCP) to guide long-term growth and development over at least a 20-year horizon. Municipalities are required to review and update their OCPs every five years to stay responsive to current and future community needs.

OCPs establish broad goals aligned with community aspirations, regional directions and provincial requirements, providing a framework for land use, housing, transportation, infrastructure and public facilities. They must include strategies for addressing identified housing needs in the near and long term, set targets and policies for reducing greenhouse gas emissions and align growth with Provincially prescribed Transit-Oriented Areas (TOAs) to promote development that supports accessible, sustainable and efficient public transportation.

The OCP, as an adopted bylaw, carries significant legislative authority and is used to inform and shape regulatory tools like the zoning bylaw and land development policies. All Council decisions must align with the OCP, and other municipal bylaws are required to come into alignment over time to maintain consistency. Effective implementation relies on partnerships, collaboration and coordination between the City, other governments and community organizations.

A BRIEF HISTORY OF PLANNING IN VICTORIA

Victoria is renowned for its temperate climate, natural beauty, and leadership in sustainability. The area's early settlement patterns were shaped by First Nations, reflecting a deep connection to the land, seasonal cycles and sustainable resource management. Since its incorporation in 1862, Victoria has grown into a vibrant capital city known for its walkable neighbourhoods, historic architecture, thriving arts scene and dynamic economy.

The City of Victoria has been engaged in citywide planning for nearly 60 years, beginning with the 1965 Overall Plan, which sought to balance urban renewal with heritage preservation.

Victoria's citywide plans have since been updated roughly every decade to address emerging issues and align with regional objectives. The 1977 Community Plan was created in response to the 1974 Official Regional Plan. The subsequent 1986 OCP

introduced citywide goals for land use, transportation and parks, emphasizing stable neighbourhoods and a dynamic downtown core.

In 1995, the OCP incorporated new policies on social planning, environmental protection and the arts. The 2005 amendment included a Regional Context Statement aligning Victoria with the Capital Regional District's new Regional Growth Strategy. Most recently, the 2012 OCP introduced a vision for the city's sesquicentennial.

CONTEXT OF THIS UPDATE

Since the adoption of the 2012 OCP, Victoria grew to be a leader in housing, climate and transportation planning. Informed by topic specific planning processes and rich public engagements, Victorians' modern priorities for growth and change emerged, laying a strong foundation for future progress. This new OCP integrates the shared values and priorities identified through that decade of work. Looking forward to 2050, it charts a bold path forward with a framework for a resilient, thriving city – one that meets the needs of current residents and lays the groundwork for a more inclusive, sustainable and prosperous future.

This plan connects Victoria to a global movement toward sustainable and equitable urban development. Around the world, cities are tackling tough challenges like climate change, housing shortages and social inequities. Victoria's progress demonstrates that meaningful change is possible. By aligning with international urban planning trends, this OCP positions Victoria to address local challenges while inspiring others as a model for sustainable, resilient and inclusive cities. With a commitment to innovation and collaboration, Victoria will continue to be a leader.

This OCP builds on Victoria's strengths and envisions a future where Victoria doesn't just adapt but thrives.

How the OCP Works

Core Plan Content

This plan describes Victoria's evolution and current context, including a centring on truth and reconciliation. From that context, it defines a collective vision for the future and path forward.

Policies oriented to direct municipal authorities, are provided in the City Networks part of the plan, which provides direction on four key elements of city building: Urban Form and Land Use, Community, Mobility, and Blue-Green Infrastructure. Collectively, these integrated networks serve as the high-level land management directions that will guide the City's decisions, investments and initiatives toward the Vision 2050.

Policy actions that require partnership, collaboration or advocacy are provided in the People and Partnerships part of the plan. These policy sections provide direction to work together to shape a City that is equitable, climate-forward, resilient, sustainable and prosperous. They ensure that Victoria is a community that speaks, listens and acts on behalf of its shared values.

Implementation and Adaptive Management

While the OCP provides a steady vision and a long-term roadmap for Victoria's growth and development, it is not a static document. It is a working, living document, used to guide daily City decisions as described in the schedules that map out its implementation.

The plan is also designed to be dynamic – reviewed and updated every five years – enabling the City to stay agile and responsive as we move forward. This Adaptive Management approach keeps the OCP relevant over time. Adaptive management involves monitoring progress through key indicators, regularly evaluating outcomes and adjusting policies as needed. Periodic reviews of the monitoring program help refine the plan, allowing it to adapt to emerging trends, challenges and opportunities.

All updates to the OCP are informed by consultation, including with community members, as well as technical analysis and best practices.

OCP in the Context of Other Policy

The OCP serves as a cornerstone of the City's policy framework, providing overarching guidance for planning and decision-making across municipal activities. Its 30-year outlook shapes the development and implementation of a wide range of plans and policies, ensuring alignment with the City's vision and goals.

The OCP informs Council's Strategic Plan, which outlines the priorities and initiatives for each Council term, and the Corporate Plan, which focuses on the City's business operations and service delivery over a four-year timeframe. These regularly updated plans operate within the broader vision established by the OCP, ensuring that short-term actions and investments contribute to long-term objectives.

In addition, the OCP provides a foundation for subject-specific master plans and strategies addressing topics like housing, climate, mobility and community wellbeing. These targeted plans translate the OCP's high-level goals into actionable policies and programs. The OCP also guides the City's spending and regulatory authority, ensuring alignment with its long-term objectives.

How To Use this Plan

The primary purpose of this OCP is to provide a clear, consistent but adaptable framework for decision-making, benefiting everyone from residents to policy makers and decision makers. Understanding how to navigate and apply the plan ensures it is effectively utilized as a living document that reflects the evolving priorities of our city. Different users may refer to the plan in a variety of circumstances.

Community Members

The OCP reflects community priorities about how Victoria will grow and change. It is a valuable reference for understanding the future vision of the city and how your home, business or neighbourhood fits into that vision. It can help guide community groups and organizations in playing a role to realize that vision and reflect shared objectives for equity, livability and sustainability.

Builders, Developers and Investors

Victoria's homes and businesses are not constructed or established by the City, but by builders, developers, investors and entrepreneurs who submit their plans and proposals to the City for approval. The OCP provides foundational urban form and land use guidance as well as development and heritage conservation guidelines, for planning and submitting projects for consideration. It identifies areas designated for specific land uses, such as residential or commercial, and ensures compliance with density, urban design and environmental standards.

The City

Acting as a foundational document, the OCP informs Council decisions on policies, bylaws, investments and other City actions. The City uses the OCP to inform work programs, prioritize capital investments and plan operational activities in alignment with the City's long-term goals.

Monitoring and Adapting

This plan recognizes that context and circumstance can change, that new ideas can emerge, and that people's needs may shift in ways that could not be predicted. While the OCP provides a long-term vision for Victoria's future, it also provides space and direction to track progress, monitor context and adjust polices and actions to meet that vision.

PART 2

Truth and Reconciliation

REFLECTING A SPIRIT OF RECONCILIATION IN THE WAY WE GROW

DRAFT

This part of the plan guides how Victoria will reflect a spirit of Truth and Reconciliation in growth and change management. In 2017, the City of Victoria began a journey of Truth and Reconciliation. The continuation of this journey is crucial to the realization of Vision 2050 - it is guided by this section and reflected throughout the plan.

Lək̓ʷəŋən History and Culture

Natural harbours and rich resources made the area now known as Victoria an ideal trading centre for a diversity of First Peoples. For millennia, the Lək̓ʷəŋən (Lekwungen) People carefully managed these lands and waterways, and knowledgeably cultivated community with their rich natural resources. They commonly used the waterways for trade and transport. Thoughtful land and water management practices were part of Lekwungen culture.

Footprints of traditional land use can be found throughout the greater community today, inseparable from the lives, customs, art and culture of those who have lived here since the beginning. The hills, creeks, and marshlands shaped the growth of the city of Victoria and the traditions that were born here carry on through First Nation communities today.

Colonial Settlement and Impact

In the 19th century, it was the practice of Britain to extinguish the proprietary rights of local Indigenous peoples prior to giving land title to new settlers. The Chief Factor of Hudson's Bay Company, James Douglas (eventually the Governor of the Colony) played a pivotal role in this effort on Vancouver Island. Between 1850 and 1854, Douglas negotiated 14 treaties with several First Nations on Vancouver Island which came to be known as the Douglas Treaties. The treaties stretch over 927 square kilometers of land around greater Victoria and up to Nanaimo and Port Hardy. The signatories to these treaties include the ancestors of the Xwsepsum Nation and the Songhees Nation.

The text of the treaties, signed six generations ago, contains a surrender of First Nation land in return for compensation and some protection of Indigenous villages, fields, fishing and hunting rights. The treaties were signed during a period of severe Indigenous cultural destruction, including abrupt population decline due to the arrival of foreign diseases. The text of the treaties, which has been cited and contested in legal proceedings, conflicts with some of the oral histories provided by the signatories' decedents.

In the 20th century, efforts to assimilate continued to devastate First Nation communities and cultures, including through the forced removal of children to attend residential schools. The widespread abuse suffered, lives lost and generational impact of those schools is recognized by the Truth and Reconciliation Commission of Canada (TRC), whose mandate is to inform all Canadians about what happened in residential schools. The stories of those who were and continue to be impacted by these assimilation efforts are an important part of Victoria's journey of truth toward reconciliation.

In 2019, the Province of British Columbia Declaration on the Rights of Indigenous Peoples Act (Declaration Act) received Royal Assent. The Declaration Act establishes the United Nations Declaration on the Rights of Indigenous Peoples as the Province's framework for reconciliation.

DRAFT

The Songhees Nation Today

Today, the Songhees Nation has approximately 600 members, half of which reside on Songhees Reserve #1A. This reserve is 60 hectares of fully developed residential and commercial land located adjacent to the Township of Esquimalt and the Town of View Royal.

The Songhees community is comprised of five main families and several smaller families descended from the Lekwungen speaking signatories of the Douglas Treaties. Traditional governance is by consensus among extended family heads, guided by their families. Today, the community is still guided by consensus represented by advisory committees, focus groups and an elected Chief and Council. Referendums and ratification votes are held for important community decisions.

Songhees Nation has a vision for a "healthy, self-reliant, progressive community that honours tradition and culture and invests in future generations" through good governance, delivering programs and pursuing projects and initiatives for the benefit of the Songhees People.

The Xwsepsum Nation Today

Xwsepsum (also written Kosapsum) is the traditional name of the Esquimalt Nation, located on the water of Esquimalt Harbour. As an urban nation, it has limited land, water and resources, and a reserve area of approximately 19 hectares. In 2020, the on-reserve population was estimated at 171 members, while the number of off-reserve members is estimated at 165.

The Nation runs health, social development, educational and recreational programs for its members. In 2019, Esquimalt Nation adopted an Election Code, and the first ever Chief and Council election occurred.

In 2020, the Esquimalt Nation prepared a Comprehensive Community Plan which is rooted in "The Sacred Trust" held by the members of the Nation. The Sacred Trust has been transmitted through oral teachings that articulate a set of Natural Laws. The Sacred Trust determines the relationships between natural resources, the community and the cultural and spiritual path of the Nation. It guides decisions by considering seven generations before and after today.

DRAFT

Victoria's Larger Indigenous Community

The Métis Nation Today

In addition to First Nations and Inuit, Métis are one of three legally recognized Indigenous peoples in Canada. Métis have a shared history and culture, derived from European and Indigenous ancestry. Their historical homelands extend into parts of British Columbia. A person who identifies as Métis, who is the direct descendant of an Indigenous and European couple, and who can prove Métis ancestry is eligible for Métis citizenship.

The Métis Nation of British Columbia is the Governing Nation for thirty-nine Métis Chartered Communities in British Columbia, including Greater Victoria. Approximately 6,500 people in the Capital Regional District identified as Métis in the 2021 Census.

The Métis Nation of Greater Victoria was established in 1990 as the local organization representing Métis People in the Capital Regional District. The organization is run by a volunteer board and provides services, events, and representation for the Métis community in the Capital Region and works to reestablish and strengthen family, community, and cultural ties for Métis people. The organization had more than 1,400 members as of 2021.

Victoria's Urban Indigenous Community

Most Indigenous people in British Columbia live outside of the geographic reserve boundaries of First Nations. In the 2021 Census, 4,360 people in Victoria identified as Indigenous, inclusive of First Nation, Métis and Inuit identified people. Indigenous community members represent about five per cent of the city's population.

Several Indigenous-led businesses, organizations and community groups contribute to the wellbeing and prosperity of not just the urban Indigenous community, but to all of Victoria and the greater region.

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Values of Reconciliation

In 2015, Canada's Truth and Reconciliation Commission (TRC) released 94 Calls to Action, five of which they believe may be within the authority of a municipal government related to: the UNDRIP framework; repudiation of concepts related to European sovereignty; historical education and intercultural competency; recognition and remembrance of residential schools; and sharing of records related to the legacy of residential schools. In 2019, the Province of British Columbia enacted the Declaration on the Rights of Indigenous People, becoming the first jurisdiction in Canada to formally adopt the internationally recognized standards.

In 2017, the City of Victoria began its own journey of Truth and Reconciliation, informed by the TRC Calls to Action. This journey has involved the Lekwungen peoples, the Songhees Nation and Xwsepsum Nation. The journey began with a series of programs and dialogues that resulted in Victoria's 32 Calls to Action which are underway.

The City's journey continues to evolve toward modern, meaningful acts of reconciliation and ongoing efforts to acknowledge and reflect Indigenous histories, cultures and values. This journey has shaped the following Values of Reconciliation for this plan to inform Victoria's growth and evolution in the coming decades:

- **Respect the Right to Self-determination.** Acknowledge the constitutionally protected rights, Aboriginal title, and interests within the First Nations' unceeded territory. Respect modern Indigenous values and principles related to community development in support of innovation, resilience and inclusivity.
- **Learn, Heal and Grow Together.** Support reconciliation actions that help to restore and share the cultural, economic and social foundations of First Nations and Indigenous people, preserving heritage and fostering a future where communities can thrive together.
- **Acknowledge Generations Before and Plan for Generations to Come.** Support reconciliation through meaningful actions and decisions that honour the past, address present needs and secure a sustainable, prosperous future for centuries to come.
- **Decolonize Victoria's Culture and Governance.** Work collaboratively with First Nations to understand and identify opportunities to reflect Indigenous practices in planning and City decisions, including by working to dismantle systems and procedures that contribute to inequities today.

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Vision 2050 Reconciliation Actions

Advancing Reconciliation in Land Use Decisions

Ensure relevant and respectful engagement with First Nations in land use decisions by which they may be affected. Collaborate meaningfully on Indigenous-led land use and development opportunities to align objectives, advance long-term reconciliation and ensure strong, ongoing relationships, including by considering departures from the Urban Structure guidance in this plan (see Urban Form and Land Use Section). Where departures from the envisioned urban form and land use are considered, ensure they meaningfully support long-term reconciliation and meet the needs of the Songhees Nation, the Xwsepsum Nation or the urban Indigenous community, in addition to broader community need. In these collaborations, honour, respect and seek to include diverse expertise rooted in different cultural value systems.

Reflecting First Nations Culture in Victoria's Urban Form and Structure

Guided by the Songhees and Xwsepsum Nations and respecting their protocols, work to reflect the Indigenous community that is here today, was here generations before and will be here for generations to come, including through:

- Inclusion of traditional languages in the public realm and public spaces.
- Reflection of both tangible and intangible Indigenous heritage in the public realm.
- Public art and cultural assets by, for and representing of Indigenous communities.
- Programming that helps to retain and celebrate Indigenous culture and values.
- Partnerships and actions that demonstrate leadership in forward-thinking reconciliation.

Supporting Economic Reconciliation

Support and uphold the self-directed economic vision of First Nations and Indigenous Peoples in the Greater Victoria area. Seek to reduce barriers to Indigenous economic prosperity and support Indigenous economic development. Promote Indigenous economic leadership and foster meaningful partnerships and collaboration between for shared prosperity and a modern, resilient local economy.

Understanding Indigenous Land and Water Management

Acknowledge and continue to learn about the unique perspectives, values, knowledge and rights First Nations have in relation to local land and waterways. Seek to understand the practices that contributed to ecosystem conservation over millennia and collaboratively identify opportunities to braid Indigenous knowledge systems with Western science in the preservation and enhancement of natural assets and in support of a climate forward city.

Welcoming and Inclusive of Urban Indigenous Communities

Support opportunities that contribute to a sense of safety and belonging for Victoria's urban Indigenous community. Improve opportunities for meaningful engagement in and contribution to civic decisions. Support residential and commercial development that provides safe, comfortable housing that meets Indigenous household needs and opportunities for Indigenous economic prosperity.

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PART 2

Victoria's Past, Present and Future

WHERE WE ARE AND WHERE WE'RE HEADED

This part of the plan describes Victoria's history and context and articulates a vision for the coming decades and beyond. It describes the values and collective identity that informed Vision 2050. It illustrates what we know about the future – what we need to plan for, and where we want to be – and charts a path forward with five big moves.

Our Context



Pacific Gateway

Victoria's strategic location on the Pacific Rim positions it as a key player in the Pacific Gateway, connecting Canada to global markets through high-value and niche industries such as health informatics, aerospace and green technology. With a strong focus on innovation and sustainability, the city is building partnerships to foster creative industries in marine technology and sustainable ocean practices, aligning with global efforts to promote the blue economy and leadership in coastal sustainable urbanism.



Provincial Capital

As the capital city of British Columbia, Victoria serves as the administrative and political hub of the province, contributing to a dynamic, thriving economy. Through collaboration, action and connections, city both hosts and reflects provincial priorities related to sustainability, reconciliation and innovation.



Regional Urban Core

Victoria serves as the economic engine of the Capital Region. As the region's downtown, it is a focal point for commerce, arts and culture, attracting workers, residents and visitors to its dynamic urban core. Victoria's urban appeal and amenities are complemented by its leadership in creating a sustainable, resilient and vibrant regional economy.

City History

Since time immemorial, the Lekwungen call what is now Victoria and area home

1843

The Hudson's Bay Company establishes Fort Victoria



1852

First survey of Victoria townsite

1858

Fraser River fold rush turns Victoria into a boom town and spurs the establishment of Chinatown



Beacon Hill Park created (1858)



1862

The City is incorporated and first bylaw prohibits wooden buildings above one storey downtown

1866

The first City water pipes are laid

1868

Victoria becomes the Capital of British Columbia

1878

Old City Hall is Built



1883

First electric street lighting

1890

Electric streetcar service begins



1892

City starts permit system for water and sewer hookups

1911

Songhees Nation removed from their first reserve in Victoria West

1922

Direction of travel on City streets switches from the left to the right

1924

Johnson Street Bridge, also known as the Blue Bridge, officially opens



1927

The City's first zoning bylaw is implemented

1937

First installation of hanging flower baskets on cluster lights



1935

Federal Dominion Housing Act incentivizes the construction of affordable homes in empty and subdivided lots throughout the city

1940

Federal government imposes rent controls

1942

Wartime Housing Ltd created by federal government, takes out permits for 100 homes to be constructed for shipyard workers in James Bay

1945

Veterans' housing program begins

State of emergency declared for housing shortage in Victoria and all residences placed under Administrator of Emergency Shelter by the federal government

1948

Electric streetcar system is either removed or paved over



1958

The City hires first planner

1959

The City begins design and development of Centennial Square



1967

Blanshard Street extension displaces many residents in the Hillside-Quadra neighbourhood



1974

The City passes its first heritage designation bylaws

1986

The City adopts the first Official Community Plan

1995

The City creates first dedicated bike lanes on Blanshard Street

1996

Chinatown becomes National Historic Site

1998

The City creates Tree Protection Program

2018

New Johnson Street Bridge opens

2023

The City amongst first ten municipalities required by Province to meet housing targets amidst a suite of new Provincial legislation including changes to zoning and OCP processes (Bills 16, 43, 44, 46, 47).

Victoria's Heritage Framework

Heritage, at its core, is a reflection of community values and identity. Important but select components of Victoria's history have been embraced and nurtured in the preservation of certain features of its built form. However, other elements of Victoria's history and identity, including Indigenous, inter-cultural and diverse community histories have been lost or hidden.

This plan supports ongoing efforts to preserve long valued histories, restore or reflect lost histories and celebrate Victoria's evolving identity in new ways. The heritage vision and framework in this section are used to guide polices throughout this plan, as well as new or updated City programs and directions.

Human Settlement

From the stewardship of First Nations and diverse cultural origins to a pioneer city that grew-up around the streetcar. Victoria builds on settlement patterns of the past for climate forward, equitable growth.

Gateway Economy

Victoria is a harbour city with a working waterfront that goes back millennia, a frontier boom town with a natural resource base. It continues to embrace a sustainable and innovative economy based on its coastal and geographic advantages, attracting diverse residents and visitors.

Capital City

Victoria's historic and ongoing role as a capital city has shaped the community. From the buildings, institutions and infrastructure located here to the protocols and ceremonies that reflect values of democracy and inclusion, to the people who call the city home, this facet of Victoria's identity has and will be a driver of change and development.

City of Communities

The network of local villages and institutions around which communities organically developed and fostered a strong sense of identity and wellbeing is an enduring, beloved feature of the city and will be key in guiding equitable, sustainable community-centred growth.

Cultural Exchange

Intellectual, artistic and cultural practices are an important avenue for community formation and wellbeing, identity and expression. Victoria has always enjoyed a vibrant, diverse and creative community, which has and will continue to shape the city in tangible and intangible ways.

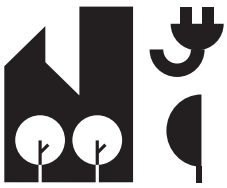
In 2050, Victoria will be a vibrant community where high quality, new buildings and conserved heritage buildings exist side by side throughout the city, and members of the community feel that the things they identify with and value about this place are recognized, celebrated and communicated to all.

Core Values

Cities, by their nature, are ever-changing. As Victoria's urban form and infrastructure transition and evolve to meet changing needs, so too will its identity. This evolution creates an opportunity to expand what is celebrated in the city and to better reflect the values and full diversity of the community. A clear articulation of community values helps to manage change in a sustainable, community-centred way and reflect Victoria's evolving identity.

This plan was informed by community feedback which helped to shape the vision, policies and City actions in subsequent sections. Core values emerged as the foundation for Victoria's collective identity which are considered, embraced and reflected in decisions and actions guided by this plan.

Five core values, shaped by the community, speak to Victoria's identity and serve as a foundation for this plan



Climate Forward Living

Victoria is a coastal city that has long been a leader in sustainable growth and development. The community continues to demonstrate a dedication to low carbon lifestyles, ecological integrity and meaningful preparation for climate impacts.



Welcoming and Inclusive City

Victorians respect the traditional territories on which they reside. They value the diverse cultures from which the city in its current form has emerged. The community welcomes new cultures and traditions while uplifting diverse voices and identities.



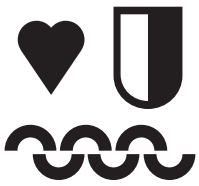
Industrious, Innovative and Creative Economy

Victoria has a skilled workforce that advances strong and diverse economic sectors through innovation and creativity. Arts and culture are celebrated and growing, shaping a unique and magnetic cultural identity.



Compassionate, Equitable Community

Victorians see one another and care about the wellbeing of their neighbours and the broader community. They value opportunities to empower all voices, address inequalities and support those in need.



Dynamic, Resilient and Collaborative

Victorians are resilient and collaborative, ready to adapt to a quickly changing world while remaining steadfast to core values.

Vision 2050

Over the next three decades, the City of Victoria will thoughtfully and intentionally navigate difficult trade-offs in pursuit of the following vision:

Victoria is a diverse, livable community anchored by a range of housing options, the prosperous urban core of British Columbia's capital region, and a global leader in the implementation of climate-forward urban infrastructure.

Welcoming and inclusive of all ages, lifestyles, incomes, and backgrounds.

Healthy, safe and enjoyable spaces to live, work and play.

Housing options across the housing continuum in all areas of the city.

Future-ready, resilient economy that leverages regional strengths and emphasizes local wellbeing.

Pro-actively reducing emissions and preparing for the impacts of climate change.

The built and natural infrastructure that provides critical services for our community.

Partners in Vision 2050

Vision 2050 is for the entire community of Victoria. The City of Victoria, as the local government, plays an important role in articulating this vision and implementing it through its authorities as a municipality. However, several other governments, organizations and community groups are partners in working toward that vision.

Partners have differing authorities, mandates and abilities to support actions towards Vision 2050. Throughout this plan, partners are identified based on specific polices or topic areas. Underpinning all of the many actors in the work ahead, is the community itself.



Goal Posts: Getting to Vision 2050

The first step in realizing Vision 2050 is forecasting future needs. Like most cities in Canada, Victoria's population is anticipated to grow, which will result in new demand for housing and employment spaces. Meanwhile, there is an outstanding need in the city's housing stock today. As Victoria grows and evolves to meet the needs of current and future residents, it must also consider how that growth will contribute to greenhouse gas emissions and climate change.

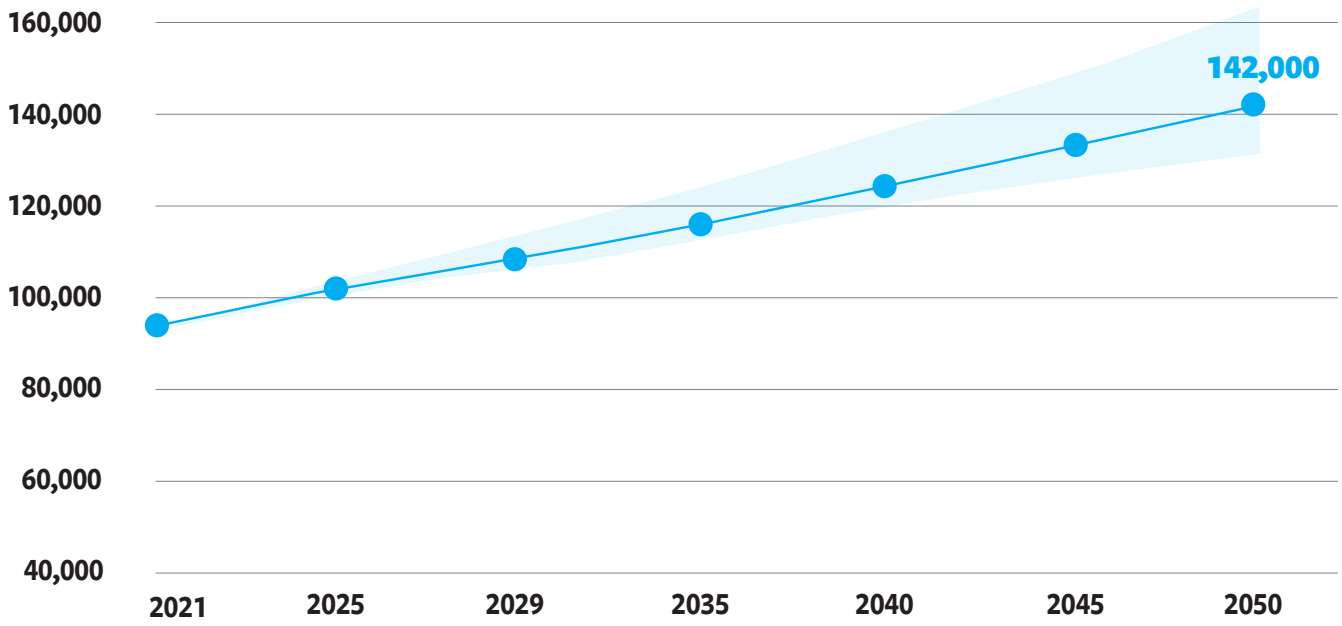
This section outlines projected population growth and sets goal posts to meet future need for a diverse, equitable and prosperous city. Low-carbon, climate-forward growth is a central tenet of this plan. As such, this section also sets greenhouse gas emissions targets for the coming decades.

POPULATION AND HOUSING GROWTH

The legislative authority to create this plan requires that it identify and accommodate 5-year and 20-year housing needs based on projected population growth and needs that exist in the community today.

In 2021, Victoria's population was approximately 94,900. By 2041, the population is anticipated to be approximately 125,800. As reflected below in **Figure 1: Projected Population Growth**, by 2050, the City estimates its population will reach 142,000.

Figure 1: Projected Population Growth



Victoria Population Growth Projections (2021-2049)

HOUSING NEED

Between 2021 and 2041, population growth would result in the formation of approximately 17,725 new households. This growth includes people living here today who will come of age and form households, as well as those who move to the city from elsewhere.

Additional housing capacity is required to accommodate housing needs that have gone unmet, referred to as latent demand. Latent demand is reflected in trends and indicators like historically low rental vacancy rates, overcrowded homes and suppressed household formation. In 2021, there were an estimated 8,879 units of latent demand in Victoria.

Combined, latent demand and household growth result in a total need of 26,604 new units between 2021 and 2041 that this plan must accommodate. Looking out to 2050, this need is anticipated to rise to approximately 34,600 new units, which future iterations of this plan will need to consider.

The form and tenure of housing that the City chooses to enable and encourage will influence who can and who chooses to live in Victoria in the future. Family-friendly housing may support more families to stay in the city, while more rental housing may support people with a diversity of jobs and incomes. The desire for a diverse and inclusive city is reflected below in **Figure 2: Housing Needs and Goal Posts**.

Figure 2: Housing Needs and Goal Posts

	5-year Housing Need (2021-2026)	20-year Housing Need (2021-2041)	Anticipated 30-year Housing Need (2021-2051)
Net New Homes	**8,254**	**26,604**	**34,600**
Targeted Share of Rental Units (targeting 65% secured rental units)	5,365	17,293	22,490
Targeted Share of Family Units (targeting 17% 3+ bedroom units)	1,403	4,523	5,882

EMPLOYMENT GROWTH

Victoria is forecast to add **between 19,000 and 40,000 new jobs by 2050** in key employment sectors such as professional, scientific and technical services, health care, social assistance, accommodation and food services. This growth translates to a demand for between 1.6 and 4.3 million square feet of new general employment space in the coming decades. Many of these emerging sectors will also require traditional or light industrial spaces. Meanwhile, Victoria and the Capital region continue to have some of the lowest industrial vacancy rates and highest lease rates in Canada, highlighting the importance of protecting the limited supply of industrial lands in the city and region.

The protection, intensification and enhancement of Victoria's employment lands is crucial for economic health and resilience. The nature of office and industrial space needs continues to evolve in the context of shifting remote work trends and new technologies and practices. As such, the City's approach to employment lands must be flexible, adaptable and responsive to market opportunities.

CLIMATE GOAL POSTS

Climate change is one of the greatest challenges that we face today, and the impacts are already being felt in Victoria. Greenhouse gas emissions must be rapidly and aggressively cut before weather extremes worsen. Responding to the threat of climate change by mitigating greenhouse gas emissions has become an increasingly high priority for cities, including Victoria.

Cities are central to climate action – urban activities are both sources of greenhouse gas emissions (with transportation and building sectors being among the largest contributors) and the localized sites where climate impacts (such as extreme heat or precipitation) can be felt. In 2019, Victoria declared a climate emergency, promising to take accelerated action on climate change.

The legislative authority to create this plan requires that it set targets for the reduction of greenhouse gas emissions in the city.

The City of Victoria is committed to achieving the following greenhouse gas emission reduction targets

Achieve net zero greenhouse gas emissions by 2050.

Transition to 100% renewable energy by 2050.

Achieve 50% reduction in greenhouse gas emissions by 2030*.

**from 2007 levels*

Five Big Moves Toward Vision 2050

1 Embracing a New Urban Form

This plan builds upon the many strengths in Victoria's built form. Strengths that grew from the activities and settlement patterns of the Lekwungen peoples, to the historic working harbour and a network of community villages that grew up around the streetcar. The plan retains the strong and historic downtown core and the network of villages that have contributed to Victoria's enviable complete communities. It enhances that network with new, denser nodes near affordable, low carbon mobility options. It makes way for diverse forms of compact housing and business in between, creating more options for more people to live, work and stay in the city, even as their needs evolve.

2 Climate Forward City Building

Climate action – both reducing emissions and adapting to a changing climate – is a cornerstone of this plan. The envisioned Urban Form and Land Use emphasize low carbon growth – development that is built and designed to limit emissions from construction to operation to end-of-life. It facilitates low carbon lifestyles with diverse, affordable mobility options, compact, complete communities, and the foundations for sustainable living. It prioritizes environmentally responsive infrastructure and development designed to be resilient to climate impacts.

3 Functional, Connected Green Spaces

This plan recognizes that natural assets are foundational city infrastructure – trees, healthy waterways, and diverse ecosystems are necessary to public health and wellbeing in an urban environment. The built form envisioned in residential areas facilitates, over time, Victoria's version of a perimeter block – a pattern that maintains green space and tree-growing area on the interior of a block, even as the built form intensifies. The plan introduces mechanisms for expanding functional green space in the public realm as well, including through linear parkways – connected, park like experiences on streets that integrate green infrastructure and improve the public realm.

4 Strong Community Infrastructure

A healthy, flourishing community relies on strong community infrastructure. Infrastructure includes pipes that bring clean drinking water or convey waste, electricity that heats our homes and trees that cool the city and purify the air. It also includes the public facilities and social systems that keep people safe, well and thriving. This plan seeks to ensure sustainable, equitable delivery of community infrastructure as Victoria grows and urbanizes. It sets forth an approach that maximizes the function and accessibility of the City's limited public spaces – including the City's streets – to serve the greatest number of people. It enables innovative approaches to meeting local community need, including through public, private partnerships and more regional and inter-jurisdictional collaboration.

5 Prosperous, Progressive Economy

Victoria will continue to build on its competitive advantages as a coastal city with a deep water harbour. This plan provides a land use framework and strategic directions to increase innovation and economic opportunity by preserving important employment lands and encouraging the innovative use of them. It provides direction to be adaptable and flexible in an ever evolving and sometimes rapidly shifting economic landscape. It creates new opportunities for entrepreneurship and business development throughout the city, with more options to work close to home and meet daily community needs.

PART 3

City Networks

GUIDING GROWTH AND CHANGE FOR GOOD CITY BUILDING

This part of the plan provides direction for four key elements of city building: Urban Form and Land Use, Community, Mobility and Blue Green Infrastructure. Collectively, these integrated city networks serve as the high-level land management tools that will guide the City's decisions, investments and initiatives toward Vision 2050.

Transitioning Urban Forms and Uses

Today, Victoria is anchored by a thriving urban core with a mix of modern tall building forms and preserved heritage assets. Outside of the core, local communities benefit from a long-standing network of village nodes with low scale commercial and community serving uses. In between, throughout much of the city, there are single family residences that have increasingly embraced light infill such as secondary suites, garden suites and house conversions, with pockets of more intensive residential.



Layer 1: Urban Form and Land Use

In the coming decades, Victoria will begin to transition its urban form to realize Vision 2050:

In the Downtown Core, redevelopment will continue to preserve and complement Victoria's Working Harbour and historic districts. Change will emphasize diverse housing and employment, placemaking, cultural programming, the provision of public space. Employment lands will be preserved and intensified for economic resiliency and innovation, supporting in the region's economic core.

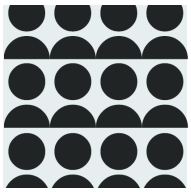
Outside of the Downtown Core, Town Centres will evolve as major inter-municipal nodes that support high-quality, low carbon living and mobility. Victoria's historic network of Community and Local Villages will be nurtured through thoughtful and strategic redevelopment, as well as continued placemaking and public realm improvements so these special areas can continue to serve the local community while enhancing what makes them unique.

Elsewhere, new, livable housing options will emerge as residential areas transition, over time, away from single family forms to more diverse infill and more intensive apartment forms, supported not just by the historic network of villages but also by new small-scale commercial corners in between.

Classic principles of good urban design will support a mix of high-quality public, semi-private and private spaces. Directions for climate forward growth support climate objectives while equitably growing to meet future need. Policies informed by current understanding of housing and employment needs help to ensure homes built serve the community in the long term and that working lands are viable for anticipated sectors and current and emerging needs. Clear but flexible land use and development policies support the envisioned urban structure concept – Victoria's growth management plan.

Transitioning Urban Infrastructure

As the City supports a transition of Victoria's urban form, it must also support essential urban functions in the context of population growth and environmental, societal and economic uncertainty. The City's Community, Mobility and Blue Green Networks support a transition toward modern, climate-forward urban infrastructure.



Layer 2: Community Infrastructure Networks

Robust community infrastructure – from vibrant activity nodes to urban parks to cultural facilities to pipes underground – is the foundation of a healthy, happy and thriving city. A strong and integrated system of community infrastructure is important today and will become increasingly important in the future.

As Victoria's population grows and changes, residents will have new and unique needs. Strong, suitable and adaptable community infrastructure is needed to support residents in a future where climate, societal and economic shocks are anticipated more often.

Community objectives support vibrant nodes of local activity that create opportunities for social connection and economic development; high quality public, community and cultural spaces support wellbeing, equity and prosperity; and sustainable management of public assets.

- **Villages and Centres** provide daily services and amenities, offer opportunities for planned and spontaneous social connection and anchor Mobility Hubs.
- **Urban Parks** support community and individual wellbeing and contribute to Blue-Green Network objectives.
- **Linear Parkways** create new active transportation connections and opportunities for street parks and plazas.
- **Community, Cultural and Civic Spaces** that support Victoria's economy and vibrancy and enrich resident's lives.

Layer 3: Mobility Infrastructure Networks

Urban transportation can have profound effects on access, inclusion, quality of life and cost of living - the combined expenses paid for housing and transportation represent the greatest cost burden for most households. Transportation plays a vital role in connecting people, fostering social connections and contributing to the identity of the city.

As Victoria grows, the need for sustainable, affordable, inclusive and low-carbon transportation options will be increasingly important. The integration of equity into transportation planning and capital investments is imperative to reverse existing mobility inequities.

Mobility objectives support road safety, accessibility and low-carbon transportation in personal and commercial travel. Diverse public transit services and transit-priority infrastructure will continue to be a key priority for the City and its advocacy to other levels of government.

- **Integrated Mobility Networks** support key transportation functions, like transit, cycling, emergency response and goods movements. These functions must be coordinated with and support other social and environmental functions of city streets, as described in the Community and Blue Green Networks Sections.
- **Mobility Hubs** serve as a strategic conflux of several mobility services and features. They support complete communities with new housing and employment.

Layer 4: Blue Green Infrastructure Networks

Healthy, functioning ecosystems are an important part of Victoria's past and vital to its present and future. Victoria's shoreline, watersheds, urban forest and natural assets support diverse environmental, economic, cultural and quality-of-life benefits. The Blue Green Networks are comprised of public spaces such as parks, plazas, shorelines and linear parkways, as well as natural features growing across public and private spaces such as the urban forest.

These assets are increasingly important in the context of a changing climate. Victoria, in its growing, urban context will need to thoughtfully consider how to weave green infrastructure into the urban fabric to support the city's identity as a place where ecology, health and culture are intertwined.

Blue Green objectives support ecology by way of healthy ecosystems and diverse wildlife habitats. They aim to meet the needs of communities present and future by connecting people with year-round opportunities to play, learn, recreate, gather and celebrate.

- **Natural Assets** support biodiversity, climate action objectives and are integrated with Community Networks nature-based solutions to the city's urban infrastructure needs.
- **Shoreline and Urban Waterways** support sustainable rainwater management and watershed health in the context of a Working Harbour city.
- **Urban Forest** recognizes and advances the benefits of tree canopy in an urban environment.
- **Engineered Infrastructure Assets** like water, sewer and stormwater pipes work within and as part of other elements of the Blue Green Network to ensure a safe, healthy community.

1. Urban Form and Land Use

Urban form refers to physical features of a city – buildings and structures that shape and define the open spaces and networks created by their use, placement and orientation. Urban form shapes the city and influences the comfort, wellbeing and prosperity of its residents. Older, built-out cities like Victoria have an established urban form and land use structure that will continually and incrementally evolve to meet the community's needs to live, work and thrive.

As Victoria progresses toward the 2050 Vision, this plan builds on the city's strong foundation as a regional urban core with a historic network of well-connected villages. With that foundation, it seeks to make room for the organic evolution of a new urban form in the coming decades – one that can meet current and future housing needs, supports sustainable mobility, maintains and enhances the urban forest and ecological function of the city and region, and reserves the land needed for a thriving economy.

1.1 Urban Form and Design Principles

1.2 Meeting Housing Needs

1.3 Meeting Employment Needs

1.4 Climate Forward Growth

1.5 Urban Structure Map and Guidance

1.6 Innovative Land Use and Development



Objectives for Victoria's Urban Form and Land Use

Shaping Victoria's urban form is crucial to realizing the 2050 Vision. This plan provides high-level guidance for the form and use of new development to appropriately balance and achieve the following objectives:

1

Complete Communities Anchored by a Downtown Core

Enable residential infill throughout the city and intensive residential forms close to community nodes and along the Transit Priority Network for diverse, compact low carbon living options. Enable and encourage higher density, mixed-use community nodes that are supportive of transit with diverse residential, commercial and community-serving uses. Continue to support a regional downtown core and surrounding districts with high density buildings and a diverse mix of uses, while preserving and complementing historic areas and the functions of the Working Harbour.

2

Climate Forward Growth

Embrace a low-carbon, climate resilient model of urbanization that reduces emissions related to building, materials, development and mobility and accommodates functional and enjoyable green infrastructure.

3

Livable Public and Private Spaces

Ensure new buildings are comfortable, suitable and enjoyable to live and work in, and contribute to a high-quality public realm.

4

Diverse Housing Options

Provide adequate opportunities for the development of new housing appropriate for the ages, incomes and lifestyles of the community today and into the future.

5

Lands to Thrive and Prosper

Ensure suitable working lands are preserved, supported, enhanced to viably accommodate business that provide quality jobs, contribute to economic prosperity and foster culture, innovation and creativity.

Partners

Urban Form and Land Use

Several other governments, organizations and community groups are Victoria's partners in realizing Urban Form and Land Use Objectives.

GOVERNMENT AND AUTHORITIES

- City of Victoria
- First Nations
- Capital Regional District and neighbouring municipalities
- Governmental housing developers and operators

NON-PROFIT ACTORS

- Non-Market housing developers and operators
- Not-for profit social and economic organizations
- Service providers

MARKET ACTORS

- Private housing developers and operators
- Small scale builders
- Industrial, commercial and retail business

SOCIAL SERVING FOR PROFIT

- Service providers
- Childcare providers
- Arts, cultural and community serving businesses

COMMUNITY MEMBERS

1.1 Urban Form and Design Principles

This Plan sets out the envisioned urban form for Victoria, which builds on its strengths to evolve toward Vision 2050. It is supported by the City's urban design framework, which is guided by this plan and contained in design guideline documents for both the public and private realms. The envisioned urban form and accompanying design principles aim to:

- Create and reinforce Victoria's unique and evolving sense of place.
- Deliver both a quantity and quality of places to live, work, innovate, play and thrive.
- Keep Victoria's public open spaces vibrant and connected.
- Support an equitable, sustainable and resilient Victoria that is set up for the future.

1.1.1 Envisioned Urban Form

All development should seek to advance and respond to relevant components of Victoria's envisioned urban form:

- A desirable sense of place, comfortable and enjoyable for residents and attractive to visitors and emerging businesses.
- Compact and diverse **Figure 7: Perimeter Block Concept** and Guidance in residential areas, with buildings oriented towards green and active streets and functional interior courtyards.
- Nodes of complete communities, connected by high-quality, low-carbon mobility options.
- A Downtown Urban Form that preserves the functionality of the Working Harbour and the character of Victoria's historic districts with responsive, low scale forms and transitions to a high mix and high density of uses in central areas.
- Preserved working lands that capitalize on Victoria's harbour city roots and its role as the Capital Region's metropolitan core.

1.1.2 Considering Heritage: A Reflection of Evolving Community Identity

Development should seek to celebrate Victoria's Values and Collective Identity, past, present and future. It should seek to reflect and provide educational opportunities for Indigenous presence on these lands. This may include preservation of heritage assets, heritage responsive designs and new designs that reflect and integrate elements of intangible heritage or create heritage assets for future generations.

1.1.3 Adhering to Principles of Good Urban Design

All development should adhere to principles of good urban design as summarized below in **Figure 3: Principles of Good Urban Design**, and should be consistent with the City's design guidance.

1.1.4 Implementing Principles of Good Urban Design

Urban design and heritage principles are implemented by Schedule 3 Development Permit Areas and Heritage Conservation Areas.

Figure 3: Principles of Good Urban Design

The following urban design principles represent a synthesis of the City's urban design framework.



1. New buildings and open spaces that contribute to the envisioned urban form through thoughtful building and site designs that have positive relationships with surroundings.



2. High quality design for buildings that support street vitality, visual interest and safety for pedestrians and building users, and contribute to active and attractive public spaces.



3. High quality design for open spaces that are welcoming and comfortable, capable of supporting year-round social gathering and celebration.



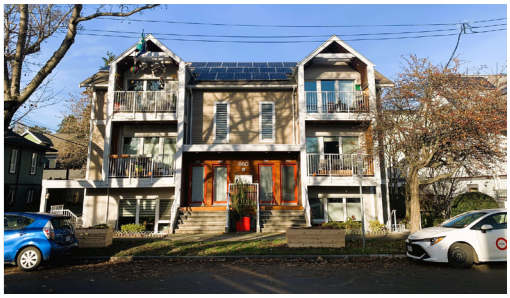
4. Pedestrian- and cyclist-friendly, transit-supported streetscapes that support places for daily needs and employment with their safety and accessibility.



5. Design with nature using green infrastructure to mimic natural systems, provide stormwater management and habitat areas while supporting watershed health, urban food production and the urban forest.



6. Livable and inclusive buildings and open spaces that provide equitable access to open space, daylight and fresh air as well as family friendly environments and all ages and abilities designs.



7. Healthy, climate-friendly and future-forward buildings and open spaces with small environmental impacts and big positive design outcomes for residents, users and their broader communities



8. Placemaking and storytelling that express the values of our city, embrace diverse narratives and promote designs attentive to distinctive features of Victoria's Downtown Core, Legislative Precinct, Midtown Employment District, Town Centres and Villages.

1.2 Meeting Housing Needs

Diverse housing options for people of different ages, incomes, household structures, needs and abilities are fundamental to a healthy, inclusive and sustainable community. While there is a higher diversity of housing options in Victoria than in other parts of the region, unmet housing needs have accumulated over decades resulting in a strained market that can be difficult for many. Catching up with unmet needs is a priority.

As Victoria advances toward Vision 2050, this plan also enables the city to keep up with future housing needs. Future needs consider residents living here today who will come of age, form families and grow older in the coming decades, as well new community members who will choose to locate to Victoria.

1.2.1 Maintain a Current Understanding of Housing Needs

Maintain, regularly review and update a Housing Needs Assessment for the City of Victoria to inform updates to the Goal Posts in this plan including both near- and long-term housing demand and specific needs within that demand, including for rental, non-market, family and accessible housing.

1.2.2 Support a Diverse Community with Diverse Housing Supply

Encourage and support a range of housing types, forms and tenures throughout the city and along the entire Housing Continuum to meet the needs of diverse incomes, lifestyles, ages and abilities.

Figure 4: Housing Continuum



Affordable and below-market rental housing for people who make very low, low and median incomes requires a greater level of government assistance for it to be built and operated, whereas market homeownership requires no government assistance.

1.2.3 Support Housing Suitable for Families and Children

New development should advance a family-friendly city, support larger households that want to stay in the city and seek to meet the evolving needs of families with children at home, including by:

- Meeting or exceeding any established requirements for a minimum number of family-oriented units in new multi-unit development as prescribed in regularly reviewed and updated city policies and regulations informed by current and future demographics and market conditions.
- Designing family-oriented buildings, building amenities and open spaces in accordance with the city policy and design guidelines.
- Incorporating flexible and adaptable housing designs that can support families as their needs change over time.

1.2.4 Support Collective Housing Options

Encourage and support collective housing to improve social connection and affordability of housing for a broader range of households, whether through new developments, public private-partnerships or retrofitting of existing housing stock.

1.2.5 Enable Affordable Home Ownership

Support affordable homeownership options for family-oriented units where purchase prices are secured at a minimum of 15% below the fair-market value or aligned to other affordable emergent government programs.

1.2.6 Retain and Replace Rental

Redevelopment of building with four or more rental units should seek to:

- Replace, at minimum, rental units with the same number of total bedrooms as in the original development.
- Seek to integrate additional rental units and affordable units in accordance with the City's density bonus regulations and voluntary amenity policies.

1.2.7 Phase Large Redevelopments to Reduce Tenant Displacement

Encourage large-scale redevelopments to consider phasing of construction to reduce the scale of displacement and provide for the option of tenants relocating to new units.

1.2.8 Discourage Strata Conversions in Tight Rental Markets

For buildings with four units or more, conversions of rental units to stratified units are generally not supported when the vacancy rate as provided by Canada Mortgage and Housing Corporation for Greater Victoria is at 4% or lower for a period of two consecutive years.

1.2.9 Encourage Long-term Rental in Garden Suites

Garden suites should be encouraged to promote secondary rental options and not to be strata titled to support long-term rental use.

1.2.10 Support Tenants Facing Displacement Due to Redevelopment

Redevelopment of existing rental buildings will support tenants that will be displaced with options and solutions that help them to stay in their community, as prescribed in regularly reviewed and updated city policies and regulations that determine appropriate and commensurate supports.

1.2.11 Partner for Non-market Housing

In the renewal of City facilities and management of City lands, the City will continue work with a range of Partners in Urban Form and Land Use to identify opportunities for co-location of diverse non-market housing, community facilities and support services to meet a range of community needs.

1.2.12 Encourage Assisted Living to Locate Close to Amenities

Care and assisted living facilities are generally encouraged to be located in areas that support walkable access to daily services. These facilities may be enabled or considered in other residential areas if conducive with the nature of the proposed facility or necessary to the population it is intending to serve. These facilities should not be considered in the Urban Industrial Reserve.

1.2.13 Encourage Temporary Shelters to Locate Close to Amenities

Temporary shelters are generally encouraged to be located in areas that support walkable access to daily services. These facilities may be enabled or considered in other residential areas if conducive with the nature of the proposed facility or necessary to the population it is intending to serve. These facilities should not be considered in the Urban Industrial Reserve. Proposals for temporary shelters, regardless of location, should seek to foster positive relationships with and minimizes disruptions to the neighbouring community.

For more directions related to Victoria's housing needs, see the Welcoming, Equitable City section.

1.3 Meeting Employment Land Needs

Victoria's location as a Pacific coast city with a deep water harbour continues to be an economic strength, supporting waterfront industries and providing opportunities for innovative coastal activities. The city's role as the regional urban core, the provincial capital, a tourist destination and gateway have served the local economy well.

As Victoria advances toward Vision 2050, this plan builds on local and regional economic strengths, reserving core employment lands and providing opportunities for innovative uses and modern approaches to accommodating a range of office-based, industrial, cultural and tourism sectors. It looks forward to a future that embraces burgeoning industries in fields related to blue green innovation, technology and modern manufacturing while showcasing the community and economic contributions of the arts and culture sector.

1.3.1 Maintain an Current Understanding of Employment Needs

Develop and maintain a current understanding of existing and emerging economic sectors and their land use needs to inform policies and regulations related to the use of industrial and employment lands.

1.3.2 Preserving and Intensifying Employment Uses

For land with existing industrial zoning, regardless of location in the city, redevelopment should seek to continue to accommodate industrial uses that meet the City's economic and employment objectives, including by maintaining or expanding the existing land area and building space dedicated to industrial use, with an aim for no-net loss of industrial land.

1.3.3 Flexible Use of Existing Commercial Space

Employment areas and existing commercial buildings may accommodate compatible light industrial uses, including through building conversion, if consistent with this plan's Principles of Good Urban Design.

1.3.4 Adaptable Use of New Commercial Spaces

In and near the Downtown Core and Employment Districts, development is encouraged to incorporate convertible, adaptable spaces that can be easily modified to accommodate a variety of employment related uses, such as commercial, light industrial and arts and cultural uses.

1.3.5 Support Innovative Employment Land Intensification

Maximize the use of the city's employment land base to meet future need while considering current economic conditions, including by:

- Supporting multi-storey industrial and employment buildings that accommodate appropriate industrial or hybrid-industrial uses on the upper floors.
- Encouraging arts and cultural uses and activities, and other employment intensive uses on the upper floors of industrial buildings and considering incentives and regulatory approaches to support a compatible mix of these uses.
- Ensuring that any intensification or development of industrial lands within or near environmentally sensitive areas respond to the Blue Green policies in this plan.

1.3.6 Compatible Uses Adjacent to the Working Harbour

Development and activity adjacent to or impacting the harbour should be compatible with the intent of the Working Harbour, including economically viable industrial operations, efficient movement of people and goods and the safe operation of ferries and water-based aircraft.

1.3.7 Mitigate Impacts to Uses and Activities Near Working Lands

New development in areas adjacent to the Urban Industrial Reserve, the Working Harbour and designated Truck Routes should consider building and site design solutions that mitigate the air and noise quality impacts of these working lands.

1.3.8 Support Employment Land Vitality in Transportation Planning

Ensure the unique access, egress and design needs of industrial and commercial users are considered when planning mobility network improvements.

For more directions related to Victoria's economy, see the Vibrant, Prosperous City section.

1.4 Climate Forward Growth

Future development in the city must respond to the climate emergency while providing the livable spaces needed for growth. The Urban Structure Map and Guidance emphasize lower carbon development patterns with complete communities connected by active mobility and transit routes, as well as low-carbon building types such as residential infill and intensive wood frame forms that can meet the city's housing needs. The following policies highlight other priority measures for low-carbon growth.

1.4.1 Focus on Infill and Regional Climate Action

Consistent with the Urban Structure Concept of this plan, continue to accommodate regional growth in Victoria, the Capital Region's urban core, to support preservation of natural and agricultural lands and prevent carbon intensive urban sprawl.

1.4.2 Low-Carbon and Resilient Building Operations

Encourage and facilitate high-performance, net zero energy-ready and near-zero emission buildings that provide resilience in extreme weather with a changing climate in mind. Resilient buildings employ localized solutions and systems that can better withstand disruptions caused by extreme weather including for energy, air quality and water supply and conveyance.

1.4.3 Low-Carbon & Resilient Building Development

Encourage and facilitate designs that incorporate low-carbon materials and minimize the use of high-carbon materials to reduce embodied carbon impacts of new construction. Resilient buildings have features and designs that consider projected impacts such as sea level rise, storm surge, extreme precipitation and extreme heat.

1.4.4 Support a Local, Low-Carbon Construction Industry

Encourage locally sourced renewable materials, such as sustainably sourced BC lumber, engineered wood products, mass timber and concrete with lower embodied emissions when it must be used.

1.4.5 Encourage on Low-Carbon District Energy Opportunities

Support and consider opportunities to collaborate for low-carbon district energy in large-scale mixed-use development including by considering opportunities for co-location of civic, institutional and cultural facilities and adequate density provisions.

1.4.6 Development that Supports Low-Carbon Mobility

Embrace low-carbon mobility solutions in and adjacent to new development, in line with the parking policies in this plan, and, where vehicle parking is provided, support electrified, shared and diverse mobility devices in the most compact form.

1.4.7 Shape, Site and Design Buildings for Climate Response

Encourage building form, orientation, shading and planting design strategies that reduce energy demand, reduce overheating from solar gains and improve occupant comfort while facilitating livable, human-scale designs that respond to the natural environment.

1.4.8 Reduce Emissions & Increase Resiliency in Existing Buildings

Support, encourage and facilitate renovations and retrofits of existing buildings that reduce energy demand and carbon emissions and integrate features which help to better respond to climate impacts, including cooling.

1.4.9 Reduce Waste and Emissions in Demolition

Maximize the diversion of construction waste from landfill, by:

- Continuing to facilitate the deconstruction of buildings for the reuse and recycling of materials.
- Encouraging and facilitating design for deconstruction and reuse in new buildings.
- Encouraging and facilitating home relocation where possible.

1.5 Urban Structure Concept and Guidance

The Urban Structure Concept in this plan facilitates growth and change for Victoria's evolution toward Vision 2050. **Map 1: Urban Structure** illustrates the envisioned urban form. The concept is informed by and integrated with the Community, Mobility and Blue Green Networks. These layered networks should be read together to inform City decisions related to land use, development and investments.

1.5.1 Guiding a General Pattern of Land Use and Development

The Urban Structure Map is followed by general guidance for each of its components, including land use and built form (as defined in **Figure 5: Anticipated Built Forms** and Scales). The guidance is intended to inform a general pattern of development that supports Vision 2050. The guidance does not create development regulations, rights or entitlements. In any area of the city a range of uses, densities and built forms may be proposed or approved.

1.5.2 Alignment with Zoning and Other Policies and Regulations

Zoning as well as other City plans, policies and regulations, when updated, will consider the general guidance provided in this plan and may provide finer grained policy and regulatory measures in response to local context and development opportunities.

1.5.3 Transitional Built Forms

The Urban Structure Map informs a general pattern of development that enables and encourages built forms to transition between areas with taller buildings and intensive residential forms to areas with lower scale infill forms.

1.5.4 Evaluating Proposed Development

Any City review of site-specific development proposals will be informed by several factors, including but not limited to:

- Consistency with all relevant policies within this plan.
- Consistency with other relevant City policies and development and design guidance.
- Impact on the ability of adjacent sites to realize the envisioned built form.

1.5.5 Caution Against Land Speculation

A property may require a zoning bylaw amendment (rezoning), variance or other City approval to realize the intent of the Urban Structure Concept. Such approvals are subject to formal processes, and potentially a Council decision. The City is not obligated to approve any such application, even if it aligns with this plan.

Redevelopment potential may be further constrained by a variety of factors, including but not limited to site conditions, heritage status, rental replacement requirements, parameters set out in design guidelines, City plans, policy and zoning, and impacts the proposal may have on the ability of the overall area to realize the envisioned land use and development patterns described in this plan.

The required public process, potential redevelopment constraints, as well as the full suite of objectives in this plan, should be considered in tandem with the guidance in this section when contemplating land acquisition or development within Victoria.

Figure 5: Envisioned Built Forms

Within the Urban Structure Concept, diverse scales and forms are envisioned in residential areas, nodes and districts. The guidance that follows describes the Infill, Intensive and Tall Building forms envisioned in these areas.

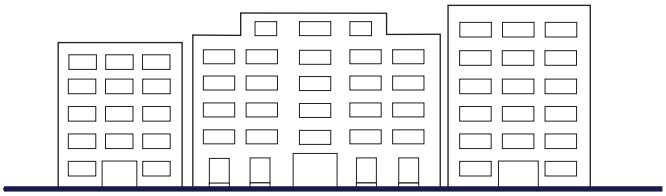
Infill



Ground-oriented and low-rise buildings generally up to four storeys (typically wood frame for residential) on small to medium sites. Supports residential, small-scale commercial or mixed use and other envisioned uses.



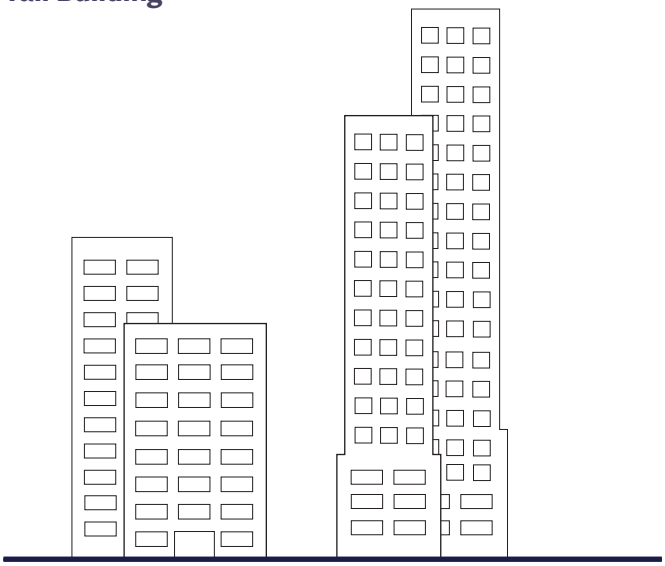
Intensive



Buildings of generally up to six storeys (typically wood frame for residential) that help frame and activate streets on medium to large sites. Supports a variety of residential, mixed use, commercial and institutional uses.



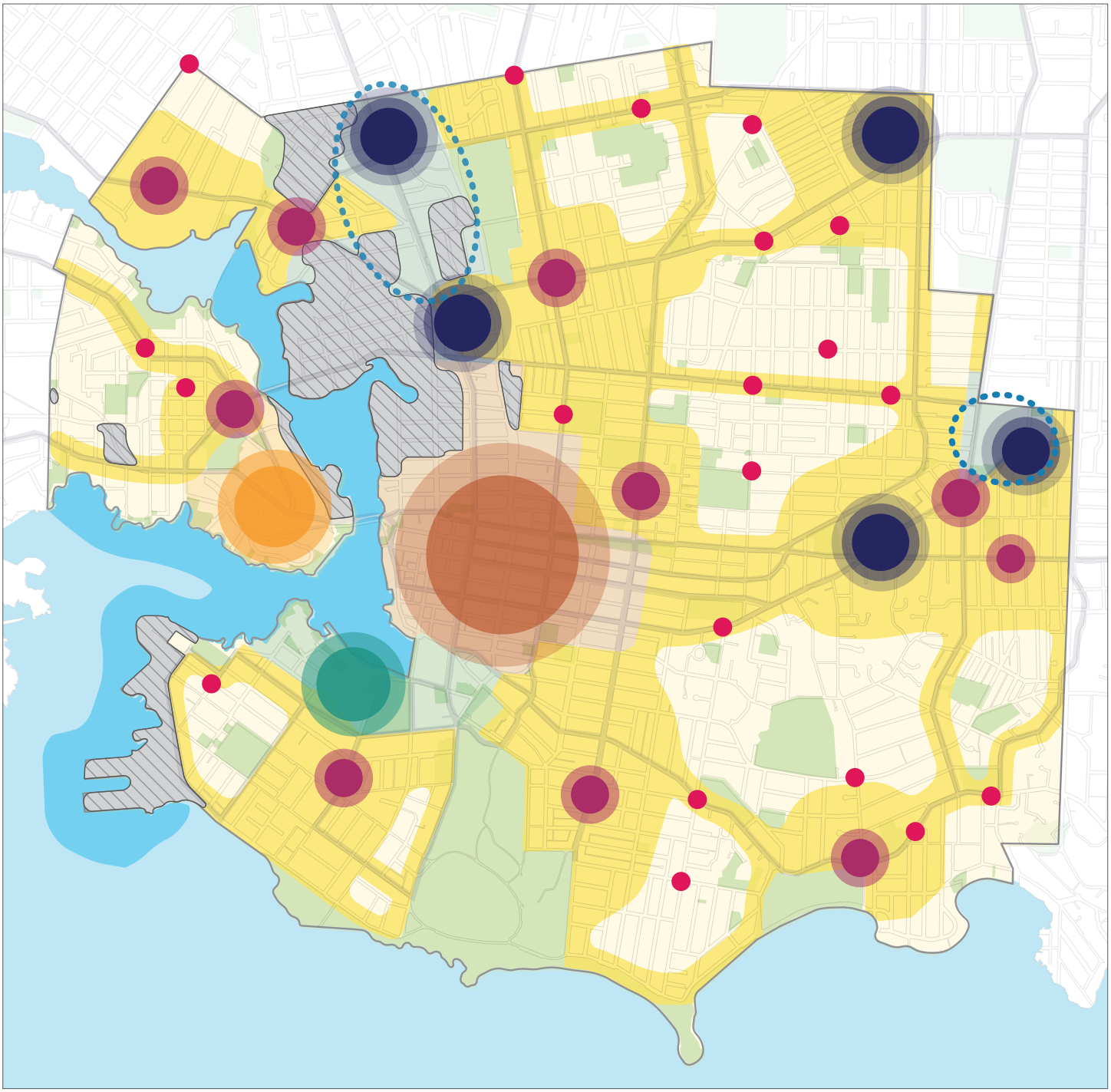
Tall Building



Buildings seven storeys and over with a ground-oriented base that helps frame streets and open spaces. Mid-rise tall buildings are generally up to 12 storeys, while high-rise tall buildings are above 12 storeys. Supports a variety of residential, mixed use, commercial and institutional uses.



Figure 6: 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

Reference

- Parks, Institutions and Public Open Spaces (*see Community Networks*)

Working Lands and Waters

- Employment Districts
- Urban Industrial Reserve
- Working Harbour

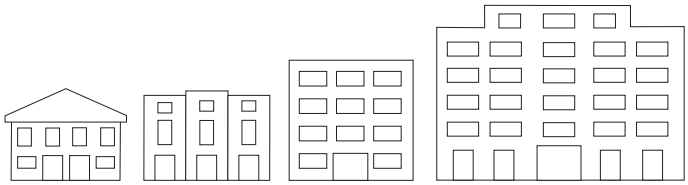
- Transit Priority Network (*see Mobility Networks*)

URBAN STRUCTURE GUIDANCE

Residential Fabric

Vision and Intent

Victoria's Residential Fabric will transform in the coming decades to meet current and future housing needs. Lower density housing will make way for higher density forms through residential infill and intensification. New housing will focus on forms, types and tenures that are appropriate to a range of incomes, ages and lifestyles.



Priority Growth Areas for Intensive Residential Infill include:

- Areas near community and commercial nodes to support complete, low-carbon neighbourhoods.
- Areas along the Transit Priority Network to support higher levels of service, the renewal of these thoroughfares as places for people and efficient infrastructure investment.

In all residential areas, strong emphasis is placed on high quality, climate-forward designs, improvements to the public realm, modern urban infrastructure and meeting diverse community needs.

Built Form Guidance

A range of multi-unit forms are envisioned.

Low rise and ground-oriented residential infill is enabled anywhere in the Residential Fabric.

Intensive, primarily residential forms are enabled in identified Priority Growth Areas within close walking distance to Town Centres and Community Villages, and directly adjacent to Transit Priority Corridors.

Intensive forms may also be considered in other areas of the Residential Fabric that support low carbon growth and urban design objectives on sites that meet all of the following conditions:

- Within walking distance of the Downtown Core, a Town Centre or Community Village; and,
- With access to low-carbon mobility options; and
- With a suitable context for intensive residential, including:
  - Sites with adjacent buildings of a similar form and scale.
  - Sites adjacent to or across the street from large, multi-functional open spaces that can be oriented to and framed well by taller buildings and shading impacts on public spaces can be minimized.
  - Sites along wider streets that support desirable building height to street width proportions.

All forms should provide adequate open space on the site to support the objectives of the Community and Blue Green Networks as illustrated in **Figure 16: Designing for Ecology**. Site open space should generally be located toward the rear of the lot to support the evolution of perimeter blocks over time, as illustrated in **Figure 7: Perimeter Block Concept and Guidance**.

Land Use Guidance

Uses are primarily residential-oriented but may include a mix of commercial and community serving uses to meet the needs of the evolving community.

- Multi-unit residential uses that include a mix of tenures, sizes and scales.

- Residential-commercial mixed use is enabled along major streets.
- Small-scale commercial uses that support local economic development and help to meet daily community needs are enabled throughout.
- Community services such as day cares, health and wellness places and compatible arts and cultural uses are enabled throughout.

Integrated Evolution of the Urban Form

Development and capital investment within the Residential Fabric should be further guided by directions in the following:

- Relevant guidance in the Community Networks section of this plan.
- Relevant guidance in the Mobility Networks and Hubs section of this plan.
- Relevant guidance in the Blue Green Networks section of this plan.
- Other relevant City policy guiding local area growth and change.

Figure 7: Evolving Toward a Perimeter Block Form

To support the realization of Vision 2050, the perimeter block form is envisioned for the Residential Fabric.

The perimeter block form locates new development along the outer edge of residential blocks, with principal façades oriented towards fronting streets and interior court yards. This 'front-to-back' orientation of buildings creates and preserves green open space in backyards while defining and activating streets. Overtime, interior courtyards can become more contiguous with connected uses, amenities and ecological functions. The form enables a greater number and diversity of homes to be developed in low carbon built forms while achieving social and environmental benefits.

PERIMETER BLOCK CONCEPT IN A PRIORITY GROWTH AREA



Development within the Residential Fabric should be shaped to achieve the following key outcomes of the perimeter block concept:

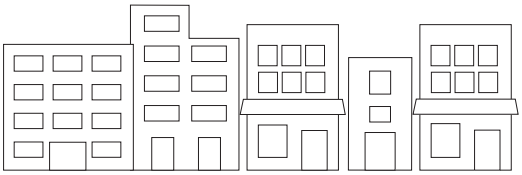
1. Contiguous, accessible open site space at the interior of the block that creates meaningful opportunities for natural and engineered green infrastructure.
2. Buildings and trees that frame the streetscape, creating an enjoyable public realm.
3. Fine grained rhythm of front building entrances, close to the streetscape, creating a sense of activity and opportunities for social interaction in the public realm.
4. Front-to-back building orientation that drives interaction principally with the public realm of the streetscape or the semi-private realm of the interior and minimal side yards to support development efficiency while ensuring adequate on-site open-space connectivity.

URBAN STRUCTURE GUIDANCE

Local Villages

Vision and Intent

Part of Victoria's network of village nodes includes geographically small nodes of commercial and community activity. These areas are home to additional community serving uses for residents, filling gaps between Community Villages and Town Centres. They contribute to local community identity and support car-light living.



Built Form Guidance

The low-rise, fine-grained rhythm that exists in many villages today should be preserved and, where appropriate, replicated in redevelopment.

Intensive built forms may be considered where they are responsive to the context of the village and support and enhance the Mobility and Blue Green Networks.

New and emerging Local Villages should thoughtfully consider the inclusion of public spaces and the experience of the village as a local destination.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on retail and community serving uses.
- Free standing commercial may be considered where appropriate.
- Community, cultural and arts uses are encouraged.

Integrated Evolution of the Urban Form

Development and capital investment within Local Villages should be further guided by:

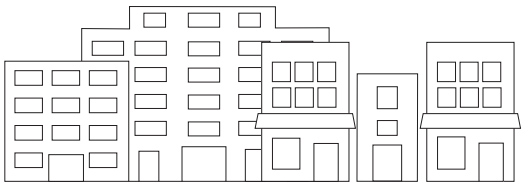
- Relevant guidance in the Community Networks section of this plan, particularly for Villages.
- Relevant guidance in the Mobility Networks and Hubs section of this plan.
- Relevant guidance in the Blue Green Networks section of this plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Community Villages

Vision and Intent

Victoria has a strong and historic network of well-connected village nodes. These are the hearts of Victoria's neighbourhoods, typically centred around a two- to three-block main street. The eclectic identity of each local area is most prominently visible within its Community Village. As the city grows, these areas are intended to be preserved and enhanced as unique local places that serve the surrounding community and provide opportunities for diverse local economic development.



Built Form Guidance

The low-rise, fine-grained rhythm that exists along many village main streets today should be maintained and, where appropriate, replicated in redevelopment.

Intensive built forms that provide new open spaces or plazas, or enhance or respond to existing ones, are envisioned on large sites including sites on and behind the village main street.

Mid-rise tall building forms that are appropriately scaled and strategically located, sited and designed with principles of good urban design may be contemplated in developments that provide or enhance community and cultural spaces. As with tall buildings in Town Centres, these forms should advance Climate Forward Growth and meet an appropriate balance of housing, economic, mobility and public open space objectives.

Built forms should support a comfortable and inviting main street with logical mid-block connections, small plazas and public gathering spaces and, where relevant, good internal connectivity.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community as well as cultural uses and destinations for the city and neighbouring local areas.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on retail and community serving uses.
- Commercial-oriented buildings, such as office primary or visitor accommodation may be considered as appropriate.
- Community, cultural and arts uses.

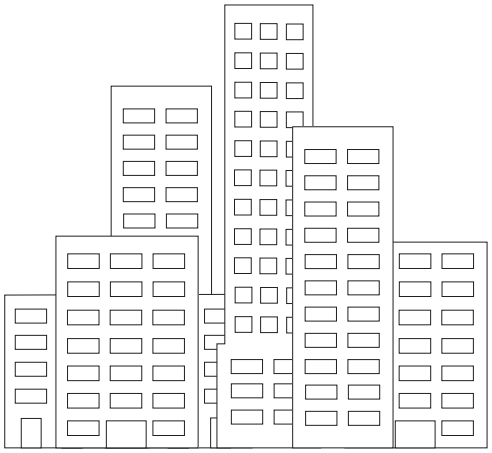
Integrated Evolution of the Urban Form

Development and capital investment within Community Villages should be further guided by:

- Relevant guidance in the Community Networks section of this plan, particularly for Villages.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for Mobility Hubs.
- Relevant guidance in the Blue Green Networks section of this plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Town Centres



Vision and Intent

Town Centres are major nodes outside of the Downtown Core. They serve as inter-municipal connection points for Victoria's neighbouring communities. They provide unique opportunities to advance interrelated goals for housing, mobility and public space. They are home to significant employment, institutional and cultural anchors. Large programmed public open spaces as well as major transit exchanges keep the Town Centres vibrant and thriving.

Built Form Guidance

Intensive mixed-use forms and mid-rise tall building forms that emphasize low-carbon materials and designs are envisioned.

High-rise tall building forms may be contemplated, if they are strategically located, sited, designed and constructed to advance Climate Forward Growth and meet an appropriate balance of housing, economic, mobility and public open space objectives. Where possible, they should be situated and designed as landmarks and reflect community values to become heritage assets of the future.

Built forms should support strong internal connectivity within the Town Centre, anchored by a comfortable and inviting main street with a fine-grained rhythm of active frontages typically set close to the street. Buildings should be supported by pedestrian-oriented streetscapes and high quality public open spaces.

Land Use Guidance

Most developments should emphasize a mix of uses with daily services for the surrounding community as well as destinations for the city and neighbouring local areas.

- Primarily multi-unit residential and commercial mixed uses, with an emphasis on office, destination retail and visitor accommodation.
- Institutional uses may serve as a prominent anchor, and supportive uses are encouraged, notably in the Jubilee Centre.
- Innovative mixes of commercial, retail, light industrial, live-work, and residential uses are encouraged in the Midtown Centre.

Integrated Evolution of the Urban Form

Development and capital investment within Town Centres should be further guided by:

- Relevant guidance in the Community Networks section of this plan, particularly for Town Centres.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- Relevant guidance in the Blue Green Networks section of this plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Downtown Core



Vision and Intent

Victoria's Downtown Core Area is the thriving, pedestrian-friendly cultural and economic heart of the Capital Region. It provides a broad range of employment, housing, tourism and recreational opportunities in a high quality, well-connected and attractive urban environment. The area embraces the Working Harbour, celebrates diverse cultural heritage and showcases Victoria's role as the Provincial Capital. It is a node of arts and culture for the South Island, the Province and beyond. It is a model for livable and sustainable urbanism.

Built Form Guidance

Low-rise forms that preserve and highlight heritage assets particularly in the historic core, Old Town, the Inner Harbour and Chinatown.

Intensive and tall building forms may taper up from the harbour and historic core and back down toward the outer shoulders of the core, as guided by City policy and illustrated in **Figure 7: Downtown Urban Form**.

Land Use Guidance

Highest mix of uses to support a thriving regional centre.

- A mix of employment and office uses reflecting the downtown as the metropolitan core and central business district of the city and region.
- Multi-unit residential and mixed uses, embracing a diversity of tenures.
- Visitor accommodation.
- Commercial and industrial uses, as guided by City policy, to support regional economic goals.
- Institutional uses that serve modern community needs, including shared infrastructure and services.
- Diverse retail that serves the evolving needs of residents, workers and visitors.
- Diverse arts and cultural uses that advance City policy.
- Prominent waterfront, public, community and cultural spaces that serve as social and economic anchors for the city and region and attractions for tourists.
- Marine water and air transportation.

Integrated Evolution of the Urban Form

Development and capital investment within the Downtown Core should be further guided by:

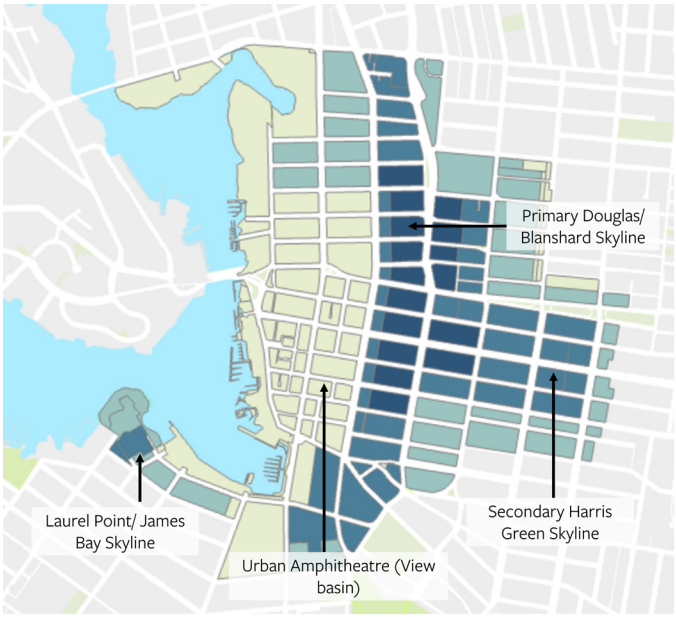
- Relevant guidance in the Community Networks section of this plan.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- Relevant guidance in the Blue Green Networks section of this plan.
- Working Harbour Urban Structure Guidance in this section of the plan.
- Other relevant City policy guiding local area growth and change.

Figure 7: Downtown Urban Form

As the Downtown Core grows, new development will continue to build on the area's geographic advantages and historic setting as a city that grew around the Victoria Harbour.

New buildings will seek to mimic the natural topography of the area, where building heights in the Harbour Basin remain low to maintain the prominence of key heritage assets and the functions of a Working Harbour. Heights then gradually increase further inland and tall buildings are concentrated along Douglas and Yates Streets. All developments are shaped to maximize public views and preserve the character of a vibrant, historic working harbour.

DOWNTOWN URBAN FORM





Development within the Downtown should be shaped to achieve the following outcomes:

1. New development reinforces the historic pattern of lower rise buildings adjacent to and complementing the prominent uses of the harbour.
2. Growth patterns reflect and emphasizes the natural, underlying hilly landscape and the rise of grades in several directions away from the water.
3. Buildings frame the Harbour and create a series of backdrops along the waterfront and at higher elevations.
4. New development contributes to a unique and varied skyline at Victoria's gateway, emphasized by a concentration of taller buildings in strategic locations.

URBAN STRUCTURE GUIDANCE

Songhees District

Vision and Intent

The Songhees District is closely tied to the Downtown Core and supports its role as an anchor for the region. The area's history is rich, providing unique opportunity to daylight Victoria's identity as a coastal city that has long embraced settlement and growth patterns closely tied to its waterways. The area was once home to a Lekwungen village and later the Songhees Nation Reserve. After the 1911 relocation of the Songhees Reserve and sale of these lands, much of the area was redeveloped for harbour-related industry.



The evolution of the area is guided in large part by the master planned developments, in various states of being realized, that ring the Inner and Outer Harbour, including Dockside Green, Bayview Place (including Roundhouse) and Railyards. Existing marine industrial is intended to be preserved and enhanced per the guidance for the Urban Industrial Reserve. Adjacent redevelopment should complement the master planned areas and seek to embrace and restore physical and symbolic connections to the water.

Built Form Guidance

A mix of industrial, low-rise, intensive and mid-rise tall building forms that complement the district's assets, depending on context.

High-rise tall building forms that are strategically located, sited and designed with principles of good urban design may be contemplated where an appropriate balance of housing, economic, mobility and public open space objectives are realized and support the intent of the district.

Built forms should be structured to complement the Inner and Outer Harbour, including by supporting its function as a Working Harbour and preserving public access to the water and public views of the water. A high-quality public realm, pedestrian connectivity and amenities play a prominent role in design.

Land Use Guidance

A high mix of uses that complement the diverse activity in the Downtown Core, maintain the Working Harbour and support adjacent components of the Urban Industrial Reserve.

- Varied commercial, residential and light industrial uses as guided by relevant City policy.
- Multi-unit residential and mixed uses, embracing a diversity of tenures with active street frontages.
- Institutional uses that serve modern community needs, including shared infrastructure and services.
- Diverse retail that serves the evolving needs of residents, workers and visitors.
- Waterfront, public, community and cultural spaces.
- Marine water transportation.

Integrated Evolution of the Urban Form

Development and capital investment within the Songhees District should be further guided by:

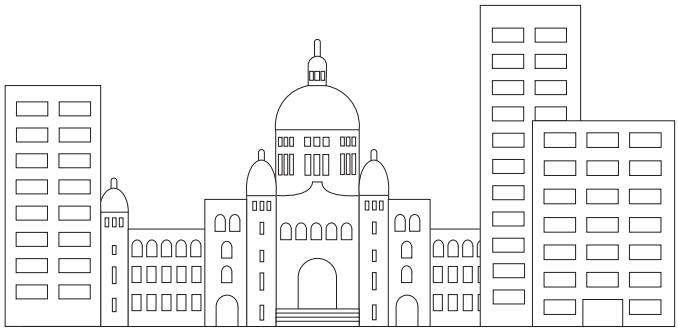
- Relevant guidance in the Community Networks section of this plan.
- Relevant guidance in the Mobility Networks and Hubs section of this plan.
- Relevant guidance in the Blue Green Networks section of this plan.
- Working Harbour Urban Structure Guidance in this section of the plan.
- Other relevant City policy and master plans guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Legislative District

Vision and Intent

The Legislative District is the iconic gateway to Victoria. It is an economic anchor for the South Island, home to the Provincial Legislature, historic Parliament buildings, modern employment nodes, key tourism assets and prominent public open spaces. It is where Victoria's lands and mobility systems meet significant assets of its Working Harbour, including ferry and floatplane terminals that connect Victoria beyond Vancouver Island.



The area is intended to be maintained as an iconic and vibrant focal point and gateway. Strategic redevelopment and investments will strengthen the district for tourism, government, culture, heritage, employment and economic development. A cohesive, well-designed and vibrant waterfront with improved parks, plazas and public access is envisioned.

Built Form Guidance

A mix of low-rise, intensive and mid-rise tall building forms that complement the district's assets, depending on context.

High-rise tall building forms that are strategically located, sited and designed with principles of good urban design may be contemplated where an appropriate balance of housing, economic, mobility and public open space objectives are realized and support the intent of the district. Special attention should be given to transit-oriented development and the integration of both tourism-focused and public transit services.

Built forms should be structured to complement and preserve the views of the harbour, key landmarks, prominent public open spaces and surrounding heritage assets. Redevelopment beyond the harbour should be guided by the urban amphitheatre concept, tapering up from the harbour and historic core and back down toward the outer shoulders of the core. A high-quality public realm, pedestrian connectivity and amenities play a prominent role in design.

Land Use Guidance

A mix of uses intended to support and enhance tourism, government and other economic sectors that anchor the district.

- Public institutional and assembly-related uses.
- Commercial uses, including retail, office and visitor accommodation.
- Marine water and air transportation.
- Recreation- and tourism-related uses.
- Residential mixed uses with active frontages on the street.

Integrated Evolution of the Urban Form

Development and capital investment within the Legislative District should be further guided by:

- Relevant guidance in the Community Networks section of this plan.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.

- Relevant guidance in the Blue Green Networks section of this plan.
- Working Harbour Urban Structure Guidance in this section of the plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Employment Districts

Vision and Intent

With the changing global, regional and local economic landscape, diverse and innovative employment generating uses will be important throughout the city. Still, major employment nodes focused on jobs and economic growth present opportunities to concentrate and connect ideas and innovation. The Midtown Employment District and the Jubilee Employment District both encompass Town Centres and serve as key employment nodes outside of the Downtown Core.



The Midtown Employment District, including the Industry, Arts and Innovation District in Rock Bay, the Upper Harbour and the North Douglas Corridor enables an innovative mix of industrial, commercial, residential and cultural spaces. The area is intended to attract emerging sustainable economic sectors, embraces industries that support a Blue Economy and enables novel land use approaches to support emerging sectors while ensuring the retention and enhancement of the city's industrial land supply, including through industrial intensification .

The Jubilee Employment District is anchored by Royal Jubilee Hospital and supports diverse related and supportive commercial, institutional and residential activities.

Built Form Guidance

A mix of low-rise, intensive and mid-rise tall building forms, depending on use and context, and as guided by City policy.

Flexible and adaptable building forms that support a range of employment functions suitable for commercial, light industrial or arts and cultural uses, including buildings with large floor plates and high ceilings, particularly on ground floors.

In the Midtown Employment District, industrial buildings and structures, as guided by City policy, sited and designed to enable efficient commercial vehicle circulation, shipping and delivery. Higher density and novel industrial building forms that support intensification are enabled and encouraged.

Land Use Guidance

Midtown Employment District

A mix of industrial, commercial and residential uses strategically located to capitalize on the assets of the area, including marine industrial uses along the harbour and diverse employment and mixed residential uses in strategic locations along the Douglas Rapid Transit Corridor.

- Intensified marine industrial uses along the harbour including shipping, manufacturing, processing, transportation, warehousing and accessory office uses that respect and respond to the environmental and social objectives of the harbour.
- Intensified light industrial uses including manufacturing, processing, warehousing, distribution and repair, as well as accessory retail and integration of office uses.
- Employment-oriented uses that support evolving economic sectors and practices, including innovative mixes of commercial, office, retail, light industrial and, where appropriate, live-work uses.

- Institutional uses supportive of key regional economic sectors, such as arts, innovation and technology.
- As appropriate, tourism supporting uses including visitor accommodation.
- Adaptive reuse to leverage opportunities in existing buildings is encouraged, including conversion for novel employment uses and compatible light industrial uses.
- Mixed commercial and multi-unit residential uses may be contemplated in limited areas as identified in City policy.
- Redevelopment of existing residential uses should seek to complement adjacent employment uses including through the incorporation of ground floor light industrial or employment spaces.

Jubilee Employment District

- Employment-oriented uses that support economic sectors related to the activity at the Royal Jubilee Hospital campus, including mixes of commercial, medical, medical-supportive and research offices, retail and, where appropriate, residential uses.
- Mixed commercial and multi-unit residential uses are envisioned in proximity to Transit Corridors and Mobility Hubs.
- Institutional uses supportive of key regional economic sectors.

Integrated Evolution of the Urban Form

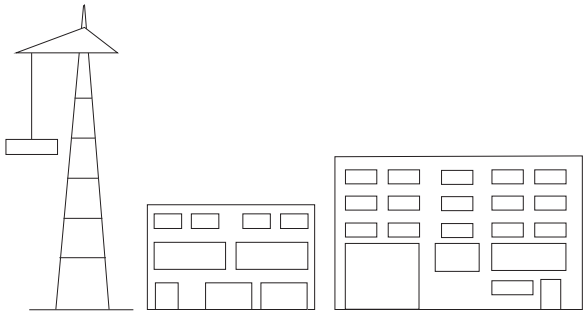
Development and capital investment within Employment Districts should be further guided by:

- Relevant guidance in the Community Networks section of this plan.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for Major Mobility Hubs.
- Relevant guidance in the Blue Green Networks section of this plan.
- Working Harbour Urban Structure Guidance in this section of the plan.
- Urban Industrial Reserve Urban Structure Guidance in this section of the plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Urban Industrial Reserve

Vision and Intent



Industrial lands provide an important foundation for fostering employment, innovation and economic prosperity. Industrial land is scarce in Victoria and the greater region, and the lands that exist have historically been and continue to be in high demand.

Broadly supporting production, distribution and repair (PDR) uses, these areas provide space for a range of current and emerging sectors critical to Victoria's economic health and resilience.

Where adjacent to the Working Harbour, these lands include more intense production and processing uses, often benefiting from Victoria's deep water harbour.

As Victoria grows, these lands will be reserved for uses that support economic vitality, including through industrial intensification. Innovative and novel economic and employment generating uses that are responsive to Victoria's urban setting will contribute to local vitality and resilience.

Built Form Guidance

Low-rise industrial building forms with features that support the continued realization of industrial uses, including:

- Sufficient floor-to-ceiling heights.
- Appropriate access points and space for loading bays.
- Appropriate on-site circulation and space for storage, materials handling and processing.

Taller industrial buildings or structures may be considered where they enable industrial intensification that supports a strong economy and diverse employment opportunities. Where appropriate, they may include commercial offices in upper floors.

Shared, centralized parking facilities for vehicles, bicycles and other mobility devices that assist in maximizing industrial and employment uses.

Built form features that mitigate negative impacts of industrial uses (e.g., soundproofing, screening or ventilation structures) are supported.

For lands adjacent to or associated with marine industry, a range of industrial buildings, structures, silos, docks, wharves and outdoor processing and loading is enabled.

Land Use Guidance

- Production and processing related to marine industrial uses adjacent to the working harbour.
- Predominantly light industrial uses including manufacturing, processing, warehousing, assembly, production, repair, research, technology, distribution and creation of goods, materials and services.
- Commercial or light industrial uses on upper floors.
- Limited retail and services for area employees.
- Adjacent to the Urban Industrial Reserve, commercial or residential developments are encouraged to incorporate complementary uses, including live-work or ground floor industrial employment mixed uses.

Integrated Evolution of the Urban Form

Development and capital investment within the Urban Industrial Reserve should be further guided by:

- Relevant guidance in the Community Networks section of this plan, particularly for arts and cultural spaces.
- Relevant guidance in the Mobility Networks and Hubs section of this plan.
- Relevant guidance in the Blue Green Networks section of this plan, particularly for the Shoreline and Urban Watersheds.
- Working Harbour Urban Structure Guidance in this section of the plan.
- Employment District Urban Structure Guidance in this section of the plan.
- Other relevant City policy guiding local area growth and change.

URBAN STRUCTURE GUIDANCE

Working Harbour

Vision and Intent

The Working Harbour is an important part of Victoria's cultural and economic identity. It supports the broader region in realizing objectives to be a globally connected leader and embrace the tenets of a Blue Economy. It is a mixed-use harbour that supports a variety of water-dependent industrial, marine and air transport, commercial, institutional, marine residential and recreational uses.

The Working Harbour crosses and is subject to multiple jurisdictions, authorities and regulations, requiring a coordinated approach to realizing this intent and vision.

Built Form Guidance

Port structures, including wharfs, piers, cargo and passenger handling, navigational structures and staging areas.

Land Use Guidance

Marine Industrial.

Water borne and marine air transportation.

Shipping, cargo handling, port facilities and navigation structures.

Marinas and marine commercial services.

Marine residential.

Public foreshore areas, moorage and recreation.

Marine uses that support the broader public transit network.

Where possible, development should maintain or add public access for recreation, fishing and public views of the harbour.

Integrated Evolution of the Urban Form

Development and capital investment within the Urban Industrial Reserve should be further guided by:

- Relevant guidance in the Community Networks section of this plan, particularly for civic spaces.
- Relevant guidance in the Mobility Networks and Hubs section of this plan, particularly for water-based mobility.
- Relevant guidance in the Blue Green Networks section of this plan, particularly for the Shoreline and Urban Watersheds.
- Urban Industrial Reserve Urban Structure Guidance in this section of the plan.
- Employment District Urban Structure Guidance in this section of the plan.
- Other relevant City policy guiding local area growth and change.

1.6 Innovative Land Use and Development

Victoria has a complex and desirable pattern of land use and development that evolved from its origins as a harbour city that grew up around a streetcar system. Over the decades, the city has been able to maintain and reinforce the resulting pattern of walkable, complete communities that so many others strive to emulate.

As Victoria advances toward Vision 2050, it will continue to embrace this reliable pattern of growth, while making way for a modern city poised to be a leader in addressing climate and equity challenges. Opportunistic and organic community development is encouraged through flexible and permissive polices, while foundational land use and development principles are held steadfast to ensure desirable and replicable growth patterns.

1.6.1 Public Uses in the City

Public uses are broadly enabled and supported anywhere in the city if consistent with this plan's Principles of Good Urban Design, including parks, schools, public facilities, public utilities, pathways and public open spaces, as well as places used for public assembly, community services, urban food production and institutional and recreational programs.

1.6.2 Arts and Culture Uses in the City

Arts and cultural uses are broadly enabled and supported anywhere in the city if they advance City policies related to arts and culture and are consistent with this plan's Principles of Good Urban Design.

1.6.3 Supporting Innovative Reuse and Restoration of Valued Buildings

Redevelopment of sites containing homes and buildings with heritage value and character per this plan's Heritage Values Framework, should consider opportunities to conserve, celebrate and pay homage to the asset, including through adaptive reuse.

1.6.4 Limited Heights in Harbour Flight Paths

Where a property falls within an Obstacle Limitation Surface (OLS) for the Victoria Inner Harbour Airport, proposed development or modifications to existing buildings will be limited. The OLS and associated polices, regulations and guidelines restrict building heights along flight paths that cross over the city and intersect the harbour. Where a proposal is within the OLS or adjacent to the Inner Harbour, Transport Canada shall be consulted early to identify potential conflicts and advise on design. Where a proposal is adjacent to the OLS or along the Gorge Waterway, applications should be referred to Transport Canada for comment on any potential impact to airport harbour operations.

1.6.5 Logical Assembly of Development Sites

All development should strive to assemble properties in a manner that:

- Facilitates a desirable and replicable pattern of development that supports livability in the proposed development and enables neighbouring sites to develop to an equal standard.
- Achieves a perimeter block form of development

- Accommodates desired housing types and forms, including a mix of unit sizes.
- Enables this Plan's Principles of Good Urban Design to be met.

1.6.6 Discouraging Panhandle Lots and Subdivision to Small Lots

New development should focus on maximizing potential for housing units and on-site open space; the creation of panhandle or small lots through subdivision or rezoning is discouraged.

1.6.7 Considering Hazards and Risks in New Development

New development should consider localized hazards, risks and vulnerabilities related to natural or climate related events, including seismic and tsunami hazards identified on the Seismic and Tsunami Hazard Map in Schedule D and consider building and site designs that:

- Avoid features that may exacerbate risks associated with know hazards and vulnerabilities and incorporate features that mitigate and reduce risk wherever possible.
- Avoid land clearing or construction practices that may exacerbate known hazards.
- Minimize disruptions following a disaster by supporting ongoing services and enabling efficient restoration of basic needs (such as water, power and communication).
- Enable reliable and efficient access for the delivery of emergency services following a disaster.

1.6.8 Encouraging Sensitive Site Planning in Ecologically Rich Areas

New development should seek to conserve major ecological assets that contribute to Victoria's green infrastructure:

- Where significant natural assets exist, subdivision is generally discouraged and ecologically focused site planning for new development is encouraged.
- For the protection of significant natural assets in new development, the City will consider conservation covenants, incentives or other mechanisms to protect the assets.

1.6.9 Equitably Contributing to Costs of Growth

New development will assist in paying for the infrastructure and amenities to support growth, including for new, expanded or renewed sewers, streets, parks, public spaces and community centres as prescribed in regularly reviewed and updated city policies and regulations that determine appropriate and equitable contributions.

1.6.10 Supporting Innovation in Development

Where proposed development is consistent with **Figure 3: Principles of Good Urban** Design, development may depart from the 1.5 Urban Structure Concept and Guidance in this plan to catalyze innovative approaches to realizing Vision 2050, including for:

- Projects that **meaningfully advance affordability** objectives, such as primarily non-market housing projects or projects with alternative affordable tenure models like community land trusts or affordable cooperative housing.

- Projects that **meaningfully support long-term reconciliation** and meet the needs of the Songhees Nation, the Xwsepsum Nation or the urban Indigenous community.
- Projects that meaningfully preserve or enhance heritage assets in line with the City's Heritage Values Framework.
- Projects that **meaningfully deliver major community infrastructure**, such as major library, gallery, museum or recreation spaces.
- Projects that **meaningfully advance low-embodied carbon development solutions**, such as those that demonstrate or model low-embodied carbon design, building and construction like mass timber or modular forms.
- Projects that **provide significant climate action benefits**, such as incorporating a low-carbon district energy system or preserving significant natural assets like riparian areas or large, intact Garry oak ecosystems.

1.6.11 Departures from Urban Structure Concept

Where development proposals depart from the Urban Structure Concept to meet objectives in 1.6.1, applicants should:

- Undertake a comprehensive development process that considers public priorities for the area and demonstrates thoughtful response to site planning and design.
- Ensure the application supports the envisioned general use for the area and that proposed uses are compatible.
- Ensure the need for community infrastructure, amenities and public open spaces will be met in the context of increased residential or daytime populations.
- Ensure the scale and built form responds well to the envisioned context for the area.
- Where considering the regeneration or redevelopment of older non-market rental and cooperative housing, seek to retain the same number, size, bedroom mix and tenure of units on-site, and secure a below-market or affordable rent level or amenity contribution in accordance with the City's density bonus regulations and voluntary amenity policies.

Departures are not generally envisioned in Residential Infill areas.

1.6.12 No Land for Sand and Gravel Deposits

As a fully urbanized city, there are no sand and gravel deposits suitable for future sand and gravel extraction defined in this plan.

Vision 2050 City Actions

1. URBAN FORM AND LAND USE

B. Appropriately Fund the Costs of Growth

The City will develop, regularly review and update policies and regulations that ensure the cost of growth is sustainably, including for Community, Mobility and Blue Green Infrastructure.

Mechanisms may include development cost charges, amenity cost charges, development servicing requirements and other funding strategies. Regularly maintained asset management summaries will inform allocation of resources for civic infrastructure repairs, upgrades and replacement in the City's 20 Year Capital Plan, consistent with the layered growth networks in this plan. The approach to realizing necessary upgrades and closing service level gaps will consider the policies of this plan, including an emphasis on climate-forward solutions, partnerships and equitably distributing the costs of growth across user groups.

C. Provide Clear but Flexible Guidance for Redevelopment

The City will maintain a clear but flexible policy guidance for development applications that is nuanced and responsive to local needs and conditions, consistent with the intent of this plan.

D. Maintain and Implement a Strategic Approach to Meeting Housing Need

The City will maintain a responsive strategy for meeting Victoria's housing needs in line with the policies and objectives of this plan. The strategy may identify or include new or updated policies, bylaws, initiatives or other mechanisms that advance the provision of housing and meet community needs.

E. Maintain and Implement a Strategic Approach to Climate Action and Leadership

The City will maintain a strategic planning approach for reducing greenhouse gas emissions and improving climate resilience in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms that progress climate action and improve Victoria's ability to adapt.

F. Update Development Regulations, Processes and Procedures

The City will review, update and maintain policies and bylaws to:

- Establish clear processes and procedures for building and development applicants.
- Specify instances of delegated authority, supportive of streamlined processes.
- Outline expectations for consultation and public engagement where appropriate.
- Seek to align City regulations and approvals processes with those of other public agencies and authorities to support streamlined processes and the objectives of this plan.

G. Update and Implement Victoria's Heritage Program

The City will review and update of its heritage program, including consideration of:

- Development of a citywide heritage policy that reflects best practices and integrates this plan's Core Values and Heritage Framework.
- Considers intangible heritage in tandem with tangible heritage and ways to recognize, communicate and interpret all types of heritage, including Indigenous and other cultural heritage.
- Continues to use the heritage conservation tools available to local governments to recognize, protect and conserve properties with heritage value.
- Aligns with and informs City guidelines to encourage all development to be of a quality and level of innovation that could become heritage assets of the future.

H. Update and Implement a Plan for the Downtown Core

The City will update and implement a plan for the Downtown Core Area as an economically vital, socially vibrant and attractive mixed-use urban centre for the Capital Region.

The plan will continue to provide guidance and direction for:

- Urban form and character that advances the policies and objectives in this plan.
- Land use and development patterns that respond to the Working Harbour, the Transit Priority Network, mobility hubs and other community nodes within the area.
- Heritage conservation and celebration, intangible heritage in line with the arts, cultural and reconciliation objectives of this plan.
- Economic vitality and vibrancy, including consideration of diverse sectors, support for existing industries and local businesses and opportunities to catalyze arts, culture and innovation.
- Cultural and institutional places, features and facilities that contribute to a creative and vibrant downtown and anchor the region's tourism economy.
- Low carbon mobility to, from and within the downtown.

I. Update and Implement a Comprehensive Plan for the Greater Victoria Harbour

The City will update and maintain a plan for the Greater Victoria Harbour that:

- Considers the Outer, Inner and Upper Harbour, the Selkirk Waters and the Gorge Waterway.
- Maintains the vitality and economic viability of Victoria's Working Harbour, defined as:

  The Working Harbour is a vital and dynamic maritime space that reflects Victoria's cultural and economic identity. It supports regional economic objectives and the Blue Economy by balancing sustainable development with ecological stewardship. It accommodates diverse activities, including water-dependent industry, marine and air transportation, commercial enterprises, institutional functions, marine and residential living, and recreational opportunities.

- Considers policy and regulatory updates to ensure continued viability of the Victoria Inner Harbour Airport.
- Encourages urban design that enhances the Harbour as an iconic marine gateway.
- Encourages and enables modern, low carbon mobility to, from and within the Harbour.
- Promotes comfortable and enjoyable public access to and along the waterfront.
- Maintains views from public vantage points along and across the Harbour.
- Reflects the deep Indigenous and diverse cultural heritage of the Harbour, including in its built form, its functions, its public spaces and its programming.

2. Community

A healthy and thriving community is a key element of the 2050 Vision. The strength of a community relies on the wellbeing of each of its members. Places to gather, socialize, learn and play serve an important role in fostering social cohesion and a shared sense of identity. They help to define the physical, social and cultural fabric of Victoria. Villages and centres, parks and plazas and community, recreational, cultural and civic spaces are important not just for health and wellbeing, but also serve as forums for dialogue and the exchange of ideas. These spaces act as catalysts for residents to actively shape Victoria's identity.

As Victoria grows and evolves toward the 2050 Vision, this network of public and private spaces must also grow and respond to community needs and the realities of a changing climate.

2.1 Villages and Centres

2.2 Urban Parks

2.3 Linear Parkways

2.4 Climate Forward Growth

2.5 Community, Cultural and Civic Spaces



Objectives for Victoria's Community Networks

Victoria's Community Networks are the foundation of community health, wellbeing and happiness. This plan provides guidance on mechanisms, approaches and priorities for enhancing and connecting community infrastructure through redevelopment and capital investment to appropriately balance and achieve the following objectives:

1

Spaces for Greeting, Gathering and Meeting Daily Needs Close to Home

Enhance social cohesion and community wellbeing through the planning and design of public and private spaces that meet daily needs close to home and facilitate spontaneous social interactions as well as planned events and activities.

2

Climate Forward, Inclusive and Connected Public Spaces

Plan, design and invest in parks, linear parkways and civic spaces to reflect the needs and experiences of diverse ages, abilities and lifestyles and to showcase how public spaces can support climate adaptation and low carbon living.

3

Practical, Enriching Recreation and Community Amenities

Strategically plan for equitable and sustainable access to community and recreation services and amenities as well as arts and cultural assets that enrich daily life.

4

A Thriving Arts and Cultural Community and Economy

Create, enable and support arts, entertainment, learning, sport and recreational facilities that contribute to a prosperous economy and a culturally engaged community.

5

A Safe, Healthy and Resilient Community

Maintain modern public facilities that support individual and community safety, health and wellbeing as well as opportunities for active living.

Partners

Community Networks

Several other governments, organizations and community groups are Victoria's partners in realizing Community Network Objectives.

GOVERNMENT AND AUTHORITIES

- City of Victoria, including
- Victoria Fire and Emergency Operations
- Victoria Police Department
- CRD and neighbouring municipalities
- Schools and School Districts
- Health Authority
- Provincial ministries responsible public health, education and well-being
- Federal entities that fund and support community infrastructure

NON-PROFIT ACTORS

- Community groups and organizations
- Social service providers
- Local economic development organizations
- Indigenous and intercultural organizations
- Placemaking organizations

MARKET ACTORS

- Commercial and retail business
- Commercial and retail developers

SOCIAL SERVING FOR PROFIT

- Childcare providers
- Arts, cultural and community serving businesses

COMMUNITY MEMBERS

2.1 Villages and Centres

Community nodes - Villages and Town Centres - are the hearts of the community. They are crucial not just for their offering of daily needs and services, but also for the opportunities they provide for social interaction and physical connection. Victoria benefits from a strong network of community nodes, many of which were established as the city formed around a streetcar system in the early 20th century.

As Victoria advances toward Vision 2050, this strong network will be maintained and enhanced. It will grow in alignment with new transit nodes and adapt to meet community need. Each Town Centre and Village in the city will grow to have a diverse range of services and amenities as well as publicly accessible gathering spaces, integrated with the Urban Parks network.

2.1.1 A Network of Evolving Complete Communities

City investments and land use decisions should support, complement and contribute to a diverse and connected network of community nodes, existing and new, as illustrated on the Village and Centres Map in Schedule D, that:

- Encourages and supports local economic development.
- Anchors complete, low carbon communities with access to a range of services and amenities.
- Integrates and enhances public spaces that meet local community needs.
- Reflect Victoria's Core Values as expressed in this plan.

2.1.2 Part of the Mobility Network

Villages and Town Centres are Mobility Hubs and should support easy and convenient connections to transit stops and bike routes. They should include bike parking, passenger loading and accessible parking and, where appropriate, access to low-carbon shared mobility options.

2.1.3 Transit Supportive Uses and Densities in Town Centres

Town Centres are aligned with Major Mobility Hubs – the intersections of key mobility routes and infrastructure. The envisioned diverse, higher density housing and employment opportunities in these areas will facilitate easy connections for more people around the city and region through high levels of transit service.

2.1.4 Desired Uses and Features in Town Centres

Preserve, enhance and develop the following uses and features in Town Centres:

- Regional and city-wide destination retail, in addition to small format retail.
- Health, community and social services.
- City-serving community, recreation, educational, arts and cultural spaces.
- Large, purpose-built and programed public open spaces aligned with Mobility Hubs.
- Improved and extended pedestrian networks.

2.1.5 Community Serving Uses in Villages

Community and Local Villages enable walkable, rollable and car-light living. The

mix of community and commercial services and amenities in Villages should serve the surrounding local areas to support the development of complete, low-carbon communities.

2.1.6 Desired Uses and Features in Community and Local Villages

Preserve, enhance and develop the following uses and features in Community Villages:

- Small format, fine-grained retail that supports community vitality and local business growth.
- Local-serving community, recreation, arts and cultural spaces.
- Health, community and social services.

2.1.7 Publicly Accessible Open Space in Centres and Villages

Each Village and Town Centre should have an internally connected network of public open spaces that feel comfortable, welcoming and safe. These spaces should range in size and function, from tree-shaded seating for comfort, to parklets and plazas that facilitate gathering and social connection, to enjoyable pedestrian connections.

2.1.8 Vibrant Places with Public Art, Placemaking and Activity

As central community gathering places, Villages and Town Centres should encourage and be designed to enable public art, place-making and community events that are reflective of the local community and Victoria's identity.

2.1.9 Comfortable Places for People

Pedestrian priority will be enhanced on streets within Villages and Town Centres, while still providing and balancing the necessary commercial loading, vehicle access and throughness. Where possible, they should align with and connect to linear parkways as described in this plan.

2.2 Urban Parks

Parks and open spaces are a vital part of the urban fabric. They contribute to a variety of ecosystem services that reduce carbon emissions, replenish watersheds and support biodiversity. They are foundational to healthy communities, offering inclusive amenities and opportunities for recreation, socialization and nature-based experiences that contribute to physical and mental wellbeing.

Victoria is a largely built-out city where land costs are high. Opportunities to realize new, large park space will be limited in the coming decades and the demand for public park spaces will grow as denser forms of housing are added. As the city continues to urbanize, Victoria's system of public parks and open spaces will be strategically managed to meet these growing numbers of social, public health, climate and environmental objectives. Private open spaces will complement the public network in new ways and through novel approaches to meet community need.

2.2.1 Recognizing the Multi-functionality of Urban Parks

Parks are core components of the Community and Blue Green Networks, serving diverse social and environmental purposes. Victoria's Parks and Open Spaces, as generally identified in the Map in Schedule D, should evolve over time to create a connected and layered Urban Parks Network that maximizes ecological functions and meets recreational and gathering space needs.

2.2.2 Developing the Urban Parks Network Based on Need and Equity

The provision of parks and open spaces will consider the role of varying urban park types in meeting community need as illustrated in Figure 8: Victoria's Urban Parks. Related City investments and land use decisions will seek to meet need and close equity gaps based on the following considerations:

(a) **All Ages and Abilities Needs:** Demographics in the park catchment area, including age, household composition and dwelling type and access to commonly needed recreational assets, programming and gathering spaces.

(b) **Access to Nature and Natural Spaces:** Daily opportunities to experience elements of nature in the park catchment area that contribute to health and wellbeing, including local tree canopy cover, vegetation index and walkable or rollable access to major natural areas like parks, beaches and watercourses.

(c) **Quality of Place:** Recreational features and programming opportunities in the park catchment area that contribute to community and economic vibrancy, including recreational equipment, outdoor furniture and shelters and spaces for performances, festivals or mobile food services.

(a) Current Park Usage: Current levels of park use by activity type and opportunities to improve the efficiency and breadth of benefits in parks spaces that already experience high levels of demand.

Figure 8: Victoria's Urban Parks Network

Victoria's network of Urban Parks is made up of parks, pathways and open spaces that vary in size, programming, functionality and jurisdiction, each meeting diverse social, cultural and ecological needs.

The Urban Park System is dynamic, vibrant, playful, sustainable, inclusive and diverse. It engages residents and visitors with the unique ecosystems, culture and character of the city, supports health and wellness for all, and protects natural areas as a vital resource.

Urban Parks have different population **catchment areas**, ranging from local to citywide to regional to interregional based on their type, size and programming. They range in function and may have layered functions that serve both a local and broader catchment area. They may be owned or operated by the City or another public entity, or they may be privately owned with public access agreements.

All Urban Parks serve the community today and will evolve into the future to serve a growing population and respond to the changing climate.

Type	Function
Parks	**Gather | Recreate | Play | Connect | Preserve** May offer child-friendly designs and play equipment, dog-friendly areas or exercise equipment. Provides places to connect with people and nature, like seating, gardening and urban agriculture or pathways. May include physical connections between places for people and ecosystems to support biodiversity. Provides opportunities for passive recreation and play.
Outdoor Recreation	**Recreate | Connect | Play** Emphasizes dedicated recreational facilities like sports fields, courts, turfs, tracks, or skate and bike parks. May include physical connections between places and opportunities for passive recreation, play and experiences in nature.
Large Squares, Plazas	**Gather | Celebrate | Connect** Large public or privately-owned but publicly-accessible spaces that emphasize opportunities for gathering and temporary or flexible programming that offers both cultural and community benefits with reasons for people to stay, play and eat.
Smaller Plazas and Street Parks	**Gather | Connect** Small public or privately-owned but publicly-accessible spaces that provide opportunities for casual gathering. May include a street park integrated into the broader linear parkways network, or a plaza in a village or near another community or cultural place.
Natural Areas	**Gather | Connect | Preserve | Explore** Provides opportunities to experience and learn about nature while preserving and enhancing its function to serve the community, including protection of ecologically sensitive area and providing new connections to support biodiversity and resilience.
Water	**Gather | Recreate | Play | Connect | Preserve** Provides opportunity for water-based recreation and waterfront programming, while balancing opportunities to enhance ecological function and support economic activity.
Pathways and Greenways	**Connect | Recreate | Gather** Linear routes that connect the park types above and other elements of Victoria's community network. These are important parts of both the Mobility and Blue Green Networks, stitching together people, places and ecology. (See Linear Parkways Section for more.)

2.2.3 Prioritize Existing Spaces and Maximize Their Functions

City investment in parks and open spaces will emphasize and prioritize strategic management of and enhancements to existing spaces in the Urban Parks Network, maximizing opportunities for play, relaxation, social connection and ecological function.

2.2.4 Complementary and Tactical Acquisition

With limited expansion opportunities and high land costs, the City will tactically acquire new parks, open spaces and pathway connections to complement and better connect the existing Urban Parks Network, as guided by a Parks Acquisition and Development Framework centered on the principles in **Figure 9: Urban Park Investment Principles**.

Figure 9: Urban Park Investment Principles

Investment in parks, open spaces and linear parkways should:

1) Enhance. Maximize network function with a focus on biodiversity, wildlife habitat, water quality and other ecosystem services, while still ensuring ample social spaces for diverse community members.

2) Include. Prioritize opportunities that close the gap in equitable access to public open spaces, recognizing areas that are deficient in designated park space, high tree canopy coverage or proximity to nature.

3) Partner. Embrace partnerships with other governments, organizations and entities to deliver new spaces and improvements to assets in the network that meet multiple mandates or serve communities across jurisdictions.

4)Integrate. Guided by the City's Principles of Good Urban Design, ensure public open space, the built environment and mobility paths and corridors are responsive to one another to contribute to high quality urban places.

2.2.5 Public Spaces in New Development

Where redevelopment in Villages, Town Centres or other strategic areas contributes public space or publicly accessible private space, design and site the contribution to complement the broader Urban Park Network and the needs of the catchment area.

2.2.6 Guiding On-Site Open Space Programming in Private Development

On-site open space on private property plays an important role in the city's broader network of open spaces. On-site open space should strive to complement and supplement public spaces where possible through thoughtful design approaches and responsive programming, including for outdoor play, recreation and food growing.

2.2.7 Integrate Multi-Generational Designs

Where Urban Parks emphasize social functions, design them to support a multi-generational city through opportunities for play, exploration and learning for youth of all ages, as well as spaces for social interaction and activities for all abilities.

2.2.8 Steward and Reflect Diverse Cultural Heritage

The Urban Parks Network should protect and steward cultural heritage landscapes and seek opportunities to recognize and celebrate the value of history and place, including Indigenous and diverse cultures.

2.2.9 Consider Opportunities to Support Sustainable Food Systems

Where suitable and appropriate, consider the provision of allotment gardens or other community food production opportunities in urban parks, particularly in areas of the city where access to community or individual food growing opportunities is low.

2.3 Linear Parkways

Linear Parkways are a novel and important part of Vision 2050. They complement the broader Urban Parks Network, are integrated with Mobility and Blue Green Networks and enable Victoria to urbanize in a manner that ensures community needs are met and the public realm meaningfully responds to a changing climate.

Linear Parkways build on the City's long history of providing green, active mobility routes and places that highlight nature and greenery, including the long-established Greenways Network and the more recent All Ages and Abilities cycling network. This plan provides guidance to build on these assets and better connect community amenity and activity nodes through a network that includes small, community-oriented Street Parks and Plazas along the way.

What are Linear Parkways

Linear Parkways represent a renewed vision to incrementally and creatively repurpose road space to support community and re-introduce nature into the city. In strategic locations across the city, linear parkways may emphasize the urban forest, creek daylighting, habitat biodiversity, social gathering, public art and placemaking, play, food growing, and overall wellness. By nature, they prioritize active and accessible mobility needs including slow, shared and safe streetscapes, and destinations for community and ecology. Depending on unique site conditions and development opportunities, each may highlight specific benefits over others. The Linear Parkways Framework is premised on two objectives: Enhancing Connectivity and Creating Park-Like Experiences.

Enhancing Connectivity

This will be achieved by refining and continuing to implement the Greenways Network through Complete Streets and other capital programs and in collaboration with regional greenway partners, including context-sensitive design guidance that provides enhanced pedestrian priority, active transportation connections, biodiversity corridors, urban forest, and green stormwater infrastructure throughout the city.

Creating Destinations for Park-Like Experiences

This will be achieved by way of a new program for Street Parks and Plazas. Street Parks and Plazas are spaces within the public right-of-way that re-integrate nature into the city while creating new destinations and improving active transportation experiences. Pedestrians, community wellbeing, gardening, play and ecological function are prioritized over traditional car-oriented uses. Street Parks emphasize ecological function and Street Plazas emphasize social functions, but elements of both may be found in each, and priority mobility functions will be maintained. Street Parks and Plazas are an important element of the Urban Parks Network, they complement, but do not replace the need for Parks, Outdoor Recreation space, or natural areas.

2.3.1 Create More Park-like Experiences Through a Linear Parkways Network

Establish and implement, over time, Linear Parkways to enhance and complement the social, health, environmental and climate benefits of parks and advance the objectives of the Mobility and Blue Green Networks, including through a Street Parks and Plazas program.

2.3.2 Connect the Network for Accessible, Enjoyable and Direct Pedestrian Routes

Guided by the Linear Parkways Map in Schedule D, seek to connect community amenity and activity nodes including parks, community centres, mobility hubs, villages and centre including through priority pedestrian and active transportation improvements.

2.3.3 Identify and Implement Street Park and Plaza Opportunities along the Network

Identify opportunities through City investments and land use decisions to repurpose under-utilized roadways for Street Parks and Plazas within the Linear Parkways Network as follows:

- Create great public spaces for gathering and integrated ecological services and corridors, enabling community and ecology to coalesce at strategic locations throughout the city.
- Complement and connect other components of the Urban Parks Network with places for park-like experiences on streets, while still ensuring an equitable allocation of diverse Urban Parks throughout the city.
- Consider different opportunities for different streets, including local, lower volume, and slower 'shared' streets, and small street-end plazas, as well as on larger higher volume complete streets.

2.3.4 Complement the Blue Green Network Concept and Goals

Linear Parkways should support ecological connection and function by seeking opportunities to maintain or enhance the corridors and nodes generally identified on the Conceptual Blue Green Network. In accordance with Blue Green policies, green infrastructure in Linear Parkways should seek to lower future asset management costs and improve climate resiliency.

2.3.5 Maintain Essential Right-of-Way Functions and Advance Mobility Objectives

Ensure core right-of-way functions are maintained as Linear Parkways are implemented, including the provision of utility corridors, emergency service access and balanced vehicle access where necessary. Coordinate opportunities to advance Linear Parkways and active transportation objectives.

2.3.6 Recognize and Reflect a Spirit of Reconciliation

Consider the City's objectives for Truth and Reconciliation, particularly as they relate to acknowledging land and waters when rethinking the role and function of public lands in the development of linear parkways. Seek opportunities and work with the Songhees and Xwsepsum Nations to celebrate, acknowledge and reflect Indigenous histories and cultures in linear parkway implementation.

2.4 Community, Cultural and Civic Spaces

Victoria thrives because of its strong network of community serving, cultural and civic spaces. Community and recreation centres provide places for people to gather, recreate, develop community, enhance skills. Social and cultural spaces provide opportunities to engage with visual and performing arts. Civic facilities and public institutions – Victoria's fire halls, police stations, community and health facilities – support individual and community safety, health and wellbeing. All of these places provide a fundamental need – enabling residents to support one another, thrive and reach their full potential.

As Victoria advances toward Vision 2050, community, cultural and civic spaces will need to evolve to meet increased demand and support shifting demographics. Community and recreation centres will need to maximize their functions to meet broader community needs. Arts and cultural assets will need to be maintained, enhanced and supported in the context of competitive land uses to ensure a vibrant community and thriving, diverse economy. Public health and safety facilities will need to be renewed, expanded and adapted to serve a growing population.

2.4.1 Support an Efficient Network of Community and Cultural Spaces

City investments and land use decisions should support, complement and contribute to a diverse and connected network of community and cultural spaces, as illustrated in **Figure 10: Victoria's Community and Cultural Spaces** and as follows:

(a) A Coarse-Grained Network of Large, Multi-functional Places

Prioritize investment in and provide support for major community places that are located, designed and programmed to serve large population catchments and diverse community need, ensuring widespread access by public transit and safe, accessible mobility routes.

(b) A Fine-Grained Network of Local-Serving Places

Complement and build upon a core network of major community and cultural places, by enabling and supporting the enhancement of local community places to fill gaps and meet community needs, including through co-location of smaller, all-season community spaces in private development and diverse and innovative placemaking and programming on public lands and in civic facilities.

Figure 10: Community Space Network

Victoria's community-serving and cultural space network is made up of places diverse in scale, nature and service levels. As Victoria continues to grow and urbanize, major community places will need to serve a greater number of residents, while a strategic network of local-serving places will contribute to community vitality. Both major and local places play an important role in supporting a healthy, welcoming and equitable community.

Major Community Places

Major community places serve larger population catchments (beyond the neighbourhood scale), including in some cases the whole city and communities beyond municipal boundaries. They are typically large institutional spaces run by a public entity or not-for-profit organization and funded with public dollars. As Victoria continues to evolve into a compact, accessible city maximizing investment in major assets will support all local areas.

Local Community Places

Local community places serve smaller population catchments. They are often co-located with other public and private uses and in some cases may be privately run. While major assets are foundational, serving the entire city, local assets fill the gaps in between, providing nearby resources to meet local community need.



Key Elements of the Network

2.4.2 Reflects and is Inclusive of Diverse Cultures

The development and evolution of the Community and Cultural Place Network should seek to respond to Victoria's evolving demographics and diverse cultural needs, including needs unique to intergenerational households of varying sizes as well as public and private space needs specific to diverse socio-cultural traditions and practices.

2.4.3 Provides All Seasons Opportunities

New and redeveloped assets in the Community and Cultural Place Network should enable opportunities for social connection and recreation in all seasons, designing outdoor spaces for year-round enjoyment and supporting equitable provision of indoor spaces throughout the community.

2.4.4 Models Climate Forward Growth and Living

City-owned civic facilities will be assessed and monitored for emissions performance and alignment with climate forward growth objectives to inform retrofits. New facilities should serve as a model for low-carbon development, aligned with Climate Forward Growth policies of this plan.

2.4.5 Reflects a Culture of Social Connection and Active Living

Community and Cultural Places should promote an active, vibrant and socially connected community, creating diverse spaces to gather for sport, leisure, art, culture and an array of community passions.

2.4.6 Supports and Grows the Urban Food System

Support visible, community-oriented production of urban food across the Community Serving and Cultural Places Network, including on public and private property, as well as production, distribution, processing and storage uses that contribute to an equitable and sustainable food system.

2.4.7 Preserves Arts and Cultural Space

Redevelopment of arts and cultural assets should seek to preserve or expand the provision of space and service levels when considering redevelopment.

2.4.8 Grows Opportunities for Arts, Maker and Production Spaces

Spaces and uses that support arts and culture, such as maker spaces, art and production studios are encouraged in employment lands.

Growing and Evolving the Network Over Time

2.4.9 Evolving the Network Based on Need and Equity

The development and evolution of the Community and Cultural Place Network should prioritize opportunities to close equity gaps and address the current and future needs of the catchment area, including consideration of age, ability, income, household composition, dwelling type and competitive access.

2.4.10 A Flexible Approach, Embracing Strategic Opportunities

Notwithstanding the above direction, the City should be adaptable and flexible in its approach to the provision of City-owned assets in the Community and Cultural Space Network, embracing opportunities as they arise and responding to community needs as they evolve.

2.4.11 Sustainable Service Delivery

City investments and decisions related to the Community and Cultural Place Network should prioritize long-term financial sustainability of individual assets and optimal levels of service across the network.

2.4.12 Emphasizing Partnerships, Collaboration and Innovation

City investments and decisions related to Major Activity Hubs should consider the role of regional assets and embrace innovative cross-jurisdictional solutions to enhance the Network, including through joint use agreements, partnerships and collaborative funding.

2.4.13 Growing and Integrating Schools and Other Community Places

Continue to support the school district and other educational institutions in facility planning in the context of growth and urbanization and work collaboratively to meet shared objectives for education and community wellbeing in any redevelopment or altering of properties.

For more directions related to community infrastructure, see the Welcoming, Equitable City section.

Integrating Public Safety and Health Facilities

2.4.14 Support the Provision of Public Safety Facilities

In planning, considering or investing in civic facilities, support the Healthy, Safe and Resilient City policies in this plan, by:

(a) Supporting Equitable and Inclusive Public Safety

Through the planning, provision and maintenance of police stations and other community safety facilities that advance and promote an equitable and inclusive approach to public safety and security.

(b) Planning for Modern and Effective Emergency Response

Through the provision and maintenance of modernly equipped fire halls and emergency operation centres that consider community growth and an evolving mobility network to enable high-quality and timely emergency response.

2.4.15 Understand and Maintain Fire Service Needs

Maintain a current understanding of staffing, facility, land and apparatus needs for Fire Department operations in context of population growth, development, new technologies and a changing risk profile.

2.4.16 Encourage Accessible, Equitable Health and Wellbeing

Support and enable the development, expansion and enhancement of facilities that advance health and wellbeing throughout the city, including local and regional medical and wellness facilities as well as social services that support basic needs.

For more directions related to community safety and wellbeing, see the Healthy, Safe, Resilient City section.

Vision 2050 City Actions

2. COMMUNITY

A. Maintain an Asset Management Summary (Parks and Facilities)

The City will maintain a current understanding of City-owned assets, including civic, community, cultural, recreational and public facilities, and parks and open spaces, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan.

B. Maintain and Implement a Strategy for Planning for Parks and Open Spaces

The City will maintain a strategic planning approach to parks and open spaces in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to sustainably plan for the operation, management and development of the Urban Parks Network.

C. Maintain and Implement Strategies for Economic Vitality and Cultural Vibrancy

The City will maintain a strategic planning approach to arts, culture and economic development in line with the policies and objectives of this plan. The strategy may identify or include new or updated policies, bylaws, initiatives or other mechanisms that maintain and grow resilient, prosperous and vibrant city.

D. Maintain and Implement a Strategy for Community Safety and Wellbeing

The City will maintain a strategic planning approach for community safety and wellbeing in line with the policies and objectives of this plan, considering current needs, strategic directions and inter jurisdictional partnerships.

E. Establish a Linear Parkways Program

The City will develop a Linear Parkways Program that:

- Establishes policy and guidelines and nuances the Linear Parkways Preliminary Opportunities Map in Schedule D.
- Establishes criteria for the design, location, and prioritization of Greenways, Street Parks and Plazas that reflect the policy objectives of this plan, particularly those related to climate action, blue green infrastructure and community wellbeing.
- Establishes design standards and guidelines for different types of Greenways, Street Parks and Plazas responsive to unique opportunities and contexts.
- Establishes an implementation framework and program that is strategically opportunistic, enables incremental implementation that works toward long term improvements and establishes a sustainable resourcing and funding strategy.

F. Create a Strategy for Community Infrastructure

The City will develop and implement a strategy for community infrastructure:

- Establishes goals, objectives and metrics for measuring success in support of a resilient, adaptable and inclusive network of community infrastructure that enables people to thrive and live healthy lives in a compact, urban area.
- Focuses on community infrastructure assets and components that the City has direct or indirect influence over and clarifies roles and responsibilities.
- Emphasizes tangible outcomes that can be realized with direct municipal influence, including through City investment, development regulations and meaningful partnerships or collaborations.
- Identifies, encourages and promotes opportunities for regionally coordinated planning for recreational, educational and cultural assets.
- Explores new funding and opportunities and implementation mechanisms that leverage available resources to meet long term goals.
- Catalogues and develops a framework for prioritizing public realm improvements, including those previously identified in City policy.

G. Create and Maintain a Framework for City Acquisition and Development

The City will establish and implement a framework for land acquisition and development that advances the policies and objectives of this plan and:

- Seeks to expand, enhance and better connect the Urban Parks Network.
- Supports the development and enhancement of community infrastructure.
- Identifies opportunities for partnerships, collaboration and shared use.
- Prioritizes acquisition and investment based on equity, demography, intensity and opportunity.
- Defines tools, targets and potential sites for acquisition and enhancement based the policies and objectives of this plan.

H. Review, Update or Create Policy to Support Victoria's Urban Food System

The City will review, update or develop policies and regulations to support a healthy, resilient urban food system in line with the policies and objectives of this plan, considering opportunities to:

- Increase food production activities on public and private lands.
- Improve the management of food producing lands.
- Integrate food production in the public realm, including as part of the Community and Blue Green Networks.
- Encourage more viable food production opportunities in new multi-unit residential or mixed-use buildings, including edible landscaping, rooftop gardens and food-bearing trees.
- Encourage more viable food production opportunities on existing private land, including food-friendly and ecosystem-friendly outdoor spaces, such as food gardens or pollinator habitats.
- Support urban farming and food production appropriate to Victoria's urban setting.
- Pilot innovative approaches to urban food production, processing and food waste recycling, including in non-traditional locations.
- Engage in coordinated efforts to improve local and regional food and agricultural systems.

3. Mobility

Mobility networks and hubs play a key role in shaping quality of life for residents today, and for generations to come. Making it easy to choose healthy, sustainable and accessible transportation options is crucial for wellbeing, community inclusion and climate action. Safe and functional mobility networks for goods and services movement and emergency response are required for a prosperous and resilient city.

As Victoria grows and evolves toward the 2050 Vision, its Mobility Networks and Hubs will have new roles to play. They must increasingly support traditional and novel low-carbon mobility options, providing practical alternatives to single occupant, privately-owned vehicles, support the local economy and make the most of new opportunities to meet social and environmental objectives in the public right-of-way. New frameworks, rooted in our values, will be needed to balance increasing demands and trade-offs on our streets and at the curb.

3.1 Mobility Networks

3.2 Mobility Hubs



Objectives for Victoria's Mobility Networks

Victoria's Mobility Networks and Hubs connect our city, advance climate action, support affordability, and contribute to a prosperous and equitable community. This Plan provides guidance on mechanisms, approaches and priorities for managing and improving mobility networks and hubs through redevelopment and capital investments to support the following objectives.

1

Complete, Connected, Low-Carbon Communities

Develop complete communities connected by low-carbon and accessible mobility options and supported by resilient infrastructure that facilitates emergency and goods movement.

2

Seamlessly Coordinated, Future Oriented Travel Options

Advance seamlessly integrated transportation services and modal networks, coordinating walking, cycling, transit and vehicle networks with consideration of future mobility needs, curbside space priorities and supporting technologies and services.

3

Prioritize People Over Vehicles

Work towards a future mobility network that ensures equitable opportunities for all, allowing users to travel safely and comfortably, regardless of their location or mode of travel, with reduced emphasis on moving private automobiles quickly through the city.

4

Create Vibrant, Integrated Destinations Along Mobility Networks

Design and animate mobility hubs and networks to serve as focal points for activity with amenities and features that make them attractive, not just as thoroughfares, but as destinations with housing and community activity.

5

Repurposing the Right-of-Way

Support the reallocation of road space for linear parkways in line with the Community and Blue Green Network objectives of this plan while continuing to advance mobility network objectives.

6

Bringing our Coastal Identity into the Way We Move

Support the development of a waterways network and water-based transportation that is integrated with the broader Mobility Networks.

Partners

Mobility Networks and Hubs

Several other governments, organizations and community groups are Victoria's partners in realizing Mobility Objectives.

GOVERNMENT AND AUTHORITIES

- City of Victoria
- Victoria Fire and Emergency Operations
- BC Transit
- CRD and neighbouring municipalities
- First Nations
- Provincial ministries responsible for mobility infrastructure and public transport
- Federal entities that fund and support mobility infrastructure and pubic transport
- Transportation service providers

NON-PROFIT ACTORS

- Community organizations and groups

SOCIAL SERVING FOR PROFIT

- Car Share Providers

COMMUNITY MEMBERS

3.1 Mobility Networks

Victoria's transportation networks provide a framework for the diversity of ways we move around the city – to get from the places we live, to the places we work and the places we play. These networks also allow goods and services to reach our community, and ensure we are connected in the event of an emergency. As places for people, they must provide functional space that is safe and comfortable.

As Victoria grows and adapts to a changing climate, our public rights-of-way will be increasingly relied upon to support functions in addition to mobility to help realize the objectives of the Community and Blue Green Networks. We must be nimble, adaptable and responsive in the way we plan and design these networks to support new mobility options and community needs.

3.1.1 An Incremental Approach to Clean, Seamless Mobility for All

As Victoria grows, its streets and public rights-of-way will evolve with that growth. The City will work to incrementally move toward a mobility system that prioritizes safety for all road users, improves connectivity, supports health and wellbeing, improves affordability and advances climate action.

3.1.2 Low Carbon Mobility Mode Shift

City investments, land use decisions, and road reallocation will consider the following target necessary to improve road safety, quality of life, and a reduction in on-road transportation emissions:

By 2050, 80 per cent 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.

3.1.3 Embracing Contextual Priorities for a Shift in Personal Travel

Given Victoria's compact geography, and diverse land use, many trips can be made by active modes, with transit providing connections to further destinations in the city and region. To further support this, the continuum of personal mobility as illustrated in **Figure 11: Personal Mobility Priority**, will be guided by the following aims:

(a) Active Modes Should Make up Most Local Trips

The City will, over time, design and implement active transportation improvements to support and encourage walking, rolling and cycling for most local trips. Active Modes are encouraged by providing high quality infrastructure, and daily services and employment opportunities nearby the places we live.

(b) Transit Should Make up Most Local to Regional Trips

The City will, over time, improve accessibility and comfort to, from, and at transit stops. In addition, transit priority measures and service improvements will be introduced in coordination and collaboration with Mobility Partners. These efforts will collectively enable and encourage the use of transit for local and regional trips. As the region grows, new forms of transit will further unlock the mode shift potential of transit.

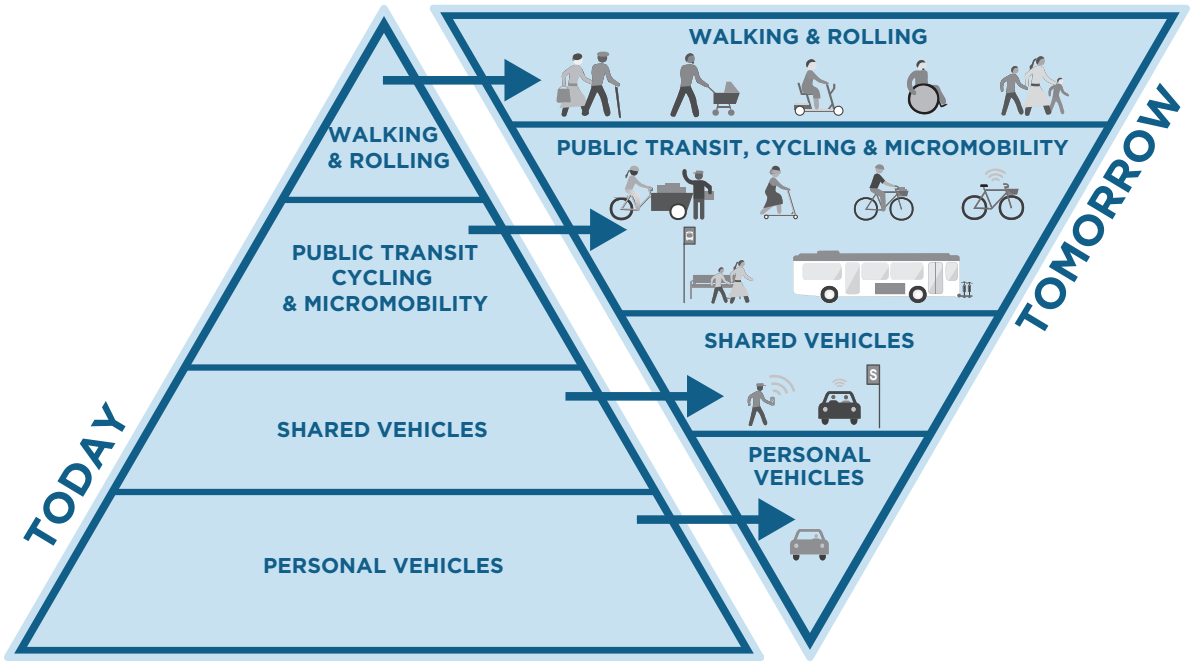
(c) Vehicle Use Should be Reserved for the Users that Need it Most

The City will maintain Truck and Emergency Response routes for the reliable movement of emergency vehicles and the viable movement of goods and services to support a prosperous economy.

(d) Encourage Low Carbon Modes

For all road users, low carbon mobility modes are encouraged, with the aim of transitioning vehicles away from fossil fuel use.

Figure 11: Personal Mobility Priority Continuum



3.1.4 Mobility Networks

Consider the following mobility networks to inform right-of-way priorities to support a diversity of trips and services. These networks further inform streetscape design and include the following policy objectives (Mobility Network maps are provided in Schedule D):

(a) Improving Pedestrian Experience and Accessibility

City investments and land use decisions will increase accessibility, safety and comfort for pedestrians, including through:

- Ongoing improvements to sidewalks and road crossings.
- Through-block connections that increase pedestrian permeability in key locations.
- Linear Parkways, which envision a broader range of activities in the right-of-way to meet social and environmental objectives.

(b) Creating Continuous Bike and Roll Connections

City investments and land use decisions will seek to fill gaps in the cycling network, with an aim to provide community-wide coverage as identified on the Cycling Network Map, through safe, efficient and enjoyable connections between commercial, cultural and community-serving destinations.

(c) Realizing a High Coverage Frequent Transit Network

City investments, land use decisions and on-going advocacy for senior government funding will support BC Transit in delivering new forms of transit and achieving frequent transit service community wide and rapid transit connections to the greater region as identified on the Transit Priority Network Map, in accordance with the targets.

(d) Expanding the Street Right-of-Way through Strategic Land Dedication

As redevelopment occurs, the City will pursue road dedications in areas deficient in right-of-way width to support the incremental realization of a modern street network, including for improved walking, cycling and public transit facilities as well as other alternative forms of transportation.

(e) Maintaining Reliable, Modern Routes for Emergency Vehicles

Maintain efficient routes that ensure access to necessary services in the event of an emergency as shown on the Truck and Emergency Response Network Map, including street designs that facilitate best practices and technologies for emergency response.

(f) Maintaining Viable, Safe Routes for Industry, Goods and Services

Maintain efficient and viable routes for industry to support commercial and industrial activities as shown on Truck and Emergency Response Network Map, including through street designs that safely and efficiently accommodate trucks.

(g) Exploring a Waterways Network

As part of a comprehensive vision for the Greater Victoria Harbour, collaboratively identify and plan for a waterways network to support livability, economic prosperity and thoughtful integration with other City networks in a manner that is reflective of Victoria's coastal identity.

3.1.5 Recognizing Streets as Places for People, Mobility and Modern Urban Infrastructure

Urban streets are places for people as much as they are corridors for movement and spaces for crucial urban infrastructure, as illustrated in **Figure 12: Modern Street Functions**. They should be safe, comfortable and inviting while facilitating the necessary movement of people, goods and services.

Figure 12: Modern Street Functions



Modern urban streets must support a high density of diverse functions within the public right-of-way. Urban streets must continue to accommodate public transit, cycling, emergency response and goods-movement to support community wellbeing and prosperity. As Victoria grows and progresses toward Vision 2050, streets must also support other diverse functions, as described below.

Shared Mobility Space for the facilities and infrastructure required to support car, bicycle and micro-mobility sharing.

Loading Space for commercial, passenger and speciality vehicles such as handyDART to provide access to buildings and services.

Urban Forest Space for trees and landscaping to help meet the City's urban forest objectives, particularly in areas with limited natural space or low tree canopy cover.

Rainwater Management Areas specifically set aside to manage run-off and lessen the burden on the City's municipal infrastructure systems, particularly in areas where they can be most effective such as historic creek corridors.

Public Realm Areas, including road closures, to accommodate people gathering, particularly in areas that lack access to parks, plazas or other off-street public space.

Street Furnishing Areas for street furnishings, patios, and public art that facilitate high-quality pedestrian experiences, support placemaking objectives and provide functional needs such as utility access or electric vehicle charging infrastructure.

Utilities Space for surface, under-ground and above-ground utilities that are owned by the City and other providers.

New Mobility Interfaces to support new transportation services and interchange including passenger rail service, shared micro-mobility, and air- and water-based mobility services.

3.1.6 Advance Complete Streets While Embracing Eclectic Typologies

Continue to advance mobility objectives through context sensitive street designs that thoughtfully respond to envisioned land uses and mobility network functions to meet the needs of a growing community, as generally guided by **Figure 13 General Street Typologies**.

Figure 13: General Street Typologies

Local Streets vary in width and may include sidewalks, street trees, and on-street parking. Local streets are intended to be slow streets, typically accommodating fewer than 1,000 vehicles a day with speed limits of 30 kilometres an hour or less. The following features describe the intent on a variety of local street typologies:

- Pedestrian safety is prioritized with pedestrian comfort zones including sidewalks and safe streets for play.
- Green infrastructure is maximized and Street Parks and Plazas encouraged.
- Cycling and rolling is supported in a safe shared use environment
- Vehicle access is supported, but through traffic is discouraged to support low vehicle volumes and speeds.
- Transit service is encouraged on collector and arterial streets to make room on local streets for unique designs including linear parkways
- Parking may be accommodated on-street but safe pedestrian spaces and green infrastructure come first



Collector Streets support vehicle access to the local road network and include additional mobility services such as transit service, goods and services movement, and cycling facilities. Collector streets are intended to support access and movement, typically accommodating between 1,000 and 8,000 vehicles per day with speed limits up to 40 kilometers an hour. The following features describe the intent on a variety of collector street typologies:

- Pedestrian safety is prioritized with wider sidewalks buffered from traffic and marked road crossings at strategic locations.
- Green infrastructure is integrated into flex zones which may include other streetscape elements.
- Cycling and rolling is supported in a dedicated area that is context sensitive to vehicle speeds and volumes.
- Vehicle access and movement is supported, but active transportation safety and performance come first.
- Both Local and Frequent Transit service is supported with well designed facilities and safe, comfortable routes to transit stops.
- On-street parking is accommodated in select locations and evaluated on need, but other streetscape elements prioritized



Arterial Streets are the most complex streets, supporting higher traffic volumes than collector streets and additional mobility services such as rapid transit. Safe, efficient use of these streets requires additional investments to separate transportation modes, ensure safe circulation at intersections and support regional mobility needs. Arterial streets are intended to support movement and may see traffic volumes that exceed 20,000 vehicles per day and high volumes of transit ridership. The following features describe the intent on a variety of arterial street typologies:

- Pedestrian safety is prioritized with safe road crossings and wider sidewalks that are buffered from traffic.
- Green Infrastructure are integrated into the streetscape with large mature street trees and green stormwater features encouraged.
- Cycling and rolling is supported in protected bike lanes and given safe accommodation at intersections.
- Vehicle access is encouraged on collector and local streets to improve road safety on arterial streets, and transit is prioritized over general purpose traffic
- Transit service is of the highest quality and supports higher density land uses and inter-regional trips
- On-street parking and loading will only be accommodated in select locations where there is space and need to support commercial land uses.



3.1.7 Investing in Public Transit and Connecting to the Region

The City will enable safe and efficient connections for residents and visitors within the city and region by:

(a) Supporting Growth Through Public Transit Investments

Undertake street improvements that align with and encourage high-quality transit service, including:

- Prioritizing transit movements on the Transit Priority Network.
- Prioritizing sidewalk and accessibility upgrades near transit stops.
- Focusing street and transit shelter improvements near interlining routes to ensure transfers are safe and seamless.
- Planning for rapid transit on key corridors, with a particular emphasis on Douglas Street.

(b) Continuing to Advance Transit Supportive Land Use

In line with the Urban Structure Concept of this plan, enable and encourage transit supportive growth and development.

(c) Increasing Advocacy and Partnership Efforts

In line with the People and Partnerships section of this plan, work with partners and advocate to other levels of government, agencies and organizations to accelerate network and service level improvements.

3.1.8 Embracing our Mobility Future

Remain nimble and prepared for new mobility technologies, devices and services that come to market, and encourage innovation to meet the growing demands on the public right-of-way, improve road safety, and reduce on-road transportation emissions, including through:

(a) Increasing Shared Mobility Options

Expand shared mobility offerings community-wide and in coordination with neighbouring municipalities, including the introduction of a public e-micromobility share program and an increased density and diversity of shared vehicles in redevelopment and curbside.

(b) Expanding the Electric Vehicle Charging Network

Expand the public electric vehicle charging network and support the integration of charging stations in redevelopment to enable the transition to zero emissions vehicles.

(c) Modernizing the Traffic Signal and Communications Network

Continue to modernize traffic signal infrastructure, introduce new road crossings and modern technologies to support road safety for all users.

(d) Renewing Major Corridors

Continue to refine and characterize existing and future "complete street" conditions along major roadways to support priority growth areas and better serve all transportation modes.

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:

(a) Embracing Contextual Priorities for Curbside Space

Prioritize the use of curbside space through an operational decision-making framework that reflects City values, associated land uses and mobility priorities.

(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.

(c) Ensuring Space for Those Who Need It Most

Where vehicle parking is provided, prioritize the provision of accessible parking and loading, and ensure that commercial parking supports the functional needs of businesses.

(d) Preparing for Parkade Renewal

Support strategies that add and shift parking capacity to areas outside of the

downtown, including through new public parking facilities (for vehicles and other low carbon modes) with convenient connections to active, transit and shared mobility networks.

(e) Valuing the Curb

Value curbside space by updating parking productivity and utilization targets, and introducing policies and programs to manage parking pressures, including in areas outside of the downtown.

3.1.10 Guiding On-Site Programming to Support Mobility

The design, placement, orientation and features of public and private development, including within mobility hubs, influence the quality and functionality of the streetscape and public realm. Redevelopment should consider the adjacent street typology and opportunities to complement its functions, including:

- Building placement and entries.
- Internal access routes.
- Building features, facilities and amenities that offer pedestrian protection, safety and comfort.
- Size and type of vehicles that need to access the building.
- Vehicle parking supply and placement (including accessible and car share parking, EV charging infrastructure and shared centralized parking resources).
- Passenger and commercial loading space.
- Secure and accessible parking for bicycles and other personal mobility devices.
- Access to end of trip facilities (showers, changerooms and lockers).

3.1 Mobility Hubs

Mobility Hubs are a strategic conflux of land use and mobility services and features, where people can seamlessly access a variety of transportation modes to access key destinations, employment and services. Mobility Hubs align with the Urban Structure Concept and Integrated Mobility Networks, typically sited near public transit and shared mobility services, with safe connections to the active transportation network, nearby accessible passenger loading, and supported by high-quality public space and wayfinding.

As Victoria progresses to Vision 2050, Mobility Hubs will evolve over time to provide efficient and seamless transportation options for all, growing with complementary land uses and diverse features that respond to the local context. Over time, they will enhance people's experience of living in and moving about the city.

What are Mobility Hubs?

Hubs are designated areas where different sustainable transportation modes are integrated seamlessly to help promote connectivity between destinations and trip generators. They are supported by higher density, mixed-use forms with diverse housing options, and rely on four core components:

Location

Located on a rapid or frequent transit corridor or within a mobility-oriented development area.

Service

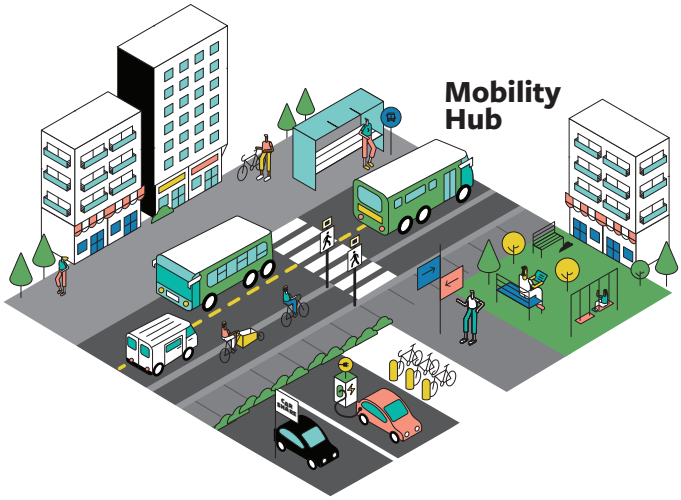
Served by shared mobility infrastructure and services.

Connection

Linked by active and low-carbon transportation options, including rail and water-based options.

Land Use

Supported by mobility-oriented, high residential and employment density.



What about Transit Oriented Development?

Transit oriented development is a planning and development approach that integrates high density development with high levels of transit service. In 2023, the Province of British Columbia introduced provincially designated Transit Orientated Areas (TOAs) that seek to locate high-density, mixed-use development within walking distance from frequent transit services. The province prescribes an area where higher densities can be realized, and parking minimums are removed. One provincially designated TOA is located within the City of Victoria, at the Legislature Transit Exchange.

Victoria's Mobility Hubs embrace principles of transit-oriented development and consider more nuanced opportunities for low carbon mobility. Designated Town Centres in Victoria envision higher residential, commercial and employment density and a concentration of community amenities along the Transit Priority Network. Town Centres are also identified as Major Mobility Hubs, which envision centralized transportation options, with good, safe connections to all mobility networks for travel across the city and region.

3.2.1 Supporting an Evolving Network of Mobility Hubs

Mobility Hubs are diverse in nature and may include different features as illustrated in **Figure 14: Mobility Hub Features**. The specific suite of facilities prioritized at each Mobility Hub will be informed by its designated typology, which are based on the surrounding land uses and proximity to mobility networks:

(a) The Downtown Mobility District

In the Downtown Core a series of well-connected and consistently branded mobility hubs are envisioned to make up the Downtown Mobility District, providing users with better connections to destinations to, from and within the downtown, including through:

- A centralized transit hub, with enhanced passenger waiting facilities, located and designed to accommodate Bus Rapid Transit services and ridership, as well as the potential for integration in a future Light Rail Transit system.
- Complementary low carbon mobility options and facilities at several hubs throughout the district.
- Hubs along the waterfront designed to enable connections to existing facilities such as ferries, the harbour airport, as well as other water-based mobility networks and services.
- High provision of rider facilities and a high standard of design.

(b) Major Mobility Hubs

Aligned with Town Centres and at the intersection of frequent transit routes, these locations support high residential and employment densities. They are envisioned to include a high-quality public realm with additional space to support enhanced transit passenger waiting and interchange areas.

(c) Minor Mobility Hub

Within Community Villages and other mobility nodes, Minor Mobility Hubs are centred on transit access nodes and envisioned to provide complementary mobility connections, such as adjacent active transportation connections and shared mobility services that provide "first mile/last mile" solutions and extend the transit catchment area.

(d) Waterfront Mobility Hubs

Located along the Victoria Harbour, these hubs are envisioned as welcoming gateways and access points for waterbased travel. They are the foundation of a future waterways network and should be seamlessly integrated with land-based mobility networks, to ensure easy access and transfers for users.

3.2.2 Transit Exchange Study Areas

Transit Exchanges, play a key role in the delivery of transit operations. Although they are not part of the mobility hub network, the two may overlap. The City will work with BC Transit to ensure bus layover facilities are realized to meet the needs of transit operators and riders while balancing other curbside demands, prioritizing layover space in identified Transit Exchange Study Areas.

Figure 14: Mobility Hub Features

Mobility Hubs should include a diverse mix of features, depending on the associated mobility network, surrounding land use and community needs.

All Mobility Hubs:

- Provide access to and seamlessly link transit, active transportation and shared mobility options.
- Provide a high-quality user experience, particularly for transition to and from modes that expedite the first and last mile of a journey.
- Provide comfortable, sheltered, seating and waiting areas.
- Be pedestrian-oriented, with well-designed, well-lit public space to ensure safety and security for all travelers.
- Create a sense of place and orientation through effective and meaningful placemaking and wayfinding.
- Be recognizable and legible through consistent branding.
- Allow for design and use flexibility to embrace technological innovations and foster resiliency.
- Address equity by considering accessibility to and availability of transportation options throughout the city.
- Create opportunities to form effective partnerships with institutions, private mobility services and developers.
- Incorporate opportunities for shade trees, plantings and green stormwater infrastructure.

Major Mobility Hubs:

- Provide space for enhanced public realm and mobility interchange.
- Locate supporting retail and services nearby.
- Maintain public washrooms.
- Future-proof for new technologies including digital information displays, lighting and kiosks to support mobility as a service (MAAS).
- Provide enhanced bike parking services. Waterfront Mobility Hubs may include access to docks, integration with water taxis and other supports that connect land-based and water-based modes of travel, including the Victoria Inner Harbour Airport.

Some Mobility Hubs may intentionally provide capacity for vehicle parking to enable adjacent development to reduce parking tied to residential units and instead emphasize on-site opportunities for open site space, housing and other on-site amenities. Shared parking facilities should integrate other, sustainable mobility hub features and contribute to a high-quality public realm.

The unique features included in any given mobility hub will be identified and implemented in partnership with other public agencies, private mobility service providers, technology companies and private developers.

3.2.3 Enhancing Mobility Hubs through Redevelopment

Redevelopment located at a designated Mobility Hub should be designed in a manner consistent with the typologies, principles and features as defined in this plan and related City policy. In some cases, public space may be sought to provide plazas for mobility hub facilities.

3.2.4 Connecting Mobility Hubs to the Active Transportation Network

Through redevelopment and capital programs the City will seek to implement improvements to provide continuous connections from Mobility Hubs to walking, rolling and cycling networks.

3.2.5 Integrating Community Infrastructure in Mobility Hubs

Community infrastructure that promotes social and civic engagement and supports community resiliency are encouraged in mobility hubs as described in the Community Networks section of this plan.

Vision 2050 City Actions

3. MOBILITY

A. Maintain an Asset Management Summary (Transportation)

The City will maintain a current understanding of City-owned assets, including transportation infrastructure, facilities, structures and features, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan.

B. Maintain and Implement a Strategic Approach for Sustainable Mobility

The City will maintain a strategy for sustainable mobility in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to advance the City's mobility future.

C. Update and Maintain Standards and Guidance for Urban Streetscapes

The City will update and maintain modern regulations, requirements and guidance for works and services undertaken in the public right-of-way in line with the policies and objectives in this plan. The City may undertake corridors studies for major roadways that consider unique design and regulatory approaches for overlapping modal networks.

D. Align City Investments with Public Transit Goals

As an advocate and partner to BC Transit, the City will do the following to demonstrate support for and commitment to realizing frequent transit service levels and transit reliability objectives:

- Consider regional transit corridors in implementation priorities.
- Plan for service improvements on corridors where growth and street renewal are anticipated.
- Identify and consider prioritizing opportunities to improve transit reliability.
- Identify and consider prioritizing opportunities to improve rider comfort, safety and accessibility at and to transit stops.
- In collaboration with Mobility Partners, advocate for public transit service and reliability improvements, and the planning and funding necessary for rapid transit and associated infrastructure needs for layover, electrification and passenger amenities.

E. Consider New Opportunities for a Waterways Network

As part of updating and implementing a plan for the Greater Victoria Harbour, the City will consider:

- Opportunities to establish improved public access along the waterfront through the ongoing implementation of the Victoria Harbour Pathway.
- Opportunities for new public access to water-based recreation, integrated with the Harbour Pathway, the Cycling Network and Linear Parkways.
- Improvements to and identification of new Waterfront Mobility Hubs as described in this plan.
- Opportunities for new or expanded water-based public transit, integrated with the transit network.
- Strategies to maintain and improve marine industrial mobility in the Working Harbour in support of the economic objectives of this plan.
- Opportunities to reflect or advance local and regional initiatives to protect, enhance and restore the social and environmental functions of the Gorge Waterway, in line with the Blue Green Network objectives of this plan.

4. Blue Green

Victoria's Blue Green Networks are a system of waterways, open spaces and natural assets that support biodiversity, healthy ecosystems and diverse wildlife habitats. They are an important part of Victoria's urban infrastructure, providing ecological and hydrological functions that complement and enhance engineered infrastructure, and support a healthy and resilient city. These networks also serve the community by connecting people with year-round opportunities to play, learn, recreate, gather and celebrate.

As Victoria grows and evolves toward the 2050 Vision, the Blue Green Networks will play an increasingly important role in climate adaptation and the community's health, wellbeing and collective identity. These networks will play an increasingly important role in complementing traditional, underground engineered infrastructure, which will need to be maintained and grow to support a growing population and changing climate.

4.1 Natural Assets

4.2 Shoreline and Urban Watersheds

4.3 Urban Forest

4.4 Engineered Infrastructure



Objectives for Victoria's Community Networks

Victoria's Blue Green Networks are vital components of climate-forward urban infrastructure. This Plan provides guidance on mechanisms, approaches and priorities for restoring, enhancing and connecting the networks through redevelopment and capital investment to support the following objectives:

1

Climate Forward Urban Infrastructure

Develop and maintain the city's infrastructure to efficiently and effectively withstand and adapt to climate impacts, including extreme heat and precipitation events.

2

Natural Shoreline and Urban Watersheds

Improve ecological processes and enhance the hydrological functions of Victoria's streams and coastlines through a watershed-focused approach to rainwater management.

3

Healthy Communities

Improve the quality of air, water and natural spaces that contribute to healthy urban food systems and positive public health outcomes.

4

Social Connection and Belonging

Design and connect open, natural and green spaces for people to experience nature, be physically active and stay socially connected.

5

Celebrate Victoria's Identity

Share the history and successes of Victoria's Blue Green Networks to instill a sense of place and foster economic vibrancy.

Partners

Blue Green Networks

Several other governments, organizations and community groups are Victoria's partners in realizing Blue Green Network Objectives.

GOVERNMENT AND AUTHORITIES

- City of Victoria, including
- Victoria Fire and Emergency Operations
- Utlity providers and regulators
- CRD and neighbouring municipalities
- Health Authority
- Provincial ministries responsible for infrastrcuture, climate action, parks, natural resources and environemtnal management
- Federal entities that fund and support infrastrcuture, climate action, parks, natural resources and environemtnal management



NON-PROFIT ACTORS

- Community groups and organizations
- Indigenous and intercultural organizations



MARKET ACTORS

- Businesses and industries that rely on or impact natural assets



COMMUNITY MEMBERS

Figure 15: Conceptual Blue Green Network



The Conceptual Blue Green Network illustrates important waterways, open spaces and natural assets and the natural connections between them. It was informed by the Province of British Columbia's Sensitive Ecosystem Inventory and the Capital Regional District's Harbour Ecological Inventory and Rating projects, as well as City of Victoria data related to historic streams, watersheds, tree canopy cover and vegetation index. Green Connections follow contiguous paths of vegetation and avoid built up areas and roads, mimicking wildlife corridors. The Conceptual Network can inform opportunities to maximize green infrastructure functions across the city.

What is Green Infrastructure?

The Blue Green Networks are envisioned to incorporate various forms of **green infrastructure** that can be woven into the city at all scales. Green infrastructure encompasses natural vegetative systems and technologies that manage rainwater and provide a multitude of economic, ecological, environmental, health and social benefits.

GREEN INFRASTRUCTURE

NATURAL ASSETS

Wetlands
Forests
Parks
Creeks
Fields
Soil

ENHANCED ASSETS

Rain Gardens
Bioswales
Urban Trees

ENGINEERED ASSETS

Permeable Paving
Green Roofs
Cisterns
Green Walls

4.1 Natural Assets

Victoria is characterized by a diverse natural environment that includes vestiges of critically endangered Garry oak meadows, a mature urban forest and extensive intertidal zones and marine habitats, all of which contribute to a biodiverse ecological landscape. These assets provide vital ecosystem services and enhance overall community wellbeing.

As Victoria works to adapt to a changing climate, natural assets must be enhanced to improve resilience to climate challenges such as increasing temperatures, rising sea levels and changes to precipitation patterns. The City and its partners will need to thoughtfully, nimbly manage assets in the context of extreme storms, heat, drought, and new pests and diseases that are expected as the climate changes. As the city's population grows, these assets must also be managed to support public health and wellbeing through good air and water quality, regulated temperatures and by offering passive recreation spaces.

4.1.1 Identifying and Protecting Functioning Ecosystems

Identify ecosystems at risk and natural assets crucial to a healthy, climate resilient city and region, and prioritize their protection, connection and restoration, including through collaboration with **Partners in Blue Green Networks.**

4.1.2 Connecting Assets to Create a Network

Identify opportunities to connect natural assets, including through Linear Parkways, to support habitat corridors that link remnant or recovered ecosystems and enable the movement of native flora and fauna as illustrated generally on the **Conceptual Blue Green Network in Figure 15**.

4.1.3 Supporting Biodiversity and Species at Risk

Protect and enhance habitat and ecosystems that support migratory species, and rare and endangered species in collaboration with **Partners in Blue Green Networks**.

4.1.4 Managing Pests and Invasive Species

Protect and enhance native ecosystems and their health through the control of pests and invasive species and management of urban wildlife in collaboration with **Partners in Blue Green Networks**.

4.1.5 Showcase Green Infrastructure and Victoria's Ecological Identity

Showcase the effectiveness of green infrastructure in improving water quality and overall rainwater management to reflect and celebrate Victoria's identity as a climate forward city, including by integrating it in **Linear Parkways** and on other public lands.

4.1.6 Designing Parks to Contribute to the Blue Green Network

Design and program assets in Urban Parks to balance social and ecological benefits, as described in **the Urban Parks Network section**, with an aim to improve biodiversity, climate resilience and air and water quality, including through a healthy urban forest.

4.1.7 Understanding Traditional Land and Water Management

Collaborate with First Nations and Indigenous community members to understand traditional values and practices related to natural asset management and seek opportunities to integrate this knowledge into City practices.

4.1.8 Designing for Ecology in Private Development

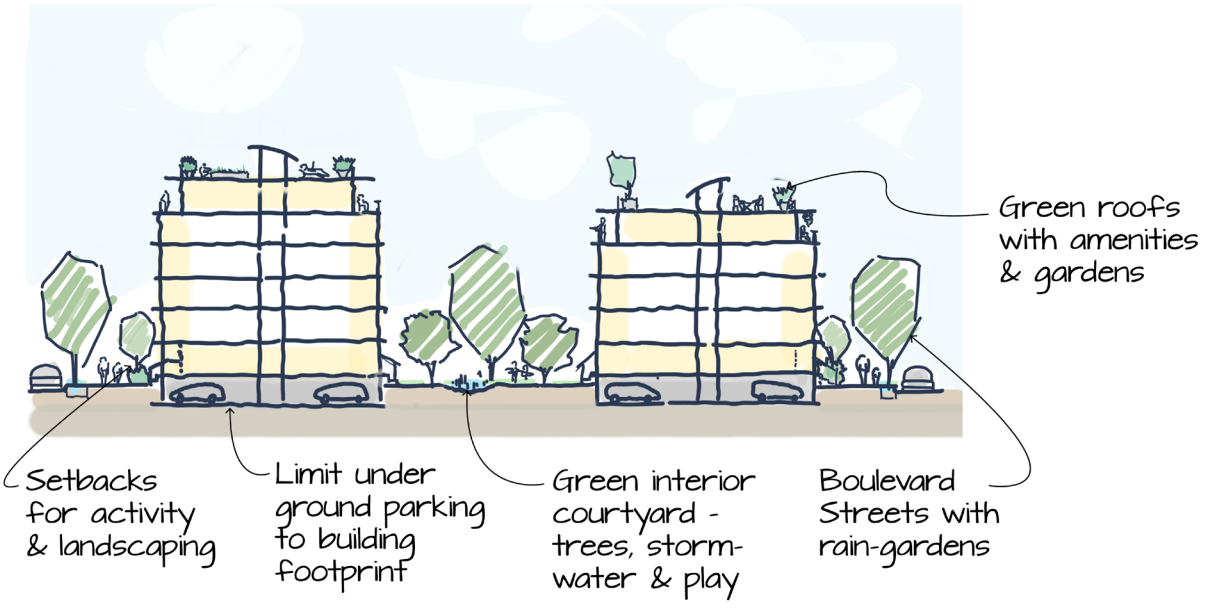
New development should be shaped and sited to support healthy, functioning ecosystems, as illustrated in **Figure 16: Designing for Ecology**.

Figure 16: Designing for Ecology

On- and Off-Site Opportunities for Blue Green Infrastructure in Redevelopment

Built form and open space physically define one another and enhance the public benefits each offers. New development should seek to respond to the local ecological context, and design and build for high-quality ecological functions, including to:

- Minimize building shading on natural public open spaces.
- Provide healthy setbacks from riparian areas, key habitat patches and other ecological corridors, aligned with best practices and, where possible, exceeding provincial standards.
- Manage rainwater on-site using green infrastructure and mimicking natural systems to reduce stresses on the City's stormwater management systems.
- Incorporate strategies such as green roofs, strategic tree planting, rain gardens and pollinator gardens to enhance, connect and improve natural assets in an urban setting.



4.2 Shoreline and Urban Watersheds

Victoria is a coastal city, and water is an important part of its identity. The shoreline, beaches and waterways provide significant environmental, cultural, economic and recreational benefits. The city is also comprised of many watersheds, and although the majority of Victoria's historic creeks are now largely concealed beneath urban development, these watersheds play a significant role in shaping the city's ecological systems and are necessary for stormwater management.

As the impacts of climate change continue to intensify in Victoria over the coming decades, integrated management of these water bodies and the land uses that impact them will be increasingly important. Understanding, preserving and restoring these shorelines, watersheds and creeks can help the city adapt to and mitigate current and projected environmental challenges while still embracing their role in economic vitality, mobility, recreation and the city's cultural landscape.

4.2.1 A Healthy, Vibrant Working Harbour

Work with waterfront industries and other public bodies to restore and strengthen coastal marine and shoreline habitat areas and ecosystems while maintaining a vibrant working harbour as described in the People and Partnerships part of this plan.

4.2.2 Preparing for Rising Sea Levels and Inundation

Continue to develop a detailed understanding of property, infrastructure and assets at risk of flooding, sea level rise and coastal inundation and consider contextually appropriate solutions that may include establishing flood construction levels, identifying areas for managed retreat or investing in engineered responses.

4.2.3 Considering Coastal Risk in Growth and Investment

Consider the latest available information on flooding, sea level rise and coastal inundation in land use decisions and City investments and support solutions that avoid or mitigate the risk of damage to people, infrastructure and property.

4.2.4 A Natural Shoreline

Where feasible, appropriate and within municipal jurisdiction, restore, enhance or protect a natural shoreline to respond to projected climate impacts.

4.2.5 Mimic and Restore Natural Hydrological Systems

Where feasible and appropriate, restore or mimic, through enhanced or engineered green infrastructure, the natural infiltration, detention, flows and hydrological functions of watersheds and estuaries to respond to projected climate impacts.

4.2.6 End-of-Pipe Solutions

Protect ecological and public health by considering and implementing water treatment and pollution control at stormwater discharge points.

4.2.7 Water Conservation in New Development

Continue to support a healthy regional **watershed** through water demand management measures in private development and civic facilities including, water conservation building features, permeable surfaces and low water plantings in site design.

4.2.8 Water Reuse in New Development

Encourage and support the collection, treatment, storage and re-use of grey water in private development and civic facilities.

4.2.9 Support Clean Technology and Pollution Prevention

Enhance enforcement and strengthen requirements for property owners to implement technology and practices to remove harmful waste and sediment from entering the City's infrastructure and the receiving waterways.

4.2.10 Celebrate and Daylight Historic Creeks

City investments and land use decisions will consider opportunities to daylight, restore and celebrate historic and buried creeks, including implementation of the Bowker Creek Blueprint to support natural ecosystem functions, climate adaptation and reflect the city's ecological identity.

4.2.11 Collaborate to Connect Regional Waterways

City investments and land use decisions will consider opportunities to improve public access to the waterfront and continuity of paths along the waterfront and other intermunicipal waterways.

4.3 Urban Forest

Trees are a necessary component of modern urban infrastructure, mitigating the impacts of extreme heat and rain events through their natural cooling, shading and absorption capacity. They provide numerous economic, environmental and social benefits. Trees that grow across public and private lands make up the urban forest with a city-wide canopy cover of 28 per cent. Victoria's urban forest is part of a broader, regional urban forest that connects animals, insects and natural areas in communities across the region.

As Victoria's population grows and experiences more extreme weather events, a healthy, functioning and resilient urban forest will play an increasingly important role in public health and community wellbeing. However, higher density housing and multifunctional rights-of-way will compete for the space trees need to be viable in the long-term. Building and infrastructure siting and design will need to thoughtfully accommodate trees throughout the city for a healthy urban forest.

4.3.1 Progressive Urban Forest Management Planning

Maintain modern plans, policies and regulations to strategically manage a maturing urban forest in a way that supports climate resilience and biodiversity while enhancing canopy cover, particularly in urbanizing areas with low tree provision and low canopy cover.

4.3.2 Grow Canopy Cover to Reduce Urban Heat Island Effect

Seek to retain trees with high ecological and natural value and replace lost trees with trees of equal or greater value in line with a 'right tree right place' approach that complements the forms of development envisioned in this plan, including by:

- Replacing and adding trees in the public realm, including in the Downtown Core.
- Mitigating canopy loss over time in residential areas through tree protection and replacement on both public and private property.
- Preparing for climatic changes and disturbance events that may impact high value trees.

4.3.3 Adaptive Urban Forest

Capital investments and land use decisions will work to distribute ecosystem services equitably and enhance the adaptive capacity and biodiversity of the urban forest by planting a diversity of species that are climate resilient and responsive Victoria's unique ecosystem.

4.3.4 Growth that Supports a Healthy Urban Forest

Land use decisions will prioritize adequate open space for trees to thrive.

4.3.5 Growing the Urban Forest in the Public Realm

City investments and land use decisions will seek opportunities to provide adequate open space in the public right-of-way that is suitable for trees to thrive, with specific emphasis on areas with low canopy cover and for a healthy and functioning urban forest across the city.

4.3.6 Trees in Linear Parkways

Wherever possible, integrate trees as part of the new Linear Parkways Program to provide shade and cooling for users and enhance ecological function and connectivity.

4.3.7 Coordinate the Provision of Trees and Other Infrastructure

City investments and land use decisions will seek to coordinate the provision of trees with the provision of overhead wires, underground pipes and conduit, and other green infrastructure, including through the use of soil cells and other innovative strategies that improve soil volumes, manage stormwater and reduce potable water demand.

4.4 Engineered Infrastructure

Well maintained underground and above ground engineered infrastructure – pipes, conduits and wires – are essential to public health, resilience and the activities of daily life. As with many cities across North America, Victoria faces the challenge of managing aging infrastructure while adapting to a changing climate.

As Victoria advances toward Vision 2050, engineered infrastructure will need to be renewed, expanded and adapted to serve a growing population. It will be thoughtfully and nimbly managed in the context of expected climate changes, including extreme storms, heat, drought and sea level rise. Assets will be maintained and enhanced to maintain and renew service for the community in the event of an emergency, extreme event or disaster. (Infrastructure network maps are provided in Schedule D)

4.4.1 Monitor, Maintain and Enhance Engineered Infrastructure

Through regular assessments, reporting and capital planning, identify optimal service levels and allocate appropriate resources for the safe, climate resilient and efficient conveyance of drinking water, sanitary waste and stormwater to sustainable meet the needs of a growing community, as generally identified on the Infrastructure Network Maps in Schedule D.

4.4.2 Integrate Traditional Infrastructure with Blue Green Infrastructure

In renewal of structural assets and utility infrastructure, consider a range of green infrastructure solutions to support the Blue Green Network objectives of this plan, investing in long-term, resilient solutions that consider a life cycle assessment of assets.

4.4.3 Infrastructure Cost Recovery

Consider opportunities to advance a cost-recovery model for engineered infrastructure and civic facilities to ensure sustainable, reliable service delivery.

4.4.4 Align Local and Regional Infrastructure Plans

Continue to support the Capital Regional District in the regular update and implementation of their infrastructure management plans and align City planning with regional objectives.

4.4.5 Coordinate and Align Local and Regional Infrastructure Works

Wherever possible, plan and coordinate works undertaken by the City or in relation to redevelopment with works undertaken by the Capital Regional District and neighbouring municipalities.

4.4.6 Proactive Asset Management

Plan and coordinate infrastructure improvements undertaken by the City or in relation to redevelopment across the Community, Mobility and Blue Green Networks to minimize disruption to services and to maximize economic efficiency.

4.4.7 Design Public Lands to Accommodate a Range of Modern Infrastructure

On public lands and rights-of-way, prioritize above and below ground infrastructure and street design to accommodate a full spectrum of modern infrastructure, including City-owned water, storm and sewer infrastructure, mobility infrastructure, trees and other green infrastructure, as well as other public and private infrastructure for electricity, gas and telecommunications.

4.4.8 Encourage Innovative Approaches to Coordinate Infrastructure for Compatibility

Encourage public and private utilities to locate, design and plan for site servicing in a manner that is compatible with City infrastructure, public space and the urban forest, including through strategic undergrounding, central distribution and other innovative mechanisms.

4.4.9 Identify and Eliminate Hazards and Public Health Risks in City Assets

Identify and eliminate cross connections, hazards and other potential public health risks in underground and above ground utility infrastructure.

For more information on Victoria's approach to regional infrastructure, resources and natural assets, see Part 4: People and Partnerships.

Vision 2050 City Actions

4. BLUE GREEN

A. Maintain an Asset Management Summary (Engineered and Natural Assets)

The City will maintain a current understanding of City-owned assets, including structures, stormwater, wastewater and waterworks infrastructure, to inform capital budgets and long-range financial planning in line with the policies and objectives of this plan. Over time, the City will inventory natural assets and work to capture them in ongoing asset management.

B. Maintain and Implement a Strategic Approach to Planning for Victoria's Urban Forest

The City will maintain a strategic planning approach for urban forest in line with the policies and objectives of this plan. The approach may identify or include new or updated policies, bylaws, initiatives or other mechanisms to maintain and enhance Victoria's urban forest as a crucial element of public infrastructure, necessary for public health, climate action and community wellbeing.

C. Create a Strategy for Natural Assets

Informed by an inventory of natural assets, the City will prepare a strategy that:

- Maintains an inventory of aggregate information about Victoria's unique natural assets, including their location, condition and vulnerabilities.
- Establishes goals and desired services levels from identified assets.
- Provides a basis for the valuation of natural assets and ecosystem services.
- Establishes a program to monitor ecological function, trends and progress toward goals.
- Identifies opportunities for ecosystem management and conservation.
- Informs actions to protect ecosystems and sustainably manage natural assets that complements but is not redundant to the Capital Regional District regional biodiversity service.

D. Create a Plan for Integrated Rainwater Management

The City will prepare and maintain a plan integrated rainwater management that:

- Recognizes watersheds and identifies opportunities for a watershed-focused approach to growth and land management that emphasizes climate adaptation.
- Reflects the important role of integrated rainwater management in maintaining an efficient and functional stormwater system.
- Identifies mechanisms to restore, enhance and celebrate Victoria's watersheds and waterways with an emphasis on climate and equity considerations.
- Accelerates action to improve water quality in the harbour and waterways.
- Considers the adoption of rainwater management targets.

E. Create a Strategy for Coastal Resilience

The City will prepare and implement a strategy for coastal resilience that:

- Inventories information about the existing conditions of Victoria's shorelines.
- Identifies coastal risks specific to Victoria's shorelines.
- Establishes goals for the restoration, enhancement and protection of natural shorelines.
- Establishes a guiding framework for implementation of coastal resilience initiatives.

F. Protect Ecological Assets in Growth and Development

As informed by a natural asset inventory and the rainwater management plan, the City will consider and measures to protect and enhance natural assets in the development process, including:

- Adding, expanding or enhancing Development Permit Areas and associated guidelines for the purpose of environmental protection, including an expanded shoreline protection area.
- Utilizing conservation covenants and other mechanisms to protect inventoried natural assets, including riparian, marine shoreline and terrestrial environmentally sensitive areas.
- Establish flood construction levels to provide safety and security against flooding or related damage in habitable levels of buildings along the shoreline, informed by projected sea level rise and storm surge events.

PART 4

People and Partnerships

SUPPORTING VICTORIA'S CIVIC, SOCIAL AND ECONOMIC SYSTEMS

This part of the plan relates to the civic, social and economic systems that are crucial to realizing Vision 2050. Victoria's success in these areas will require continued leadership from senior levels of government along with agency, community and business partners.

5. Climate Forward City

CLIMATE ACTION, RESILIENCE AND ENERGY TRANSITION

Climate action is central to achieving Vision 2050. This plan seeks to directly and proactively reduce greenhouse gas emissions and continue to prepare for the ongoing impacts of climate change. This commitment is reflected in the plan's low carbon approach to growth and planning for modern, climate resilient urban infrastructure.

Leadership, partnerships and collaboration also play an important role in mitigating and adapting to climate change. The policies below provide additional directions for the City and opportunities for collaboration and partnership.

5.1 Climate Leadership

5.1.1 Integrate Climate and Climate Equity in City Decisions

Demonstrate leadership in climate action by continuing to consider climate and climate equity in City decisions, initiatives, investments and organizational actions.

5.1.2 Evidence Based Climate Action

Work with all levels of government, academic institutions, the health authority and other stakeholders to monitor and maintain a relevant understanding of:

- Corporate and community greenhouse gas emissions by sector to meaningfully inform targets, policies and actions that support emissions reduction efforts.
- Current and projected climate impacts based on scientific data, and local risks and vulnerabilities to meaningfully inform targets, policies and actions for resilience.

5.1.3 A Collaborative and Coordinated Approach

Enhance partnerships with all governments, public agencies, businesses and community organizations in climate planning and action, including through ongoing participation in region, province and nation-wide climate planning and action.

5.1.4 Mobilize the Community Around Climate Action

Build momentum for community-led climate action by equipping residents, businesses and community groups with the information, resources and guidance required to reduce emissions and advance resilience across the city and region.

5.1.5 Comprehensive Resource Planning

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government to develop regulations and invest in approaches to reduce community greenhouse gas emissions

5.1.6 Collaborate for Innovative Climate Action

Work with community members, organizations, the private sector and other stakeholders to identify and adopt new and innovative approaches to reducing greenhouse gas emissions

5.1.7 Support Regional Efforts to Reduce Greenhouse gas Emissions

Support regional efforts to achieve targets for regional greenhouse gas emissions reductions in buildings, transportation and waste.

5.2 Low Carbon Energy Transition

5.2.1 Support and Encourage Electrification

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government, BC Transit, the Greater Victoria Harbour Authority, Utilities and other partners on electrification efforts.

5.2.2 Collaborate for Low-Carbon District Energy Systems

Collaborate with the Capital Regional District, utility providers, businesses and private developers to explore the feasibility of low carbon energy as a utility on a district scale.

5.2.3 Advocate and Advance Regulations that for Renewable Energy

Consider opportunities to enhance the regulatory environment to support local energy generation capacity and distribution systems that use renewable energy sources such as solar or waste heat.

5.2.4 Promote and Support Fuel Switching

Promote, support and enable fuel switching from fossil-based to low carbon energy sources through education, advocacy, incentives and City initiatives.

5.2.5 Foster Industry Collaboration for Low Carbon Innovation

Collaborate with developers, architects, engineers, contractors and manufacturers to accelerate the adoption of low carbon construction practices and technologies, including mass timber and prefabricated materials.

5.2.6 Facilitate the transition to Electric and Low-Emission Vehicles

Collaborate and partner with other levels of government, government agencies, businesses and community organizations to support the transition to electric and low-emission vehicles.

5.3 Prepare for and Respond

5.3.1 Support Regional Efforts on Climate Resilient Infrastructure

Support regional efforts to enhance climate resilience of infrastructure and natural assets, such as regional watersheds, forests, parks and shorelines.

5.3.2 Collaborate to Build Resilient Communities

Work with regional partners, industry stakeholders and community organizations to share knowledge, tools, and best practices for building adaptation, ensuring alignment with local risks and needs.

5.3.3 Promote Community Health in a Changing Climate

Collaborate with other government agencies, academic institutions, the health authority and community organizations to enhance health and wellbeing by addressing climate-related risks and fostering resilience within the community.

5.3.4 Community Based Adaptation

Seek opportunities to collaborate and build partnerships with community members, organizations and other stakeholders to promote and support effective climate adaptation efforts.

6. Welcoming, Equitable City

VICTORIA'S HOUSING AND SOCIAL SYSTEMS

Core to Vision 2050 is the evolution of a diverse community, welcoming and inclusive of all ages, lifestyles, incomes and backgrounds, anchored by a range of housing options across the continuum and equitable access to community infrastructure. This plan directly supports a welcoming and equitable city by enabling diverse housing to be realized more quickly throughout the city, specifically near sustainable and accessible mobility options. It applies a lens of equity to the provision of City services, including community infrastructure.

To fully realize Vision 2050, however, will require attention from and coordination among multiple organizations and jurisdictions involved in improving equity, affordability and access to services more broadly. The policies below provide additional directions for the City and amplify opportunities to collaborate with partners to this end.

6.1 Advance an Inclusive Community

6.1.1 Recognize and Plan for Victoria's Diverse Communities

Acknowledge the existing diversity and intersectionality of Victorians, by age, sex, gender identity or expression, ability, race, ethnicity, origin, religion and economic status and continue to celebrate and plan for diverse community needs.

6.1.2 Remove Barriers and Improve Access

Demonstrate leadership by continuing to identify and remove barriers to City programs and services, promoting inclusion and access for all and encouraging other public organizations and community groups to do the same, including by:

- Encouraging and supporting improved accessibility in physical spaces.
- Encouraging and improved access to and participation in intangible processes.
- Continuing to collaborate with accessibility groups and people with diverse lived experiences.

6.1.3 Support a Multigenerational City

Work toward a city that is welcoming and inclusive of all ages and family types, including by:

(a) Catalyzing Family and Accessible Housing

Advocate, encourage and partner to realize high shares of family-oriented and accessible housing units in new development, particularly below market developments, beyond those required in City regulations.

(b) Encouraging Seniors Housing and Services

Work with senior governments, the health authority, the private sector, and non-profit organizations to anticipate and plan for housing, care facilities and health, wellbeing and support services that will meet the needs of residents as they age.

(c) Encouraging Expanded Child and Senior Daycare Options

Encourage diverse, quality, accessible and affordable daycare programs, such as preschool, out-of-school care and senior daycare spaces, including through partnerships, coordination, advocacy to senior governments and ongoing supportive land use policies and regulations.

(d) Continue to Coordinate and Partner with the School District

Maintain strong communication with the school district to ensure there is a shared understanding of population growth projections and anticipated educational, recreational and community needs, as well as strategic priorities for school lands within the city. Explore opportunities to meet these needs collaboratively, including by maintaining public ownership and through shared use agreements and other partnerships.

6.1.4 Encourage Inclusive and Responsive Community Services

Support and encourage service providers, including other governments, community organizations and the health authority, to ensure community needs are met as Victoria's population grows and changes, including the provision of:

- A range of local and regional health and wellness facilities and services.
- An accessible and inclusive network of regional recreational facilities and services.
- Regional and local public library facilities and services.
- Opportunities and facilities for lifelong learning and skills training.
- Places of worship and other spaces for contemplation.
- Settlement services and cultural centres.

Encourage collaboration among community service providers and community organizations across the city and at the regional level

6.2 Improve Affordability

6.2.1 Reduce the Housing and Transportation Cost Burden

Recognizing that housing and transportation costs are the greatest burdens on most household budgets, consider relevant solutions, including:

- Municipal levers to encourage more affordable housing across the housing continuum, including but not limited to incentives and allowances such as property tax reductions, grants, bonus density provision, streamlined processes and zoning variances or amendments.
- Municipal levers to encourage more affordable transportation options and services in line with the Mobility Network section of this plan.
- Partnerships and coordination with other levels of government, agencies, private industry, community organizations and individuals to improve access to low-cost housing and mobility options.
- Advocate to other governments and public agencies for fully funded, accessible public transit services that meet this plan's objectives.

6.2.2 Advance Regional Solutions for Affordability

Work with the Capital Regional District, its member municipalities, BC Transit and other partners to improve regional affordability by increasing diverse housing supply across the region, served by low-cost, low carbon mobility options within and between communities on the South Island.

6.2.3 Emphasize Long Term Stability

Encourage housing solutions and advocate for social and economic policies that help people gain long-term stability, including more permanent housing, reliable and accessible support services, greater autonomy and stable employment or income.

6.2.4 Increase the Share of Non-Market Housing

Advocate for senior government assistance to support a range of non-market, transitional and supportive housing options, with an emphasis on specific groups in core need per the City's regularly updated Housing Needs Report and identified regional housing needs.

6.2.5 Retain Naturally Occurring Affordable Housing

Support and advocate for programs and policies that enable the preservation, upgrade and regeneration of the city's naturally occurring affordable housing stock, including purpose-built rental, cooperative and multi-unit strata buildings.

6.3 Alleviating Extreme Poverty

6.3.1 Embrace a Housing First Approach

13.36 Encourage, enable and advocate for a Housing First approach and public, private and non-profit initiatives that help to break the cycle of mental illness, substance abuse and homelessness.

6.3.2 Work with Partners for Stable Housing and Services

Continue to work with coordinated community and regional efforts to end homelessness and enable stable housing with support services for people who are homeless or at-risk-of-homelessness, within the limits of the City's mandate and resources.

6.3.3 Work with Partners to Ensure Access to Basic Services

Work with senior governments, the health authority, the private sector and community organizations to provide access to essential services and facilities that meet people's basic needs, including those necessary to maintain public and personal health, such as temporary shelters , emergency weather response shelters, drop-in centres, public toilets, drinking water and food services.

7. Healthy, Safe and Resilient City

COMMUNITY SAFETY, DISASTER RISK MANAGEMENT AND Wellbeing

As Victoria grows and evolves, this plan emphasizes livability with healthy, safe and enjoyable places to live work and play. It provides direction for livable public and private spaces through innovative development and good urban design. It ensures community infrastructure and public assets are managed in manner that responds to anticipated growth and climate impacts.

Ensuring a healthy, safe and resilient community, however, goes beyond land use, built form and urban infrastructure. Local, regional and cross-jurisdictional public safety, emergency management and health and wellbeing systems play important roles in ensuring a livable city.

7.1 Community Safety

7.1.1 Collaborate for Community Safety

Collaborate with the Victoria Police Department, the Fire Department, the health authority, community and social service providers, businesses, community groups and residents with diverse lived experiences for a safe and thriving Victoria.

7.1.2 Maintain a Relevant Understanding of Safety and Wellbeing

Work collaboratively to better understand what community safety and wellbeing means for Victoria's diverse population, including for communities facing systemic barriers, people who are racialized, low-income, unhoused or precariously housed as well as people who use drugs.

7.1.3 Contextually Appropriate Approaches to Crisis Response

Consider and support a continuum of collaborative and contextually appropriate approaches to crisis response, including police and civilian resources, that recognize diverse community and individual needs and emphasize safety and security for all immediately involved as well as positive long-term outcomes.

7.1.4 Embrace a Five Pillars Approach to Substance Use and Addiction

Collaborate with partners to better understand and address systemic inequities that result in substance use and addiction for a coordinated, comprehensive **Five Pillars** approach that:

- Prevents problematic substance use.
- Reduces harm to individuals and communities from the sale and use of both legal and illegal substances.
- Provides a range of support services, specialized care facilities and treatment programs for people who have addictions.
- Supports access to safe, affordable and quality housing.
- Delivers enforcement and response services to support community peace, public order and safety.

7.1.5 Ensure Safe, Welcoming Public Spaces for All

Collaborate with community organizations, public and private landowners and other stakeholders to create safer, more welcoming public spaces that foster a sense of belonging, identity and security for all community members, including those living in extreme poverty.

7.1.6 Plan for Cross Jurisdictional Public Safety Services

Maintain partnerships and continue to collaborate across governments for the efficient and effective delivery of policing and fire services through the maintenance and regular update of the relevant plans, policies and protocols.

7.2 Public Health and Wellbeing

7.2.1 Collaborate and Coordinate for Health and Wellness Services

Maintain partnerships and continue to collaborate across governments, public agencies, community organizations and the private sector to build capacity and provide a range of services for individual health and wellbeing, including:

- Social services that enable all community members to meet their basic needs.
- A range of local and regional health and wellness facilities, programs and services.
- An accessible and inclusive network of regional recreational facilities and services.
- Regional public library facilities and services.
- Places and programs that support lifelong learning and skills training.
- Places of worship and other spaces for contemplation and connection.
- Settlement services and cultural centres.

Encourage collaboration among community service providers, community organizations and community members across the city and at the regional level to achieve the above.

7.2.2 Foster a Culture of Community Support and Connection

Support and encourage efforts to create a culture of volunteerism, community support and intercultural, intergenerational connections, to reduce the risk of social isolation and loneliness and improve resilience.

7.2.3 Prevent Pollution

Work with partners that have direct mandates to address issues related to air, noise and light pollution to mitigate negative impacts on public and ecological health. Continue to support other governments and public agencies in monitoring and evaluating waterways and water sources to ensure public health and the protection of the watershed and coastal marine environment.

7.3 Disaster Risk Reduction

7.3.1 Prepare, Mitigate, Respond and Recover

The City will approach emergency management and Disaster Risk Reduction based on risk assessments and collaboration with other governments that address all four phases of emergency management: mitigation, preparedness, response and recovery.

7.3.2 Continue to Strengthen Disaster Risk Governance and Align the City's Disaster Risk Reduction Approach to Senior Governments'

Ensure that the City of Victoria's Emergency Management and Disaster Risk Reduction priorities continue to align with Provincial legislation, Canada's National Emergency Management Strategy and the United Nations Sendai Framework for Disaster Risk Reduction.

7.3.3 Embrace a Holistic, Pro-Active Disaster Risk Reduction Strategy

Identify opportunities, including through collaboration and partnership, to pro-actively reduce vulnerability to hazards and risks and mitigate their impacts, including through up front investments that significantly reduce the social, economic, cultural heritage and environmental costs when events do occur, forward-looking mitigation, response, and recovery measures and opportunities to build back better.

7.3.4 Collaborate and Invest in Disaster Risk Reduction for Resilience

Leverage existing knowledge, experience and capabilities within the community and with regional partners to strengthen the resilience of all. Consult and coordinate with First Nations, neighbouring local governments, service providers and critical infrastructure operators for efficient mitigation, response and recovery.

7.3.5 Maintain a Relevant Understanding of Disaster Risk

The City's approach to disaster risk management is based on a comprehensive understanding of disaster risk in all its dimensions of vulnerability, capacity, exposure of persons and assets, hazard characteristics and the environment.

The City will maintain up-to-date Hazard, Risk and Vulnerability Assessments that:

- Assesses all hazards, risks, and vulnerabilities, including increasingly frequent, severe and complex climate change hazards, such as intense droughts, severe fires, flooding and storms.
- Evaluates the degree of risk related to each hazard, including potential consequences for people, property, infrastructure and natural systems that may be impacted.
- Considers potential impacts with respect to demographics, including gender, age, ability and socioeconomic conditions.
- Recognizes the value and importance of Indigenous knowledge and consultation, both in terms of understanding and planning for risks, and incorporates this knowledge into the Hazard, Risk, and Vulnerability Assessments.

7.3.6 Consider and Improve Understanding of Local Hazards, Disaster Risks and Vulnerabilities

Consider locally specific hazard and disaster risk areas identified in risk assessments and seek opportunities to develop, coordinate or collaborate on more detailed mapping of hazards and vulnerabilities, including seismic microzonation, flooding, sea level rise and extreme heat (see key example on Seismic and Tsunami Hazard Map in Schedule D).

7.3.7 Plan for City Business Continuity

The City will maintain business continuity plans based on risk assessments to ensure the City's essential services can continue to be delivered during emergencies.

7.3.8 Invest in Organizational Emergency Preparedness

The City will effectively prepare for, respond to and recover from hazards and vulnerabilities through the provision of adequate resources, facilities and training, including:

- Training and exercises for City staff for all-hazards.
- Managing volunteer programs to support emergent needs before, during and after disasters.
- Delivering public education for individual and communal preparedness.
- Ensuring contingencies are in place to support systems critical to response capacity.
- Ensuring systems and resources are in place for known community risks.

8. Sustainable City

VICTORIA'S ZERO WASTE AND URBAN FOOD SYSTEMS

A sustainable city is one that is designed and organized to minimize environmental impacts while ensuring long-term social and economic resilience. This plan supports Victoria to be a sustainable city in many ways, including through policies that encourage low-carbon growth and living, support strong communities and envision a citywide network of blue green infrastructure. The use of low carbon materials and the adaptive reuse of existing buildings is encouraged in new development. The growing and provision of local food is enabled through much of the city, complementing natural assets and green open spaces.

Still, moving toward a community where no resources are wasted – whether it be food, water or materials requires – planning beyond land use and infrastructure. Sustainable regional and local food and waste management systems require action and attention from multiple jurisdictions. The policies in this section provide guidance for coordinated planning and leadership on these important aspects of a sustainable city.

8.1 Zero Waste Systems

8.1.1 Comprehensive Resource Planning

Continue to advocate, support, encourage and participate in collaborative efforts with other levels of government to develop regulations and invest in approaches that achieve zero waste resource planning.

8.1.2 Reduce Demand for Natural Resources

Work with community members, organizations, the private sector and other stakeholders to identify and adopt new and innovative approaches to reducing demand for natural and virgin resources.

8.1.3 Move toward Closed Loop Systems

Support and enable closed loop systems on private land and within public infrastructure systems to minimize waste and mimic natural processes including for water supply, wastewater, green stormwater, solid waste, sustainable energy and urban food.

8.1.4 Prioritize Local Action Based on Zero Waste

Ensure local initiatives support continual improvements to the solid waste management system, aligning with the **pollution prevention hierarchy**.

8.1.5 Facilitate Community Transitions

Leverage knowledge and partners across the community to facilitate a local transition to zero waste, including by strengthening local reuse markets and identifying and removing barriers to innovative zero waste solutions.

8.1.6 Support Regional Solid Waste and Water Management Efforts

Support regional efforts to achieve targets in regional solid waste, liquid waste and water supply management or master plans, including through the implementation of local regulatory powers.

8.1.7 Create a Culture of Conservation

Continue to work with other governments, public agencies and community partners to promote, educate and build awareness about the importance of resource conservation, including residential, commercial and industrial use of water, food and energy.

8.2 Urban Food Systems

8.2.1 Comprehensive Food System Planning

Continue to support, encourage and participate in coordinated efforts to develop a more sustainable **food system** that:

- Contributes to the economic development, environmental management and social wellbeing of Victoria and the region.
- Encourages local and regional food production, including through protection of and expanded access to productive farmland and the maintenance and re-establishment of food processing and distribution infrastructure.
- Recognizes access to safe, sufficient, culturally relevant and nutritious food as a basic need for all community members.
- Celebrates local food culture and cuisine as well as local, Indigenous and multicultural food traditions.

8.2.2 Encourage Healthy, Local Food Access in All Community Nodes

In line with the Urban Form and Land Use and Community Networks sections of this plan, continue to encourage private developers and community partners to integrate local food growing, sharing and sales opportunities in all community nodes to support complete, low-carbon communities.

8.2.3 Partner to Increase Food Security and Production

Work with community members, organizations, the Capital Regional District and other stakeholders to identify, consider and plan for new and innovative approaches to increase urban food production and food security.

8.2.4 Support and Encourage a Quality, Resilient Regional Food System

Work with regional partners to enhance the capacity, production and value of the regional food system and support efforts to adapt the system to a changing climate and increase its resiliency to future shocks, including water shortages, disasters, extreme weather events and fluctuations in global food and energy prices.

8.2.5 Encourage and Support Food Vendors

Work with local businesses and the health authority to expand street food vending opportunities and their ability to access locally produced, processed and distributed foods to animate the public realm, showcase local cuisine and support the local economy.

8.2.6 Encourage and Support Farmers Markets

Encourage the development of food and farmers markets throughout the City's Community Networks, as well as a viable, centrally located year-round market that supports local growers and food processors, meets community needs and animates the city.

8.2.7 Expand Community Food Opportunities

Work with community organizations and other partners to expand access to and quality of community gardens and community kitchens in order to meet increasing demand and improve resiliency, emphasizing opportunities that support the social and emergency management objectives of this plan.

8.2.8 Support Healthy, Dignified Food Choices

Support and encourage public and private sector partners in efforts to help people move towards healthier, more secure and dignified food choices, including through knowledge and skill building as well as improved access to affordable, nutritious and culturally relevant foods.

8.2.9 Support Efforts to Build Food System Knowledge and Skills

Encourage schools, community and seniors' centres to incorporate features such as food gardens and community composting depots that facilitate the development of food-related skills and knowledge.

8.2.10 Consider Reconciliation in Food Security Actions

Consider food security with a lens of reconciliation, supporting and encouraging Indigenous-led and Indigenous-focused approaches to food access and food growing initiatives.

9. Vibrant and Prosperous City

ECONOMIC PROSPERITY, ARTS AND CULTURAL VIBRANCY

A core function of this plan is to ensure Victoria has the land and infrastructure needed to enable high-quality, well-paying jobs and cultural vibrancy as the city grows. It designates land specifically for employment uses, including strategic industrial lands along the deep water harbour, and encourages innovative uses of these lands to support diverse and emerging sectors, including for arts and culture. The plan also enables diverse economic development throughout the city and provides direction for a public realm supportive of and complementary to community businesses and arts and cultural assets.

Planning for a modern, vibrant and prosperous city requires a regional lens and action beyond the authority and mandate of local governments. The policies in this section provide additional direction for the City to support, collaborate and coordinate with community organizations and the private sector to achieve and amplify economic and cultural objectives.

9.1 Local and Regional Economic Development

9.1.1 Build on Victoria's Economic Strengths

Collaborate with businesses, governments and other organizations, building on Victoria's economic strengths to:

- Maintain Victoria as a focal point for government and business office headquarters through strategic coordination with the Provincial Government to maintain and grow daytime populations in the Downtown Core, including through suitable and adequate provision of modern office and institutional spaces.
- Support the tourism sector by encouraging tourist and visitor services to cluster and coordinate in the inner harbour and Downtown Core and by supporting the retention and enhancement of transportation services and arts and cultural facilities.
- Embrace and build upon Victoria's strong and historic deep water, working harbour and encourage new ways to sustainably maximize its function, including through industrial intensification and new industries supportive of a Blue Economy and global connections.
- Encourage educational advancement, research, lifelong learning and literacy, including by supporting the development of related institutions, spaces and community infrastructure.
- Encourage local business development throughout the community.
- Support Indigenous economic development and long-term, sustainable economic reconciliation.

9.1.2 Support Economic Diversification

In addition to the sectors described in section 9.1.1, continue to support economic diversification – especially to attract high-value household sustaining jobs and businesses that retain wealth in the community. Encourage senior government to offer incentives for businesses and jobs in major and emerging economic sectors.

9.1.3 Modern Infrastructure for Economic Prosperity

Continue to work with partners to modernize and streamline urban systems that attract diverse sectors, including by encouraging new infrastructure, telecommunication and mobility technologies and supporting innovative low-carbon growth and development.

9.1.4 Support and Showcase Victoria as a Destination City

Work with local and regional partners to advance Victoria as a global leader in sustainable tourism, including by:

- Supporting the retention, enhancement and addition of tourism assets, like hotel accommodation, travel terminals, conference centres, gathering spaces and commercial and institutional destinations, particularly in and around an iconic Inner Harbour.
- Investing in a high-quality public realm that supports pedestrian enjoyment and placemaking, celebration of natural and built heritage, arts and culture and other community infrastructure in alignment with the policies of this plan.
- Enhancing key gateways, mobility connections and transportation infrastructure to better support business, goods movement and visitor connection between local and regional destinations, in alignment with the Mobility polices of this plan.
- Ensure tourism related development and initiatives align with local community values and the climate objectives of this plan.
- Celebrating the historic and future-oriented aspects of Victoria's identity and shared values including through high quality and inclusive destinations, festivals, celebrations, special events and beautification initiatives.

9.1.5 Promote and Advance Higher Education in Victoria

Collaborate with universities, colleges and advanced education institutions to create a greater academic presences and more academic activities and opportunities within the city, and specifically in the Downtown Core.

9.1.6 Support Opportunities for Research, Connection and Innovation

Encourage innovation, collaboration and research in the city, including by supporting the development of a flexible, high-capacity conference centre space that meets the diverse needs of multiple sectors.

9.1.7 Attract and Support Climate-Forward, Equity-Focused Business

Work with partners to attract, retain and support businesses and sectors that advance the low-carbon living, urban resiliency and equity objectives of this plan, including sustainable building, low carbon energy, green technology and green infrastructure.

9.1.8 Encourage, Support and Attract Health Services and Research

Work with partners to improve health services and advance research and innovation in the health sector, including by encouraging the growth and retention of health services and related light industrial and commercial activities in the Jubilee Employment District.

9.1.9 Ensure Efficient, Supportive City Involvement in Business Development

Periodically review and consider tools and levers available to the City to enable and support new local business development, business improvements and entrepreneurship, including property tax rates, tax incentives, charges, fees, grants and resources.

9.1.10 Collaborate, Communicate and Innovate with the City's Industries and Businesses

Maintain strong working relationships with industry, business and commerce organizations, major employers and economic drivers in the city, including through consultation on decisions related to land use and the design and function of the public right-of-way that may impact business viability.

9.1.11 Support Community Economic Development

Seek opportunities to support, enable and encourage economic activities that address market failures and strengthen individual and community wellbeing. Opportunities may include enhanced diversity within local businesses, special attention to Canadian newcomer businesses, supports for youth as well as unemployed or underemployed to better access economic opportunities, along with other services that improve accessibility and inclusiveness in the local economy more broadly.

9.1.12 Advance Reconciliation by Supporting and Enabling Indigenous Economic Prosperity

Continue to support the self-directed economic vision of First Nations and Indigenous Peoples, including by removing barriers and collaborating to advance modern, resilient Indigenous economic prosperity in line with the policies and objectives of this plan.

9.2 Victoria's Working Harbour

9.2.1 Reflect and Celebrate Victoria's Working Harbour Roots

Continue to celebrate the Victoria Harbour, including its history in shaping the city, its contributions to Victoria's economy and identity today, and the role it will continue to play in a vibrant, prosperous future. Together with partners, recognize and plan for the Victoria Harbour, not just as an important ecological area, but as an asset integral to the Capital Region's blue economy, supporting marine industries, transportation and recreation while connecting global economies.

9.2.2 Encourage and Support Marine Sectors in the Victoria Harbour

Continue to work with senior governments, neighbouring municipalities, public agencies, community and business partners to sustain and enhance a diversity of marine sectors in the Victoria Harbour by:

- Encouraging and attracting marine-related industrial uses and businesses on waterfront lands, including those that support regional objectives for a b**lue economy** and an **ocean futures** cluster .
- Encouraging improvements to and intensification of traditional industry that benefit from waterfront locations to maximize the use of limited land area while mitigating negative environmental outcomes.
- Continuing to support and encourage economically efficient, low-carbon, water-based shipping and transport for businesses located on the waterfront.
- Coordinating and collaborating to ensure safe, efficient mobility connections to and from the Harbour in line with the Mobility section of this plan.
- Encouraging and supporting the establishment of a marine transportation hub to support marine-related businesses and activities.

9.2.3 Support and Encourage Opportunities to Showcase the Harbour

Continue to work with partners to showcase the beauty and function of Victoria's Working Harbour, including by:

- Supporting activities and programming that showcase the harbour's vibrancy and engage citizens and visitors.
- Encouraging industrial development to include public access for recreation, fishing and public viewing of the harbour where feasible.
- Enhancing public access to the Harbour, including through the realization of the Harbour Pathway, while maintaining the ongoing viability of economic functions.
- Highlighting core functions of a working harbour and its contributions to Victoria and the greater region, including to waterfront visitors through wayfinding, signage and storytelling.
- Maintaining and improving community mobility within and around the harbour, including through new or expanded public water-based mobility options.

9.2.4 Reflect a Spirit of Reconciliation in the Victoria Harbour

Collaborate with the Songhees Nation and the Xwsepsum Nation to include cultural elements and public realm improvements that reflect and honour the waterfront's significance as part of Lekwungen history, culture and values.

9.3 Arts and Culture

9.3.1 Support a Vibrant Arts and Culture Community and Economy

Continue to support and recognize the value of arts and culture as central components to Vision 2050 - as key elements of social wellbeing and quality of life and contributors to Victoria's economic prosperity.

9.3.2 Attract, Retain and Nurture Diverse Arts and Cultural Sectors

Foster the development of diverse and inclusive cultural hubs, with clusters of industries and related activity in the arts, culture and entertainment sector, by:

- Work with community partners to retain and enhance arts and cultural facilities and to maintain and expand professional arts companies.
- Work with partners in the public and private sectors to develop a new public library in the Downtown Core.
- Collaborate with partners to identify opportunities for new arts and cultural destinations, including through co-location of public and private uses.
- Continue to host high quality events and festivals and work with partners to explore the feasibility of creating new event venues.
- Continue to enable access to suitable locations for the film industry.

9.3.3 Grow a Culture of Creativity

Maintain partnerships and collaborate with public and private entities to foster cultural development, including by:

- Celebrating and championing Victoria as a creative city, attracting diverse visitors, businesses and new residents that support creative sectors.
- Supporting diverse arts and culture facilities, programs, services and events.
- Supporting efforts to attract, diversify and expand audiences for professional arts, including through of the programming of civic facilities.
- Collaborating with partners to broaden access to arts and culture for people of all ages, incomes, backgrounds and lifestyles, and nurture education, training and informal learning opportunities in the arts, design and cultural sectors.

9.3.4 Continue to Advance Arts and Cultural Planning

Continue to engage with community members and stakeholders to maintain, enhance and grow arts and culture including by:

- Collaboratively working toward a shared vision for arts and culture in Victoria.
- Fostering and supporting community-led, non-profit and private sectors to advance arts and culture programs and initiatives.
- Regularly reviewing and adapting plans and programs to meet current needs.

- Maintaining an inventory of cultural resources and collaborating with partners to maintain and grow assets, in line with the Community Networks section of this plan.

9.3.5 Integrate Public Art Throughout the City

Continue to secure and maintain art in public places, including through City investment, voluntary provision by private sector and community-led placemaking, public art programs and other initiatives that may be supported by the City and professional artists.

9.3.6 Add, Maintain and Enhance Core Cultural Facilities

Support, encourage and collaborate with public and private entities to maintain and enhance core cultural assets in line with the Community Network section of this plan, including:

- Performance space in the Royal Theatre and the McPherson Playhouse.
- Arts and culture program space in other publicly owned facilities, including schools, community centres and library spaces.
- Arts and culture program space in private schools, places of worship and other private or non-profit community and cultural spaces and centres.

9.3.7 Animate and Program Public Spaces

Animate and program public spaces to reflect Victoria's values and collective identify, create great community places and attract visitors, including by:

- Working with partners to develop a performance location for major outdoor events in a permanent and highly accessible public space.
- Encouraging and supporting festivals, celebrations and special events in diverse public spaces throughout the city, including those led by the City, the community, non-profit organizations and private entities.
- Establishing and maintaining partnerships with professional artists and arts and cultural organizations to program the use of public space.

9.3.8 Improve the Affordability of Arts and Cultural Spaces

Encourage, support and consider opportunities to improve access to and affordability of appropriate commercial spaces for visual art, theatre and dance studios, galleries and non-profit art and culture offices, including innovative funding opportunities and permissive land use approaches, as described in the Urban Form and Land Use section of this plan.

9.3.9 Advance Multicultural and Indigenous Arts and Culture

Preserve and conserve inclusive heritage legacies, reflecting multicultural and Indigenous tangible and intangible cultural heritage in everyday encounters in the public realm, through artistic interventions, presence and traditional storytelling, and celebrate diverse art communities today.

10. A City that Speaks, Listens and Acts

ADVOCACY, DEMOCRACY AND CIVIC ENGAGEMENT

This plan is the community's official plan. It identifies a shared vision and collective values for the coming decades and charts a path forward, including through physical growth and development. However, social and civic health - the non-tangible features of a community that support societal ideals like equity, inclusion and democracy – are equally important to the realization of Vision 2050. This section of the plan provides direction to ensure that all voices continue to be heard and meaningfully inform City decisions and actions.

While the City of Victoria can use its authorities and leverage its resources to realize Vision 2050, there are many partners in realizing that vision, including other governments, agencies, non-profit organizations and the private sector that have mandates and resources beyond those of the City. In many instances, the City can play an important role as convener - bringing together actors and decision-makers across multiple jurisdictions with diverse mandates to work collaboratively work toward meaningful solutions and systemic changes. This section of the plan reflects the important role that the City of Victoria and its community members have to convene partners and advocate to regional, provincial and federal governments for local priorities.

10.1 Partnerships and Advocacy

10.1.1 Advocate for Housing Needs

Continue to advocate to other levels of government and public housing agencies to address current and future housing needs and to meaningfully improve housing affordability, including by:

- Reviewing taxes, fees, charges and other disincentives to market housing development, while ensuring the costs of growth are equitably borne.
- Creating and enhancing programs that promote and facilitate the development of new secured market and non-market rental housing.
- Creating and implementing programs that encourage, support or facilitate creative partnerships to realize alternative housing tenure models, such as collective housing.
- Creating and enhancing targeted housing assistance programs and support services for people in core need, including for seniors, low-income households, households with children and people with special needs.
- Developing and/or providing adequate funding mechanisms for sufficient, reliable and dignified services, supports and housing for people who are homeless or at-risk-of-homelessness.
- Expanding programs that protect and invest in rental housing stock under non-profit management to reduce the displacement of low-income and median income households.

10.1.2 Advocate for Community Infrastructure Needs

Continue to cultivate partnerships and advocate to other governments, public agencies and the private sector for a collective approach to meeting community infrastructure needs, including by:

- Enhancing public access to and community use of open spaces that are owned, leased or managed by other levels of government, private entities, school boards or community agencies.
- Reflecting the vital role Victoria's recreation system plays in the regional network of parks, open space, trails and recreational facilities.
- Investing in City-owned park and recreational facilities and infrastructure, including through capital funding and private donations.
- Investing in major arts, cultural and public space assets that contribute to Victoria's role as a destination city, including museums and galleries.
- Investing in major community and cultural assets in the Downtown Core that benefit the broader region, including new Public Library space.
- Considering creative operating models, joint use agreements, integrated services and programming or other approaches that maximize space and operational resources.

10.1.3 Advocate for Improved Mobility and Connections

Continue to cultivate partnerships and advocate to other governments and public transportation agencies for:

- **Regional Transit:** Timely implementation of the frequent and rapid transit network, where service levels are increased significantly to allow seamless travel in Victoria and the surrounding area.
- **Better Connections:** Reliable, intra- and interregional travel, including
  - Sustainable, frequent access to Victoria International Airport and ferry terminals.
  - New rapid transit such as Light Rail Transit (LRT) to support a growing region.
  - The ongoing viability of and sustainable access to ferries and water-based air services in the Inner Harbour.
- **Improved Local Connectivity:** Consistent, convenient and clear local connections and services across municipal boundaries for all mode types and freight movement.
- **Low Carbon Options:** Expanded funding for and investment in low carbon mobility infrastructure.

10.1.4 Advocate for Climate Action

Continue to cultivate partnerships and advocate to other governments, public agencies and the private sector for meaningful climate action and coordinated planning, including by:

- Maintaining an understanding of greenhouse gas emissions and ongoing climate hazards, risks and vulnerabilities.

- Improving regulations, initiatives and funding mechanisms that advance energy efficiency and fuel switching.
- Exploring and enabling opportunities for on-site technologies that re-use waste heat and to generate energy from waste recovery.
- Promoting and supporting the construction of low-carbon buildings and building retrofits through incentives, supportive legislation and funding mechanisms.
- Improving climate literacy and encouraging individual and community action.

10.1.5 Advocate for Sustainable Regional Food Systems

Advocate to the Capital Regional District to work with partners to form a Regional Food Policy Council that supports the policies and objectives described in Section 8.2 Urban Food Systems.

10.1.6 Coordinate for Sustainable Regional Infrastructure Planning

Continue to advance sustainable management of regional infrastructure services, including for drinking water, liquid waste and solid waste, by supporting the Capital Regional District in the regular update and implementation of management plans.

10.2 Civic Engagement

10.2.1 Ensure Good Governance Through Meaningful Engagement

Recognize that everyone has the right to be engaged in decisions that impact them and that community members hold unique knowledge to inform decisions.

10.2.2 Foster a Culture of Belonging and Empowerment

Through regular communications and engagement opportunities, facilitate a sense of community belonging where all people feel safe and empowered to share their feedback and experiences and take part in influencing City decisions.

10.2.3 Advance Equitable Engagement

Advance equity in public engagement and civic processes through collaborative planning, capacity and trust building, elevating underrepresented voices, addressing barriers to participation and prioritizing evidence-based decision-making.

10.2.4 Build Capacity for Ongoing Civic Engagement

Facilitate and support regular activities that both improve the community's understanding of civic processes and participation opportunities, and the City's understanding of the lived experiences across Victoria, emphasizing capacity building for and with community members who have been historically underrepresented.

Schedule A

Plan Implementation

ADMINISTRATION, ADAPTIVE MANAGEMENT AND MONITORING

This section provides guidance for plan implementation, while enabling responses to changing and emerging conditions including by monitoring progress over time.

A.1 Administration

A.1.1 Consistency with City Policy

All City plans, policies and bylaws that address the topics of this plan should be generally consistent with its policies and objectives or be made generally consistent over time. Where new City plans, policies and bylaws are considered, the consistency with this plan should be documented, including they ways in which specific objectives are being advanced.

A.1.2 Zoning Bylaw Consistency

Updates to the City's zoning bylaw(s) should be generally consistent with this plan and seek to advance its intent and objectives. Variances for site-specific zoning conditions may be appropriate where aligned with this plan's objectives and, if applicable, other City policy.

A.1.3 Density Benefits

In accordance with section 482 of the *Local Government Act*, the City may develop or amend its zoning bylaw(s) to identify areas where higher densities may be achieved, aligned with the Urban Form and Land Use section of this plan, in exchange for community benefits that advance the objectives of this plan, including amenities, affordable housing and special needs housing.

A.1.4 Voluntary Contributions

Voluntary amenities and other commitments secured through rezoning applications must be established through a covenant, security or other agreement and should accomplish the following, subject only to extraordinary conditions or circumstances:

- Advance the goals and objectives of this plan.
- Provide amenities that are identified in other City policy.
- Provide for maintenance in perpetuity, where applicable, such that any public costs are minimized or eliminated.

A.2 Development Review Processes

A.2.1 Community Consultation on New Development

Where appropriate, the City will facilitate opportunities for community consultation on proposed development applications that is commensurate with the scale and potential impact of the proposal. Consultation will be organized by the applicant and guided by the City to be inclusive and equitable, considering the needs of and implications for the local area where the development is proposed, as well as the broader needs and desires of the community. The majority of input should be collected early in the development process to better inform key directions; consultation at subsequent stages should be streamlined.

A.2.2 Coordination With Public Service and Infrastructure Agencies

Those considering new development are encouraged to engage in early conversations with entities that have jurisdiction or mandates in the city and may be impacted by or involved in proposed development. Such entities include but are not limited to:

- Transport Canada where development may impact the functions of the harbour or fall within a Victoria Inner Harbour Airport flight path as identified by the current Obstacle Limitation Surface (OLS).
- BC Hydro or other major utility providers.
- School District 61.
- Island Health.

A.2.3 Transit-Oriented Areas

Where a transit-oriented area has been identified by the Provincial government development in the designated areas that is in alignment with provincial regulations and policy guidance is supported by this plan.

A.2.4 Development Approval Information Areas

In accordance with section 485 of the *Local Government Act*, the entire City of Victoria is designated as a Development Approval Information Area in which development approval information may be required on any anticipated impact of a proposed activity or development on the community. The special conditions that justify this designation are:

- The Urban Structure Concept identifies areas of the city where intensive and higher density development is envisioned to promote climate forward growth, support innovative land use and development and provide for housing and employment land needs. Information may be required to assess the need for any public amenities to support growth from new development, and the feasibility of district energy or other closed loop systems.
- The potential for tenant displacement resulting from redevelopment enabled through the Urban Structure Concept. Information about tenants who are or may be displaced by a redevelopment, as those terms are defined in the Community Charter.

- The existence of high land values in Victoria relative to other municipalities in the Capital Region may impact the attraction of new development, particularly commercial and light industrial uses. Information may be required to assess land markets.
- As most of Victoria's urban growth is accommodated through infill, new development has the potential to impact existing buildings, structures and land. Information may be required to assess any impacts on solar access, wind patterns, traffic and parking, and municipal services such as infrastructure.
- The existence of contaminated lands and hazardous lands including ones at risk of soil subsidence (liquefaction) in the event of an earthquake. Information may be required to assess environmental site conditions.
- The existences of buildings, structures and underground infrastructure that require seismic upgrades. Information may be required to assess the seismic conditions of existing development and infrastructure facilities.
- The existence of heritage properties that may require rehabilitation, adaptive reuse, new additions or integration with new development. Information may be required on the heritage value and character of historic properties, and conservation plans where relevant.
- The existence of environmentally sensitive areas. Information may be required for environmental assessment to guide and inform protection.
- The existence of greenhouse gas emissions resulting from the materials and construction processes throughout the life cycle of a building. Information may be required, where possible, to assess the embodied carbon emissions and environmental impacts associated with the complete lifecycle of a new development, including material extraction, manufacture, transportation, construction, replacement, refurbishment, demolition, removal, and other processes.

The objectives that justify this designation are:

- To achieve residential and employment growth through intensification in alignment with the Urban Structure Concept.
- To guide and support new development that contributes to the goals and objectives in this plan.

Information required for the consideration of major development proposals may include, but are not limited to:

- Shadow and wind studies;
- Traffic and parking studies;
- Servicing studies;
- District energy feasibility studies;
- Integrated water resource management plans;
- Public amenities gap analysis;

- Economic land analysis and market studies;
- Social assessments and social impact assessments;
- Environmental assessments;
- Environmental site assessments, related to contamination of land, air and water;
- Geotechnical and hazard mitigation analysis;
- Heritage assessments and heritage conservation plans;
- Tenants who are or may be displaced by a redevelopment, as those terms are defined in section 63.1 of the *Community Charter;*
- Lifecycle assessment of the building and building material assessments, where available;
- Bills of materials, Environmental Product Declarations, and/or life cycle assessments outlining material quantities and evaluating associated environmental and carbon impacts of a system, component, product, assembly, or whole building; and
- Other relevant analysis and studies.

A.2.5 Temporary Use Permit Areas

The entire City is designated for the issuance of temporary use permits for uses that would otherwise not be permitted on the lands for which they are proposed, subject however to greater specification of permissible temporary uses as identified in zoning bylaw(s), if any.

A.2.6 Development Permit Areas and Heritage Conservation Areas

The City will continue to guide changes in Development Permit Areas and Heritage Conservation Areas through Schedule C of this plan.

A.3 Adaptive Management

The Official Community Plan is designed to be a living document that adapts to emerging issues and risks through systematic review and updates. Adaptive management of the plan involves learning from successes, failures and new information to better progress toward Vision 2050 over time. This process helps ensure resilience in the face of global economic, social and climatic change and uncertainty. It also creates space for nimble responses to localized shifts in socio-economic conditions, evolving community values or local hazards.

A.3.1 Five-Year Adaptive Management Cycle

In accordance with the Local Government Act, particularly sections pertaining to housing needs reports, the City will review this plan as well as associated bylaws every five years and update each as required. A five-year implementation plan and a monitoring program will inform adaptive management decisions and support civic engagement for required plan reviews and updates.

i. Plan Implementation

The City will identify five-year implementation priorities among the Victoria 2050 City Actions outlined in this plan and will advance implementation of these priorities through regular work planning within the limitations of City resources and annual financial planning process.

ii. Plan Monitoring

The City will develop an Official Community Plan monitoring program that is integrated with other monitoring and regulatory reporting initiatives and include measurable indicators for key policies and objectives. This program will consider:

- Desired outcomes and targets.
- Methods and frequency for data collection and analysis.
- Considerations for data interpretation.
- Approach reporting and dissemination.

iii. Plan Evaluation

The monitoring program will be used in concert with ongoing research, analysis and information gathering to evaluate progress toward key policies and objectives including:

- Evaluating observable trends from monitoring findings.
- Considering implications of changes to legislation or regulatory responsibilities.
- Undertaking a structured approach to learning from management and operational experience.
- Tracking new conditions, research and evolving best practices.

iv. Plan Adjustment

The City will consider insights and knowledge accumulated through the adaptive management cycle to inform adaptive management decisions, including policy or bylaw amendments and adjustments to OCP implementation priorities as part of the City's Corporate Plan cycle.

The City may undertake a comprehensive review of this plan or make strategic amendments to its content outside of the regular review cycle in response to major change, unforeseen trends or events, or new strategic directions or opportunities identified by the City.

The adaptive management decision making process will be clear and open to the public, as guided by the City's civic engagement policies and in accordance with the *Local Government Act*.

A.3.2 Other Amendments to the OCP

Amendments to this plan that are not triggered by the City as part of the adaptive management cycle described above will generally not be considered. Where an external party, such as a development applicant, seeks to amend this plan for a discreet purpose, the party should:

- Facilitate public engagement commensurate with the degree of change being proposed and in accordance with City policy.
- Consider implications to the full suite of objectives and polices in this plan and ensure the general intent and vision of the plan can still be achieved.

A.4 Glossary

Blue Economy
A concept recognized by the World Bank as "sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health."

Collective Housing
A form of residential living arrangement that includes shared spaces and facilities with an emphasis on affordability, community building, and social interaction. This model can encompass a variety of housing types and tenures, including co-operative housing, co-housing, and co-living models. To align with this definition, these models must be designed to offer residents long-term security of tenure.

Complete Streets
Complete Streets are designed and operated to enable safe access for all users – pedestrians, cyclists, public transit passengers, and those in vehicles. Complete Streets ensure people of all ages and abilities can walk, bike, and roll safely along and across the street to their destinations. Complete Streets also ensure the right-of-way enables safe and efficient public transit service, viable goods and service delivery, and green street infrastructure.

Design for Deconstruction and Reuse
Designing buildings that facilitate low-waste adaptation and renovation, re-use of building materials and minimal waste when the building reaches end-of-life and is demolished. Approaches may be related to the building design, siting and layout, chosen materials or construction approach and documentation.

Five Pillars (approach to substance use and addiction)
A coordinated, comprehensive approach to addictions that balances public order and public health to create safer and healthier communities.

The five pillars approach addresses: (1) prevention; 2) harm reduction; 3) treatment and supportive recovery; 4) stable housing with supports; and, 5) enforcement.

It aims to dramatically reduce the amount of on-the-street consumption, deaths, and disease association with addictions.

A Five Pillars approach is distinct from traditional Four Pillars approach in that it recognizes housing as its own pillar.

Food System
Tangible and intangible features that support food access, production, processing, distribution and waste management.

Industrial Intensification
More efficient or productive use of industrial lands, including through supportive built forms and vertical integration of industrial and other employment related uses.

Ocean Futures
A network of existing and future economic activity centred around the ocean and marine-based businesses in the Victoria region, including industry, technology, and education, envisioned to operate through a Blue Economy framework, focused on responsible, sustainable ocean use for economic prosperity.

Pollution Prevention Hierarchy
Framework for prioritizing actions based on reduce, reuse, repair, repurpose, and finally recycle.

Production, Distribution and Repair (PDR) Uses
Production, distribution and repair (PDR) is a general category of lighter industrial uses that may include:

- Construction, trades and design.
- Food and beverage processing.
- Traditional and high-tech manufacturing, prototyping and testing.
- Biomedical and environmental laboratories.
- Film production.
- "Back-of-house" uses such as commissary kitchens and commercial laundries.
- A wide range of artisanal and artistic production.

Temporary Shelters
Temporary accommodation provided to individuals or families experiencing homelessness with varying levels of support.

Watershed
An area of land that collects and channels rainfall and snowmelt to a common body of water, such as a lake, creek, wetland, or the ocean. Watersheds can vary in size, and smaller watersheds can be part of larger ones. While there are large regional watersheds that collect water for drinking, all land and properties are made up of smaller watersheds that absorb and move water as part of a larger cycle.

Schedule B

Regional Context Statement

ALIGNMENT WITH CRD REGIONAL GROWTH STRATEGY

This section provides a regional context statement that illustrates how the City of Victoria implements the ten objectives of the Regional Growth Strategy.

Regional Context Statement

The City of Victoria collaborates with 12 partner municipalities and an electoral area to advance regional objectives, including implementation of the Capital Regional District's (CRD) Regional Growth Strategy (RGS). With the Capital Region's population continuing to increase, growth must be managed to ensure that regional sustainability and livability are enhanced over time. As the core municipality in the Capital Region, the City of Victoria plays a vital role in achieving the vision and objectives of the RGS as originally adopted by the CRD Board in 2018 and amended in 2021. In accordance with the Local Government Act, this part of the OCP provides a regional context statement that illustrates how Victoria implements applicable objectives of the RGS, which include:

1. **Managing and Balancing Growth**
   - 1.1. Keep Urban Settlement Compact
   - 1.2. Protect the Integrity of Rural Communities
2. **Environment and Infrastructure**
   - 2.1. Protect, Conserve and Manage Ecosystem Health
   - 2.2. Manage Regional Infrastructure Services Sustainably
3. **Housing and Community**
   - 3.1. Create Safe and Complete Communities
   - 3.2. Improve Housing Affordability
4. **Transportation**
   - 4.1. Improve Multi-Modal Connectivity and Mobility
5. **Economic Development**
   - 5.1. Realize the Region's Economic Potential
6. **Food Systems**
   - 6.1. Foster a Resilient Food and Agriculture System
7. **Climate Action**
   - 7.1. Significantly Reduce Community-Based Greenhouse Gas Emissions

Regional Growth Strategy Consistency

The following sections, ordered by the ten objectives of the RGS, demonstrate the consistency between Victoria's OCP and the RGS.

Managing and Balancing Growth

Keep Urban Settlement Compact

As a municipality entirely within the CRD's Urban Containment Policy Area, Victoria's accommodation of housing and employment plays a central role in achieving the RGS Objective 1.1: Keep Urban Settlement Compact. One of the five Big Moves of the OCP, in pursuit of Vision 2050 and the OCP goal posts, is to embrace a new urban form that makes way for diverse forms of compact housing and businesses within the downtown and in complete, connected, low-carbon communities throughout the city.

Aligning with RGS Policies (1), (2) and (6) as well as Approaches (II) through (IV) of RGS Objective 1.1, the OCP's Urban Form and Land Use policies, as well as policies in the sections related to Mobility and Community, support more people to live, work and play within Victoria's network of complete communities. The focal points of these complete communities are aligned with the OCP's Transit Priority Network and connected by high coverage walking, biking and rolling networks that support safe, affordable and sustainable mobility options. All of these aspects of the OCP help to increase the proportion of apartments, row houses and other attached housing types within complete communities and supports the RGS objective to accommodate the majority region's new dwelling units within the Urban Containment Policy Area.

Aligning with Policy (4) and Approach (I) of RGS Objective 1.1, the OCP also continues to emphasize the Downtown Core as a prominent centre for business, government, arts and culture on Vancouver Island. It provides direction for meeting the city's employment land needs in the coming decades and including through an innovative mix of uses in and around the Downtown Core as the primary regional employment, business and cultural centre.

Protect the Integrity of Rural Communities

Victoria is a built-out urban city with no rural areas and is completely located within the Urban Containment Policy Area. Therefore, the rural policies under Objective 1.2 of the RGS are not generally applicable. However, the plan's land use planning and development polices do play a role in protecting the Capital Region's rural communities by accommodating a significant proportion of regional population through a diversity of housing options within walkable, transit accessible communities.

Alignment with Objective 1: Managing and Balancing Growth

Core OCP Policy Sections that support RGS Objective 1: Managing and Balancing Growth include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Population Growth
  - Housing Need
  - Employment Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
  - Prosperous, Progressive Economy
- Urban Form and Land Use
- Community Networks
- Mobility Networks and Hubs
- Vibrant and Prosperous Economy

Environment and Infrastructure

Protect, Conserve and Manage Ecosystem Health

In alignment with Principles (I) through (III) of RGS Objective 2.1: Protect Conserve and Manage Ecosystem Health, the OCP provides direction on sustainable planning, circular systems and zero-waste. It encourages practices and approaches that reduce demand for natural resources, minimize waste and mimic natural processes.

The OCP supports regional solid waste and water management efforts and promotes a culture of conservation. It aims to prevent pollution related to air, noise and light to mitigate public and ecological health impacts. Additionally, it focuses on reducing construction waste and emissions, designing for reuse and preventing pollution of watersheds. It promotes sustainable energy use and urban food systems.

In alignment with Principles (IV) and (V) of the RGS Objective 2.1, the OCP recognizes how the city's Blue Green Networks support biodiversity and ecosystem health through a connected system of waterways, open spaces and natural assets. With guidance and direction applicable to both the public and private realms and a vision for broad integration of blue green infrastructure throughout the city, the plan supports protection and enhancement of Victoria's natural assets, shorelines, watersheds and urban forest:

- The OCP integrates ecosystem and population health as a core priority of land use and transportation network planning. Specifically, the OCP's Perimeter Block Concept, where buildings are oriented to green and active streets with functional interior courtyards. This approach to urban form is an essential strategy for addressing housing needs in a manner that contributes to maintaining and enhancing Victoria's Blue Green Network, particularly in the context of increasing extreme rain and heat events due to a changing climate.

- The OCP further strengthens the integration of ecosystem health into land use planning with explicit direction to protect ecological assets in growth and development and especially to pursue sensitive site planning in ecologically rich areas. The plan provides direction to add, expand or enhance Development Permit Areas and associated guidelines for the purpose of environmental protection, including an expanded shoreline protection area.
- The OCP directs the updating and maintenance of an integrated rainwater management plan which plays a vital role in protecting, conserving and managing ecosystem health providing a watershed-focused lens to long range planning.

These directions demonstrate strong alignment with the RGS policies to identify, protect, enhance and restore healthy ecosystems using policies, regulations, Development Permit Areas and other regulatory tools.

The OCP also provides direction for strategic and equitable investment in a multi-functional network of urban parks, including linear parkways. This approach supports enhanced human and ecological connectivity, ecosystem services and access to nature and facilitates long-term protection of the Capital Green Lands identified in the RGS. Major parks identified as Capital Green Lands in Victoria, such as Beacon Hill Park, Summit Park and Gonzales Hill Regional Park, are identified as Public Facilities, Institutions, Parks and Open Spaces by the OCP's Urban Structure Map and on the Parks and Open Spaces Map in Schedule D.

Manage Regional Infrastructure Services Sustainably

Aligning with Principles (I) and (II) of RGS Objective 2.2, the OCP establishes housing and employment Goal Posts and strategies for meeting these needs that focus on the Downtown Core and Priority Growth Areas. This approach promotes settlement patterns that are cost-effective and efficient to service within the regional context. This sustainable approach to land management is further supported by directions to support green infrastructure in concert with the renewal, expansion and adaptation of more traditional engineered infrastructure in the context of a changing climate.

Aligning with Principles (III) and (IV) as well as the Policies of RGS Objective 2.2, the OCP recognizes that, as Victoria advances toward Vision 2050, engineered infrastructure - sanitary sewers, water conveyance and stormwater systems - will need to be renewed to serve a growing population. The plan includes policies for sustainable and efficient management of engineered assets, in alignment with regional infrastructure plans. The management of infrastructure and utilities is also supported through the City's various utility masterplans that are informed by the OCP and population growth projections.

Additionally, the OCP supports a zero net solid waste community in partnership with the CRD as well as closed loop systems in resource recovery. These approaches support the RGS objective of avoiding any negative impacts to the long-term availability of utility services within the Urban Containment Policy Area, and thoughtfully consider the impacts of climate change.

Alignment with Objective 2: Environment and Infrastructure

Core OCP Policy Sections that support RGS Objective 2: Environment and Infrastructure include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Climate Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
- Blue Green Networks
- Climate Forward City
- Healthy, Safe and Resilient City
- Sustainable City
- A City that Speaks, Acts and Listens

Housing and Community

Create Safe and Complete Communities

Aligned with the RGS Complete Communities Criteria, the OCP focuses growth in complete communities. Up to six storey intensive residential development is envisioned in Priority Growth Areas, near community and commercial nodes and along the Transit Priority Network. The OCP further supports development of complete communities by envisioning high-rise mixed use buildings in Town Centres, which are envisioned to be home to high density residential as well as significant employment, institutional and cultural anchors, large programmed public open spaces and major transit exchanges.

In alignment with Policies (1) and (2) of RGS Objective 3.1, the maps and related policies within the OCP demonstrate the existing and envisioned coverage of many of the components of complete communities. Relevant maps include the Urban Structure Map and the maps in Schedule D which show Victoria's Town Centre and Village Network, Parks and Open Spaces, Linear Parkway Opportunities, Cycling Network, Transit Priority Network, and Mobility Hubs that illustrate:

- An urban form and land use pattern that supports continued evolution of a robust range of housing options for people of different ages, incomes, household structures, needs and abilities.
- Enhancement of core employment lands and with opportunities for innovative uses and modern approaches to accommodating a range of office-based, industrial, cultural and tourism sectors within the city, further supporting opportunities to work, shop and learn.

- Strategic guidance to enhance the already robust network of parks, green spaces and community infrastructure to support a growing and urbanizing community.
- Mobility objectives, policies and directions that support complete, connected, low-carbon communities and seamlessly coordinated, future oriented travel options that prioritize people over vehicles.

The OCP also defines and provides direction to enhances Victoria's Community and Mobility Networks. While the vast majority of Victoria is already within a ten-minute walk to many if not all components of a complete community as defined by the Complete Communities Criteria in the RGS, the OCP directs approaches and priorities for further enhancing and connecting community infrastructure through redevelopment and capital investment.

In addition to the complete community supporting directions noted above and aligning specifically with criterion (IV) of the RGS' Complete Communities Criteria, the OCP provides direction to ensure Victoria is safe and welcoming for a demographically diverse community. Directions are provided for safe, welcoming public spaces for all, a culture of community support and connection, and contextually appropriate approaches to crisis response and community safety.

Aligning with Policy (3) of RGS Objective 3.1, the OCP identifies areas of seismic and tsunami hazards on the related map in Schedule D and ensures new development in Victoria considers and mitigates seismic and other disaster risks through comprehensive risk assessments and appropriate engineering measures. The City's approach to disaster risk reduction is summarized in the OCP and includes efforts to prepare, mitigate, respond and recover, in line with senior government frameworks.

Addressing Policy (4) of RGS Objective 3.1, the OCP promotes the development and maintenance of resilient urban infrastructure that can withstand and adapt to climate impacts, such as extreme heat and precipitation events. It supports efforts to improve ecological processes and enhance hydrological functions, including through a watershed-focused approach to planning. Specifically, it supports resilient and green infrastructure solutions, restoration of natural hydrological systems, on-site rainwater management and urban forest enhancement.

Furthermore, the OCP encourages innovative approaches to coordinate infrastructure for compatibility, ensuring that public and private utilities are designed in a manner that is compatible with City infrastructure, public space and the urban forest. Through collaboration with regional partners and continuous improvement of hazard understanding, the OCP aims to create a safer, more resilient community that is well-prepared for both seismic and climate-related risks.

Improve Housing Affordability

Aligning with the RGS Approaches to Housing Affordability and Policies of RGS Objective 3.2: Improve Housing Affordability, the OCP defines near and long-term housing Goal Posts which detail both the need to catch up on latent demand and the

need to keep up with projected population growth. Goal Posts are aligned with the City's most recent Housing Needs Report. The plan provides a comprehensive set of strategies for meeting housing needs across the full Housing Continuum and throughout the city. The plan's overall Urban Form and Land Use approach, with an emphasis on Priority Growth Areas in the Residential Fabric, ensures Victoria can meet current and future housing needs within complete, connected, low-carbon communities that reduce the need to rely on travel by car. This land use approach also helps mitigate a risk identified in the RGS related to the potential for growth management measures to have supply-limiting effects.

The OCP provides direction to continue to work with the full range of partners involved in affordable housing provision, which includes ongoing participation in a range of regional strategies, initiatives and programs to support supply across the continuum.

Policy Alignment with Objective 3: Housing and Community

Core OCP Policy Sections that support RGS Objective 3: Housing and Community include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Population and Housing Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
- Urban Form and Land Use
  - Meeting Housing Needs
- Community Networks
- Mobility Networks
- Blue Green Networks
- Climate Forward City
- Welcoming, Equitable City
- Healthy, Safe and Resilient City
- A City that Speaks, Acts and Listens

Transportation

Improve Multi-Modal Connectivity and Mobility

Aligning with Policies (1) and (2) and all Principles of RGS Objective 4.1, the OCP helps locate growth and trip-generating uses where they can be efficiently serviced by transit and active transportation through its objectives for a diverse regional downtown core, a network of transit-oriented nodes, and complete communities in between. These objectives are addressed through the plan's close alignment of the Urban Form and Land Use guidance with the Transit Priority Network and Mobility Hubs as also evident through maps in Schedule D.

The plan also reinforces the City's commitment to prioritizing strategic investment in public transit and connecting to the region, including street improvements that align with high-quality transit service and planning for rapid transit on key corridors. The OCP reflects Victoria's ongoing commitment to collaboration in regional transportation planning, including through continued involvement in development of strategies, plans and initiatives and participation regional programs.

Aligning with Principles (II), (III), and (V) through (VII) as well as Policies (3) and (4) of RGS Objective 4.1, the OCP emphasizes transit and active modes through commitments to incremental improvements in active transportation infrastructure and facilities that support frequent transit services. These commitments are guided by 2050 targets for a greater share of trips being made by walking, rolling, cycling or public transit, and more complete access to an all-ages and abilities cycling route. Achievement of these targets will significantly contribute to the overall RGS target of 42% of all trips being made by walking, cycling and transit.

The OCP's Mobility Networks and Hubs section informs the prioritization of the right-of-way and streetscape design through policies that support and enable:

- Improved pedestrian experience and accessibility
- Improved bike and roll network connections
- A high coverage Frequent Transit Network
- Reliable and safe routes for emergency vehicles and goods and services
- A recognition of streets as places for people, mobility and urban infrastructure

Policy Alignment with Objective 4: Transportation

Core OCP Policy Sections that support RGS Objective 4: Transportation include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
  - Linear Parkways
- Mobility Networks
  - Mobility Networks
  - Mobility Hubs
- Blue Green Networks
- Welcoming, Equitable City
- A City that Speaks, Acts and Listens

Economic Development

Realize the Region's Economic Potential

Aligning with Economic Development Considerations (I), (VI), (VII) and (X) as well as Policies (1) and (2) of RGS Objective 5.1, the OCP emphasizes the importance of maintaining and enhancing employment lands to support a diverse regional economy. The OCP's anticipates and seeks to accommodate employment growth that supports the RGS target for a jobs/population ratio of 0.60 for the Core Area. It supports continued economic development in the downtown core and employment districts. It includes strategies to preserve, intensify and diversify employment uses, including deliberate protection of industrial lands for industrial uses.

Aligning with Economic Development Considerations (VIII) and (IX) as well as Policies (3) and (4) of RGS Objective 5.1, the OCP prioritizes the attraction of new businesses, a highly skilled workforce and investment that supports the retention and growth of existing businesses. The OCP's focus on innovative and adaptable use of commercial spaces and support for emerging economic sectors aligns with the RGS goal of fostering a resilient and responsive economy. The OCP also highlights the need to collaborate with educational institutions to promote lifelong learning and skill development, further supporting the region's economic potential.

Although the RGS does not identify any renewable resource lands within the City of Victoria's boundaries, the OCP's directions to support and enhance marine sectors in the Greater Victoria Harbour and tourism-based industries reflects a recognition of Victoria's maritime context and deep water harbour as strategic economic resources.

Furthermore, OCP's approach to meeting housing needs – focused on residential infill and transit oriented growth – helps take residential development pressure off employment lands. This addresses the RGS Economic Development Consideration related to addressing the shortage of industrial/business land in a manner that is consistent with overall goals related to complete communities and compact settlement.

The OCP's integrative approach to Community Networks and community infrastructure as well as affordable housing provision play foundational roles in helping to reduce poverty in the Capital Region. Overall, these approaches ensure an adequate supply of employment and residential land to help achieve the region's economic potential.

Aligning with Economic Development Considerations (II) and (IV) of RGS Objective 5.1, the OCP includes actions to support economic reconciliation as well as continued efforts to understand, reflect and weave in Indigenous land and water management systems, which help to guide collaborative economic development with First Nations and sustainably manage strategic economic resources such as water, aggregate and energy. The earlier-discussed ways that the OCP aligns with the RGS objective to protect, conserve and manage ecosystem health also relate to how the OCP addresses these Economic Development Considerations.

Policy Alignment with Objective 4: Economic Development

Core OCP Policy Sections that support RGS Objective 5: Economic Development include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Employment Growth
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Strong Community Infrastructure
  - Prosperous Progressive Economy
- Urban Form and Land Use
- Community Networks
- Mobility Networks
- Blue Green Networks
- Welcoming, Equitable City
- Vibrant and Prosperous City

Food Systems

Foster a Resilient Food and Agriculture System

Aligning with Principles (I) through (V) as well as Policies (1) and (2) of RGS Objective 6.1, the OCP emphasizes comprehensive food system planning that supports local and regional food production, processing and distribution. The plan encourages developers and community partners to integrate local food growing, sharing and sales opportunities in all community nodes and supports food vendors and farmers markets throughout the city's Community Networks. This approach aligns with the OCP's land use and mobility network planning approach relating to the development of complete, connected, low-carbon communities in the region's core. All together, this integrated approach to food systems, land use, and mobility planning advances the RGS goal of fostering a place-based food economy that enhances local food security while helping to avoid urban/agricultural land use conflict at the regional scale.

The OCP's policies to consider reconciliation in food security actions, celebrate local, Indigenous and multicultural food traditions and partner to increase food security and production demonstrate a commitment to regional objectives to support First Nations food interests and a collaborative approach to working with other local governments, organizations and community members on food systems initiatives.

Aligning with Principles (VI) through (VII) as well as Policies (3) and (4) of RGS Objective 6.1, the OCP encourages working with regional partners to support a quality, resilient regional food system that can adapt to a changing climate and withstand other challenges like shocks in the global food system or energy prices. The plan's vision and strategies for Zero Waste Systems align with the RGS policy to support food waste management.

The OCP's focus on supporting and encouraging localized food production, processing and distribution contributes to the regional economy and improves residents' connections to food. Additionally, the OCP's commitment to supporting healthy, dignified food choices and building food system knowledge and skills aligns with the RGS policies related to agricultural viability as well as principles around encouraging food system education and agri-tourism.

Policy Alignment with Objective 6: Food Systems

Core OCP Policy Sections that support RGS Objective 6: Food Systems include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Climate Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
  - Prosperous Progressive Economy
- Community Networks
- Welcoming, Equitable City
- Sustainable City

Climate Action

Significantly Reduce Community-Based Greenhouse Gas Emissions

Aligning with Principles (I) through (III) as well as Policies (1) and (2) of RGS Objective 7.1, the OCP takes a climate focused approach accommodating growth and housing needs. It continues to emphasize compact development in the regional core, and supports a network of complete, connected communities, served by low carbon mobility options. This directly implements the RGS principles and policies related to a low-carbon built form that supports active transportation modes and transit service.

The plan includes a wide array of policies that support RGS goals for efficient energy use, clean and renewable district energy, and low-zero emissions vehicles, including:

- Encouraging and facilitating low-carbon, efficient and climate resilient buildings.
- Encouraging a low-carbon construction industry.
- Reducing waste and emissions from demolition.
- Collaborating on low-carbon district energy opportunities.
- Encouraging and facilitating low-carbon mobility through land use, capital investment and inter-jurisdictional coordination.
- Supporting electrification through advocacy and collaboration with other levels of government, agencies and utility providers.

- Advocating for renewable energy and promoting fuel switching.
- Facilitating the transition to electric and low-emission vehicles

Aligning with Principles (IV) through (VI) and Policy (3) of RGS Objective 7.1, the OCP recognizes, values and protects the ecosystem services provided by Victoria's Blue Green Network and natural assets. In addition to providing explicit direction to prepare for and respond to climate impacts, the plan integrates proactive climate adaptation planning into all elements of city building. Examples include the Urban Form and Land Use Perimeter Block Concept, the recognition of Modern Street Functions and the approach to Linear Parkways which support the urban forest and the maintenance and enhancement of crucial ecosystem services.

The plan also integrates adaptation measures and the protection of ecosystem services throughout direction for Blue Green Networks and provides directions for coastal resiliency and community focused adaptation.

Policy Alignment with Objective 6: Climate Action

Core OCP Policy Sections that support RGS Objective 6: Climate Action include but are not limited to:

- Vision 2050
- Goal Posts: Getting to Vision 2050
  - Climate Goal Posts
- Five Big Moves Toward Vision 2050
  - Embracing a New Urban Form
  - Climate Forward City Building
  - Functional, Connected Green Spaces
  - Strong Community Infrastructure
- Urban Form and Land Use
- Community Networks
- Mobility Networks
- Blue Green Networks
- Climate Forward City
- Sustainable City
- A City that Speaks, Acts and Listens

Schedule C

Development Permit Areas and Heritage Conservation Areas

AREAS AND GUIDELINES

This section will be developed and included following Council direction.

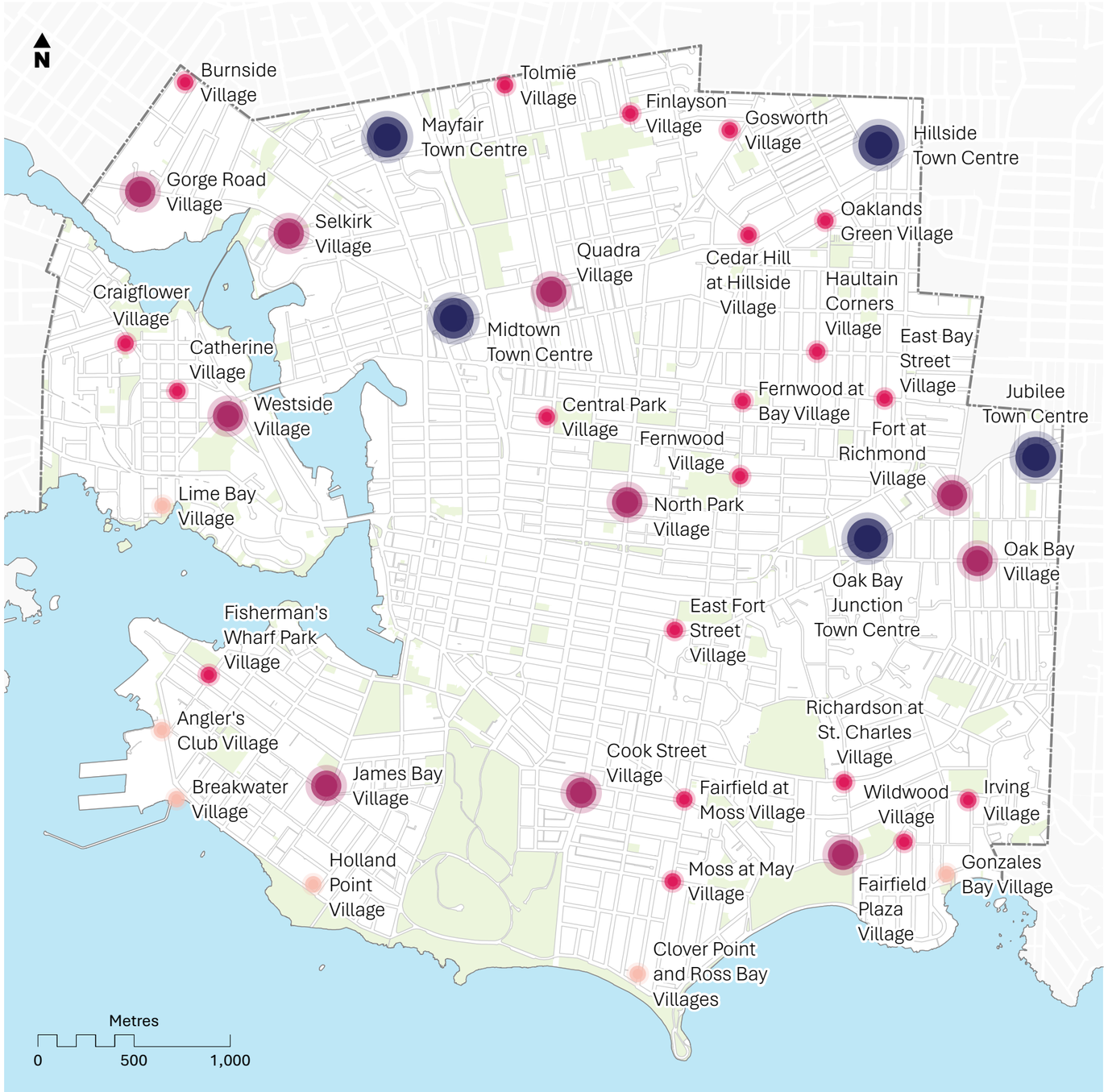
Schedule D

Maps

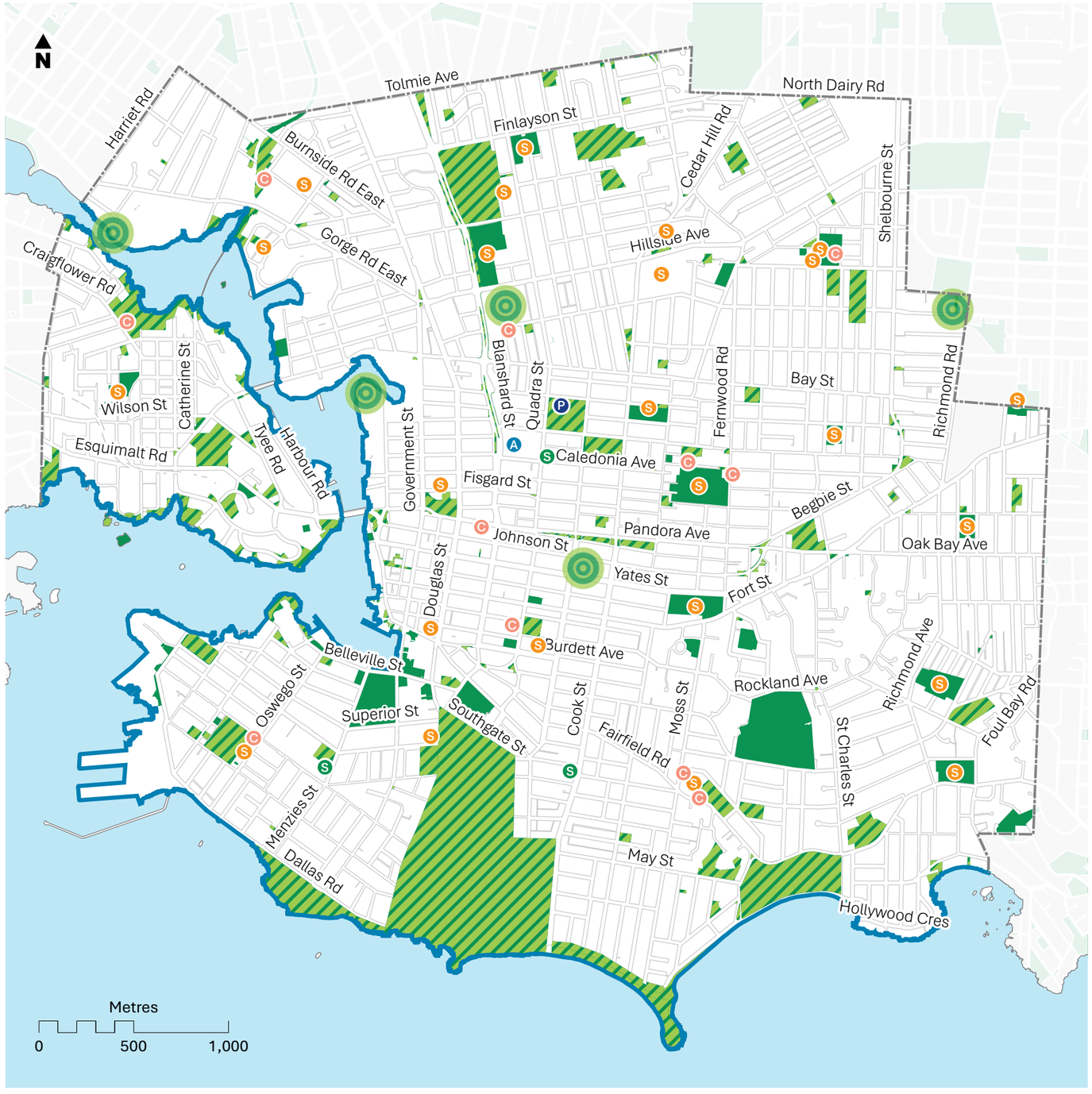
This section provides maps referenced by earlier sections of the plan.

MAP

Town Centre and Village Network



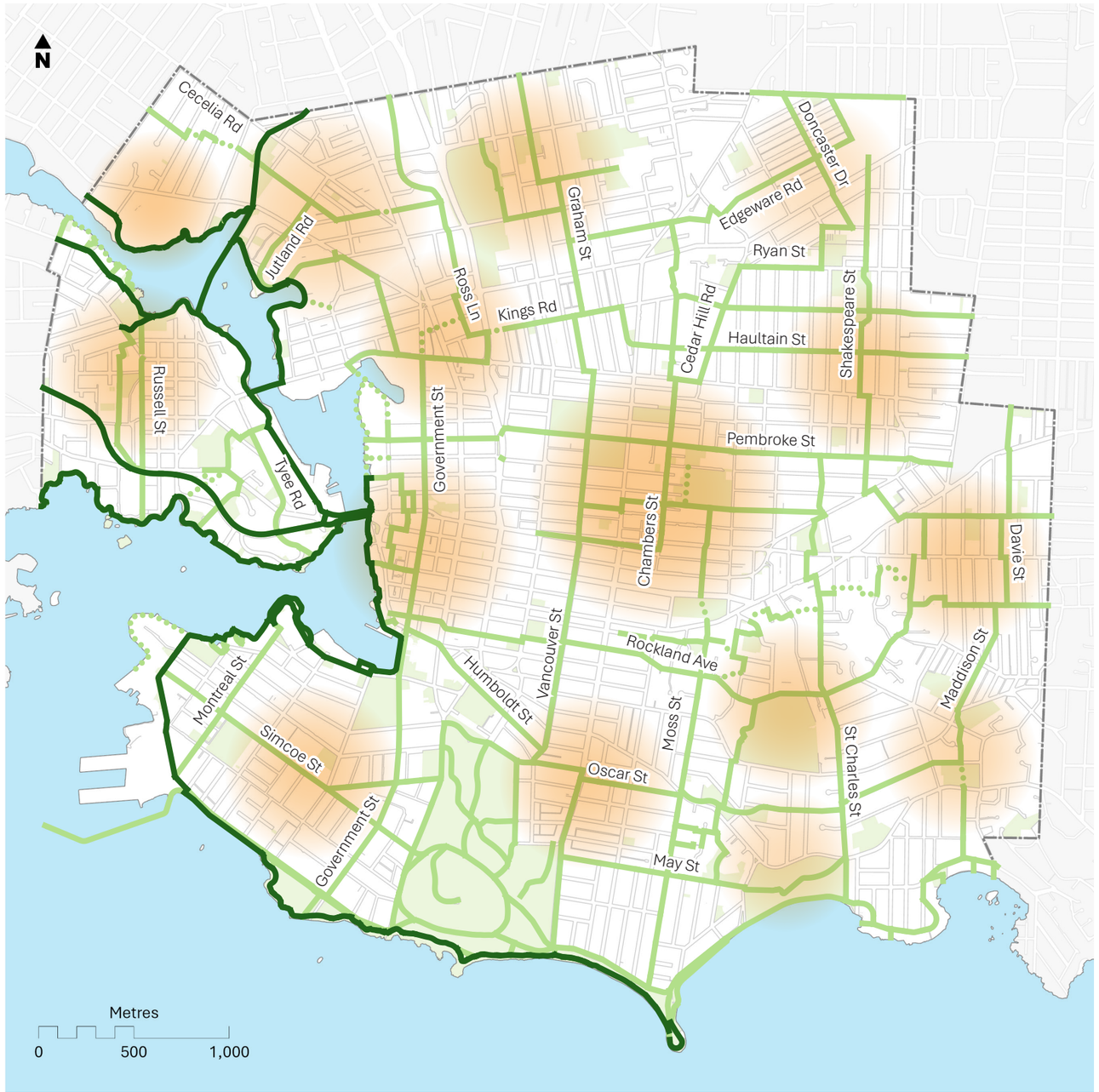
- Town Centre
- Community Village
- Local Village
- Waterfront Village



MAP

Parks, Open Spaces and Community Facilities

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



MAP

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*

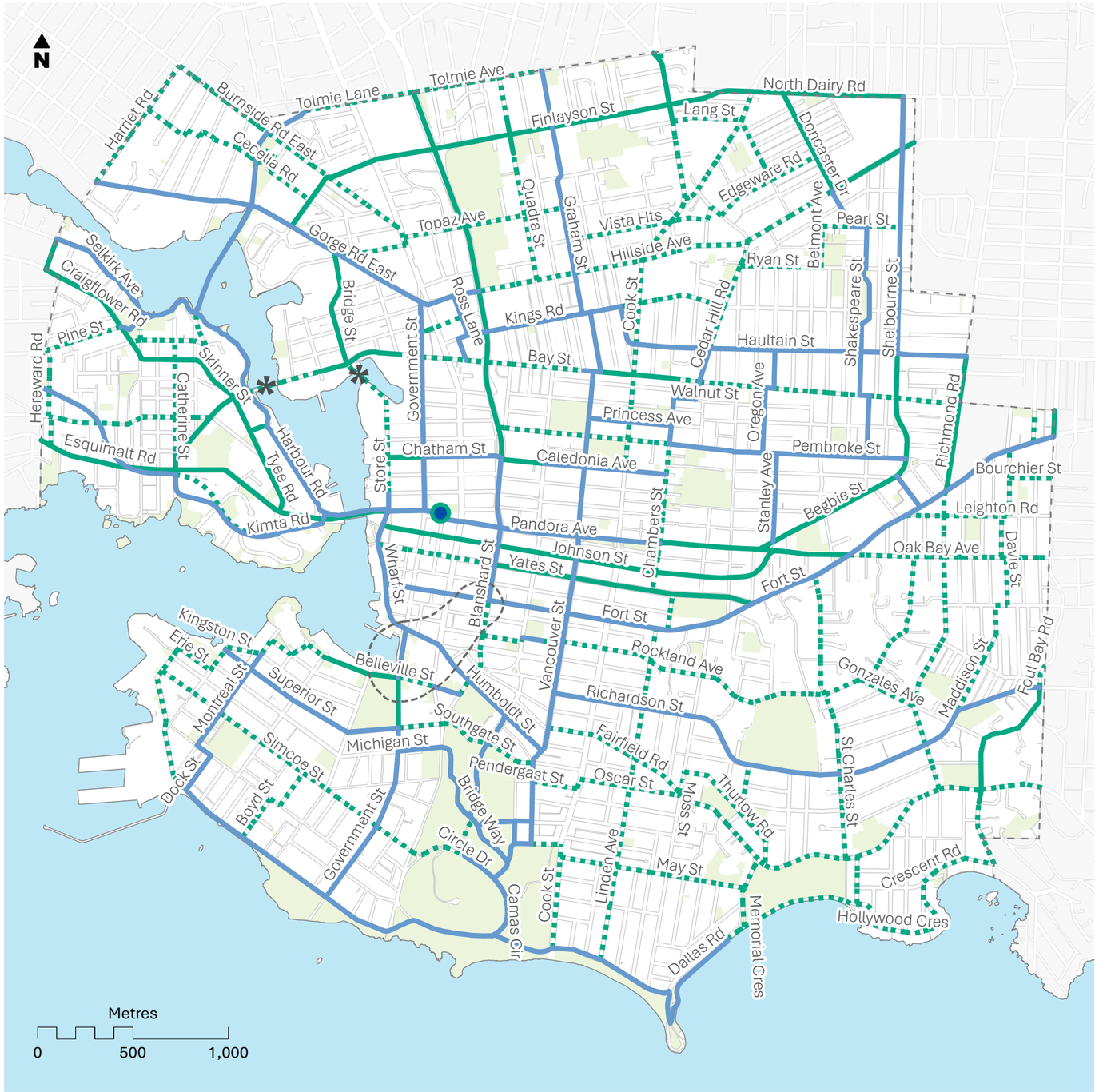
* Street Parks include public spaces created through potential shared or pedestrian-only streets and by repurposing underutilized road spaces. Streets without sidewalks, lanes, and streets that align with historic creeks and stormwater mains may also be suitable locations for Street Parks. Additionally, 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

Cycling Network

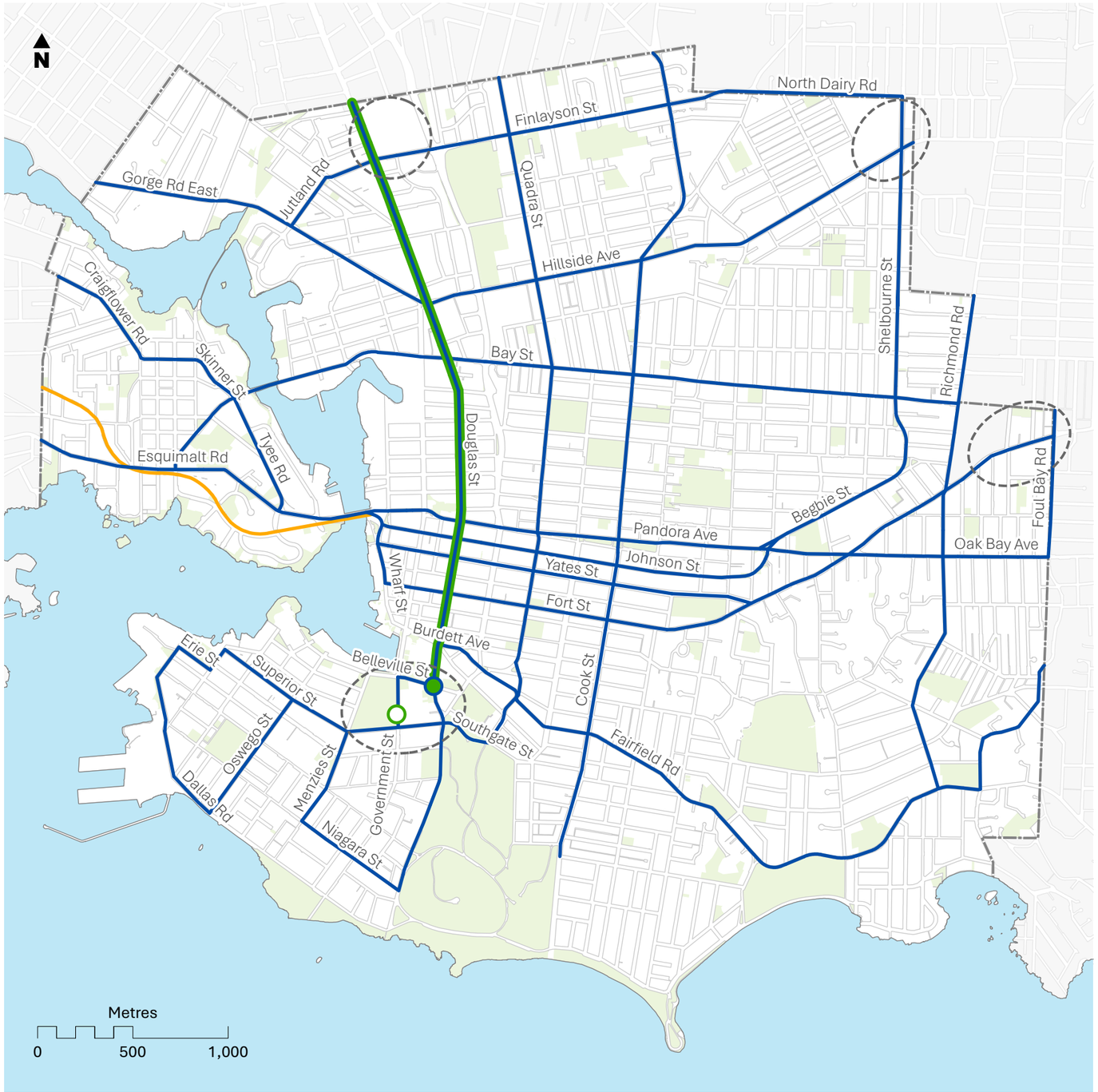


- Existing AAA Cycling Network *
- Existing Non-AAA Cycling Network
- Expanded Cycling Network **
- Bridge Improvements
- Bike Valet
- Bike Valet Study Area ***

* 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

Transit Priority Network

Transit Oriented Areas

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

Frequent Transit Corridors

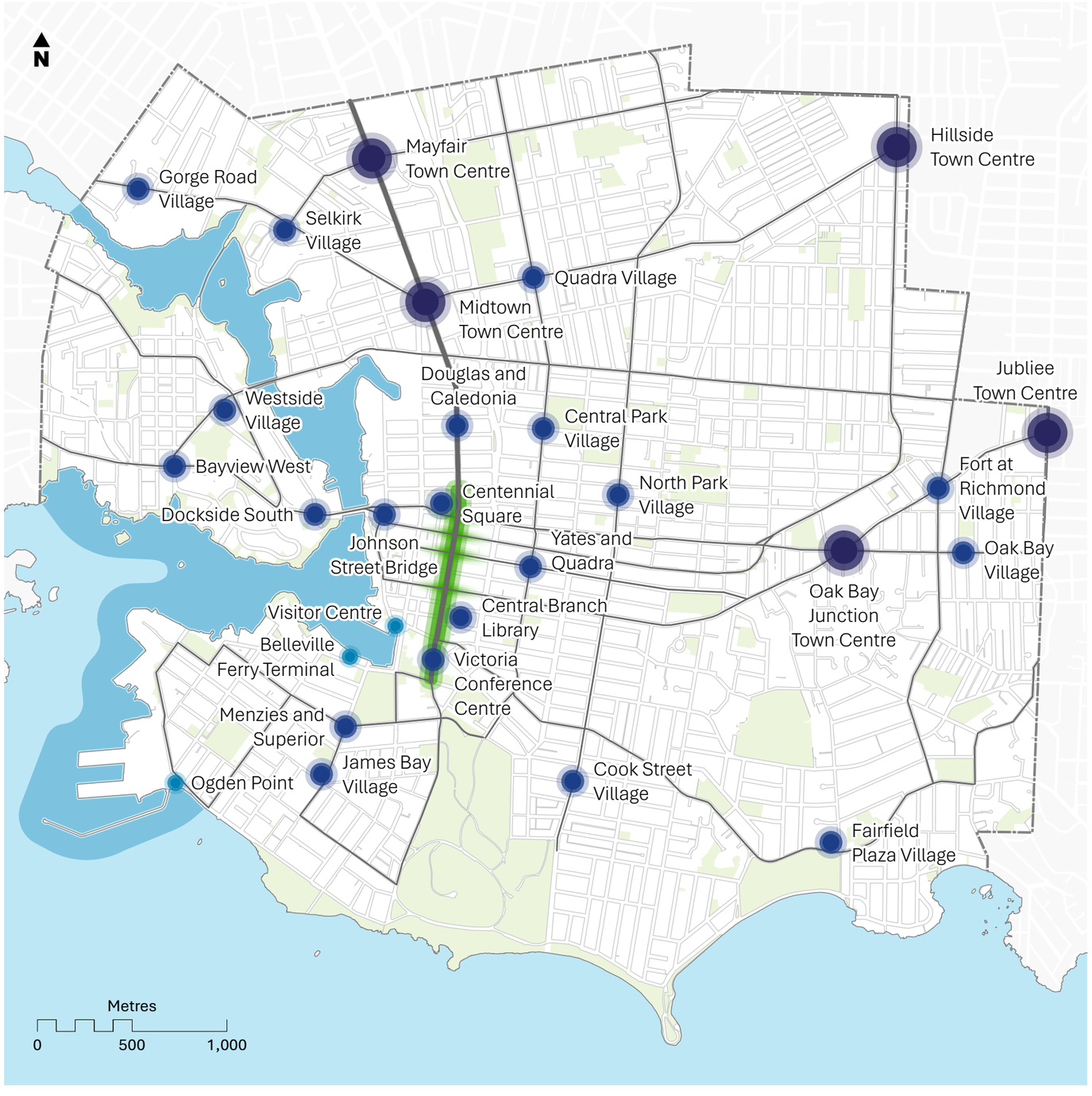
- Rapid Transit Network
- Frequent Transit Network

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 X. Local Transit Routes not shown.

* Provincially prescribed



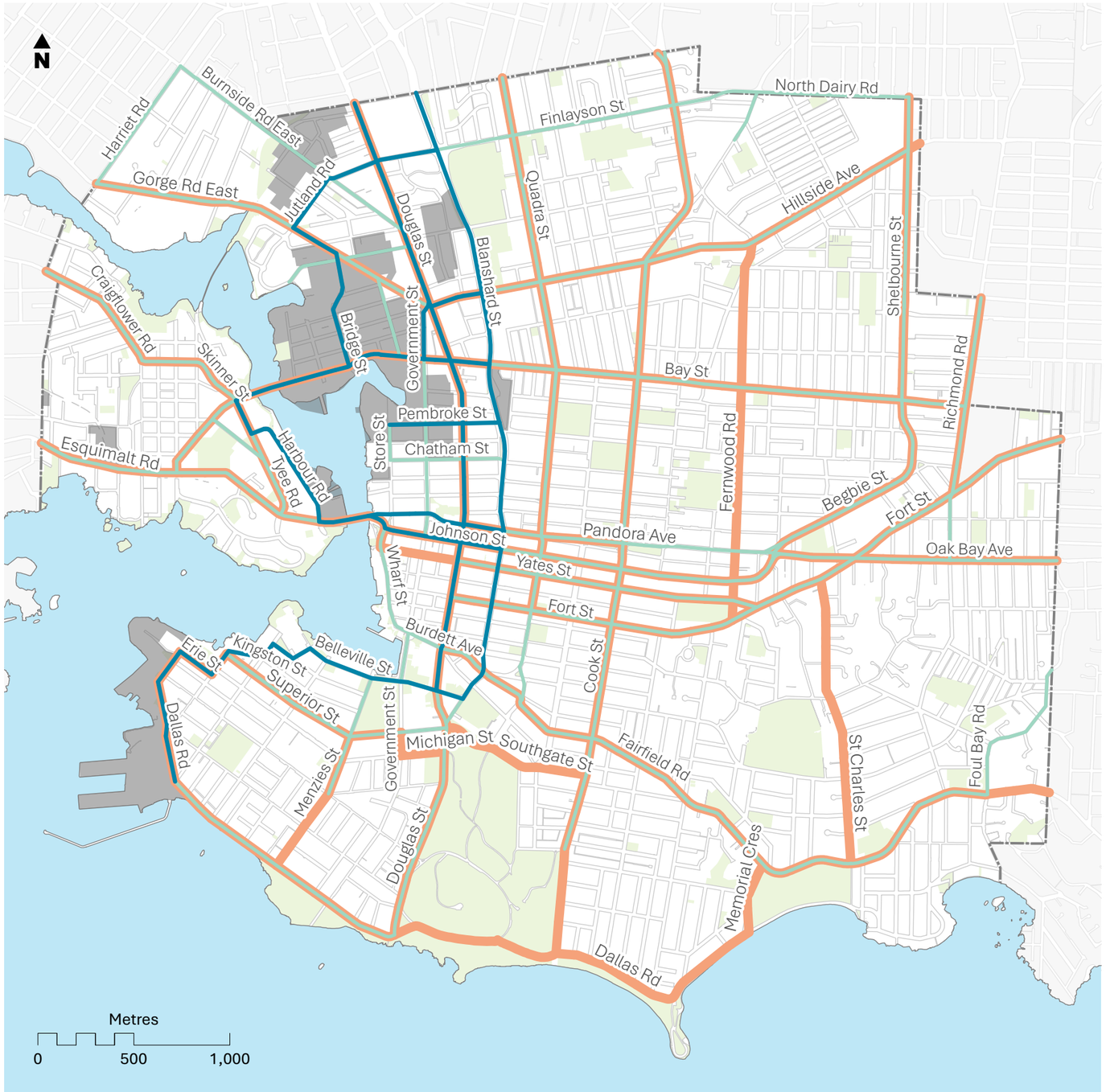
MAP

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

Truck and Emergency Response Network

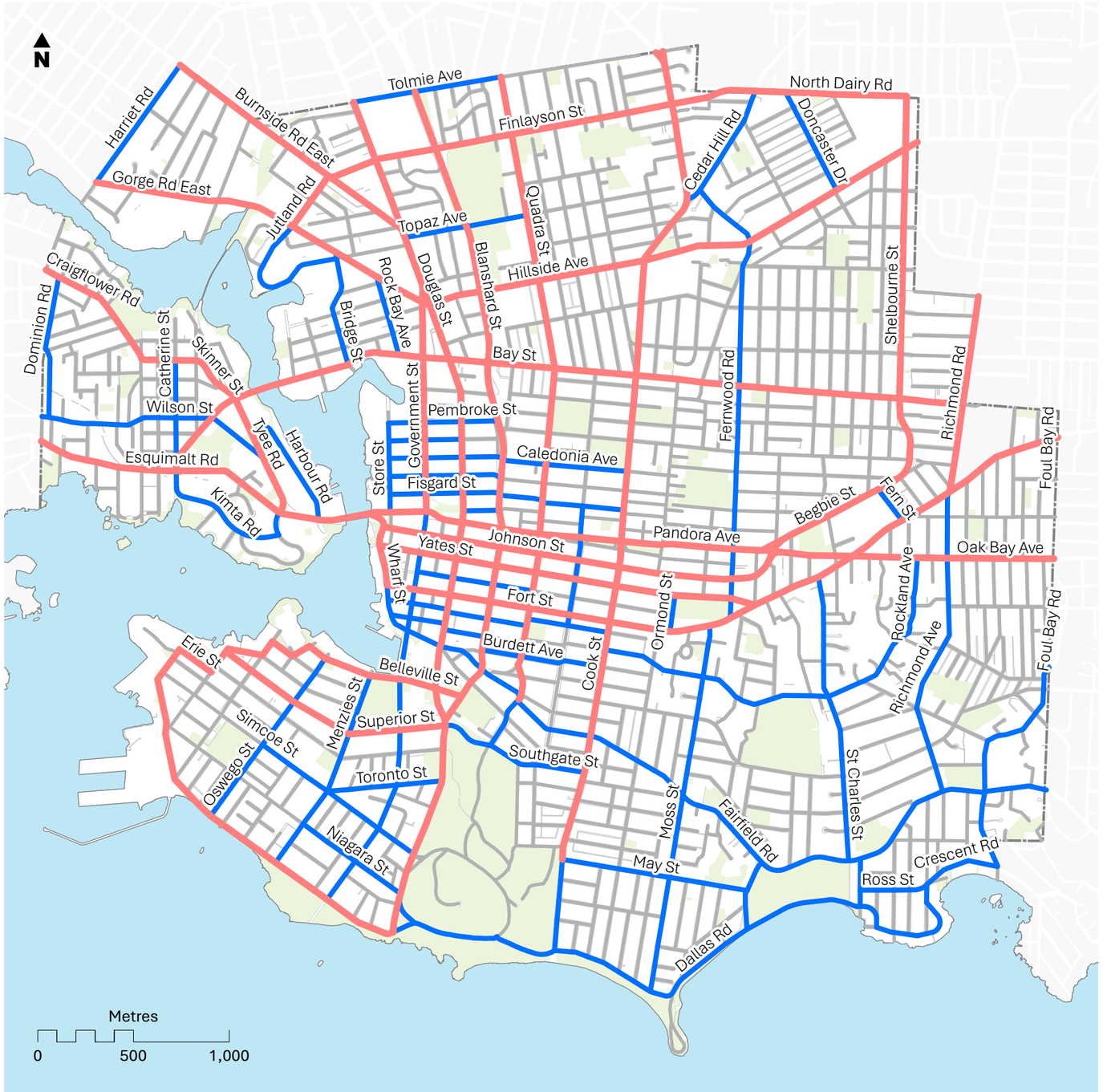
- Emergency Response Route
- Truck Route
- Commercial Route
- Urban Industrial Reserve

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.

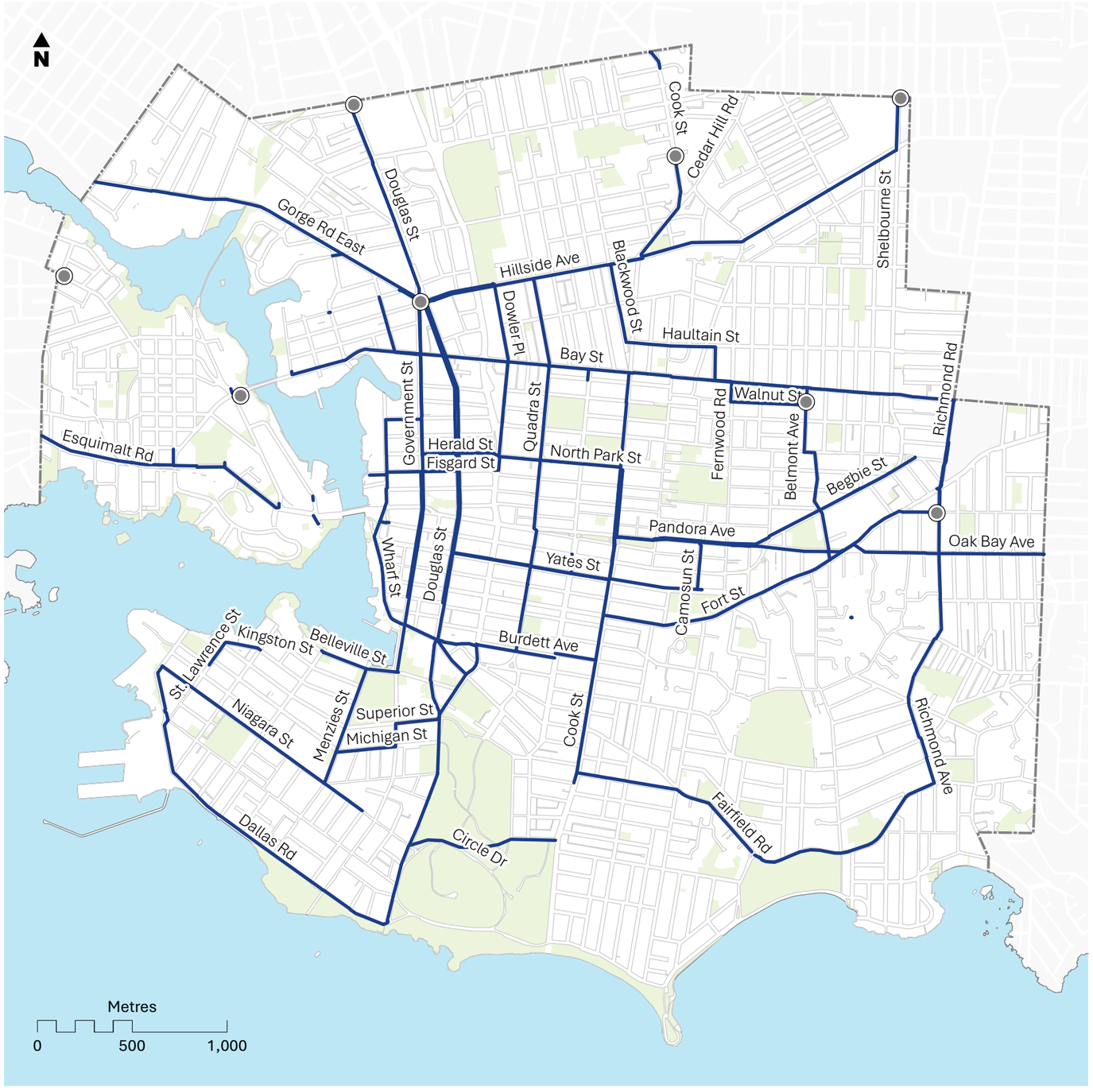
A network of Truck Routes facilitate the efficient movement of industry goods and services in Victoria and the wider region.

MAP

Functional Street Classification



- Arterial
- Collector
- Local



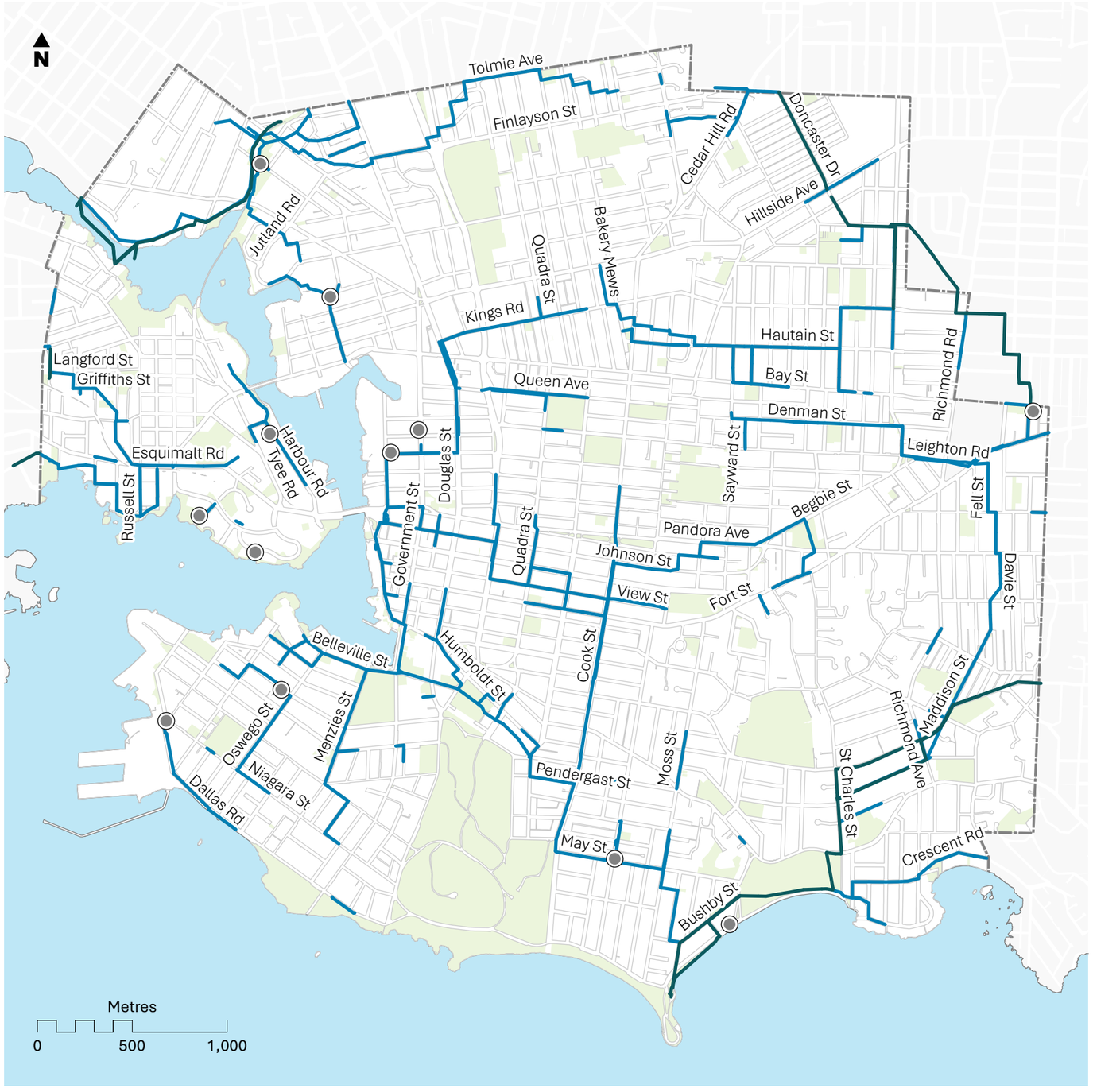
MAP

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

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.

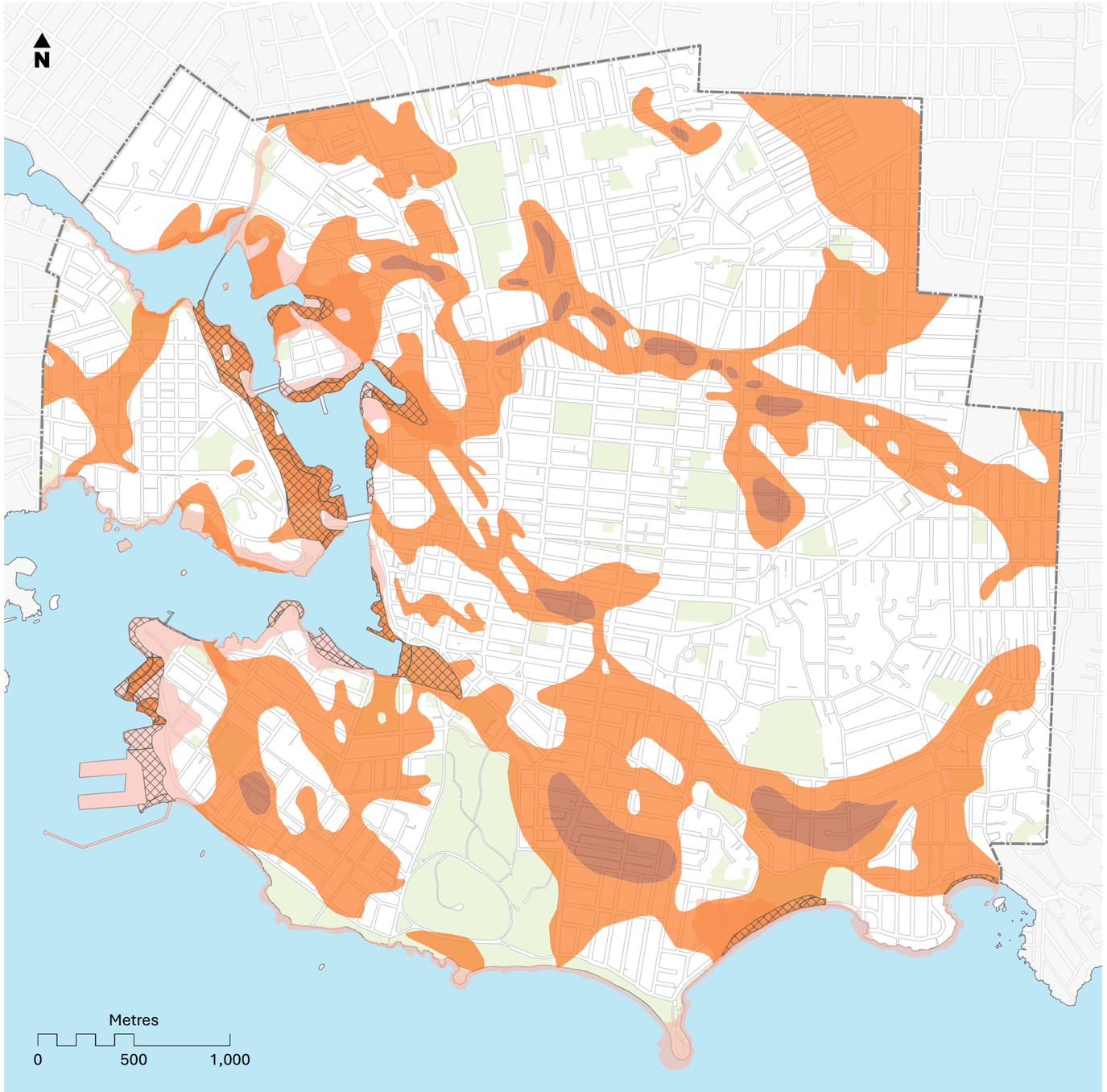
MAP #

Stormwater Main and Natural Drainage Network

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

Seismic and Tsunami Hazard

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

Development Permit Areas and Heritage Conservation Areas

Proposed Approach

The *Local Government Act (LGA)* gives municipalities the authority to designate Development Permit Areas (DPAs) to achieve development related objectives, including for form and character, energy and water conservation, reduction of greenhouse gas emissions, environmental protection and commercial area revitalization. Before any development, property owners in a DPA must obtain a development permit that aligns with the associated guidelines.

The *LGA* also gives municipalities the authority to designate Heritage Conservation Areas (HCAs) to protect areas with significant heritage value. These areas may include buildings, structures or landscapes that have aesthetic, historic, scientific, cultural, social or spiritual importance. HCAs enable municipalities to ensure that any changes or developments in these areas respect and preserve their heritage value.

DPAs and HCAs are designated in the Official Community Plan. Victoria's current Official Community Plan (2012 OCP) identifies close to twenty development permit areas (DPAs) and heritage conservation areas (HCAs). Dozens of guidelines, some that pre-date the 2012 OCP, are associated with these areas.

PROPOSED DPA AND HCA FRAMEWORK

A new framework is proposed for Victoria 2050, the City's draft updated OCP, to consolidate, streamline and clarify DPAs and HCAs, eliminating unnecessary redundancies and emphasizing key design outcomes. The newly proposed framework for Victoria 2050 would include five DPAs, two HCAs and one Environmental DPA (EDPA), as summarized in the table below and generally identified in Attachment B1.

General Urban Design – Citywide

The City's primary guidelines applicable to most development in the city, would be *General Urban Design (GUD) Guidelines*, which were originally approved in 2022 and are proposed to be updated as in accordance with Attachment B2.

Downtown

The *Downtown Core Area Plan (DCAP) Design Guidelines*, which were recently updated in 2021, would continue to apply to the Downtown Core Area, Inner Harbour and Legislative District areas.

Heritage

Administrative updates are proposed for the *Old Town Design Guidelines*, primarily to ensure key aspects of guidelines that would be rescinded in their current form, such as for signs and awnings on heritage buildings, are retained and applicable where appropriate. Minor additions would be incorporated to ensure consistency with other guidelines, such as aligning mural policy in the Old Town Design Guidelines with DCAP. The *Standards and Guidelines for the Conservation of Historic Places in Canada* (Heritage Standards and Guidelines) would continue to apply in all HCAs.

Residential heritage guidelines are proposed to be streamlined, consolidated and applied to all residential HCAs, creating a clear and consistent framework for residential heritage while incorporating guidelines that are unique to specific existing HCAs where needed. A new commercial HCA would include existing HCAs in commercial areas and retain their applicable guidelines, such as the *Old Town Design Guidelines* and the *Fernwood Village Guidelines*.

Environmental Guidelines

The existing guidelines for the Victoria Arm of the Gorge Waterway (currently listed in DPA 8 of the 2012 OCP) would continue to apply to this area as part of the new EDPA. Additional areas and guidelines may be added to this EDPA in future, following completion of the proposed Natural Assets Strategy.

Other Areas and Guidelines

The Victoria Harbour would rely on existing plans and guidelines until such time that an updated comprehensive plan for the harbour is approved, as summarized below. The Songhees District, which has numerous guidelines associated with Master Development Agreements would continue to be subject to these guidelines.

Guideline Updates and Alignment

Other topic or area specific guidelines may be retained if not otherwise addressed in the new framework, but most remaining guidelines on file would be proposed to be rescinded at the time of bylaw adoption. Administrative updates to guidelines that are retained would be considered for clarity, consistency and alignment with Victoria 2050.

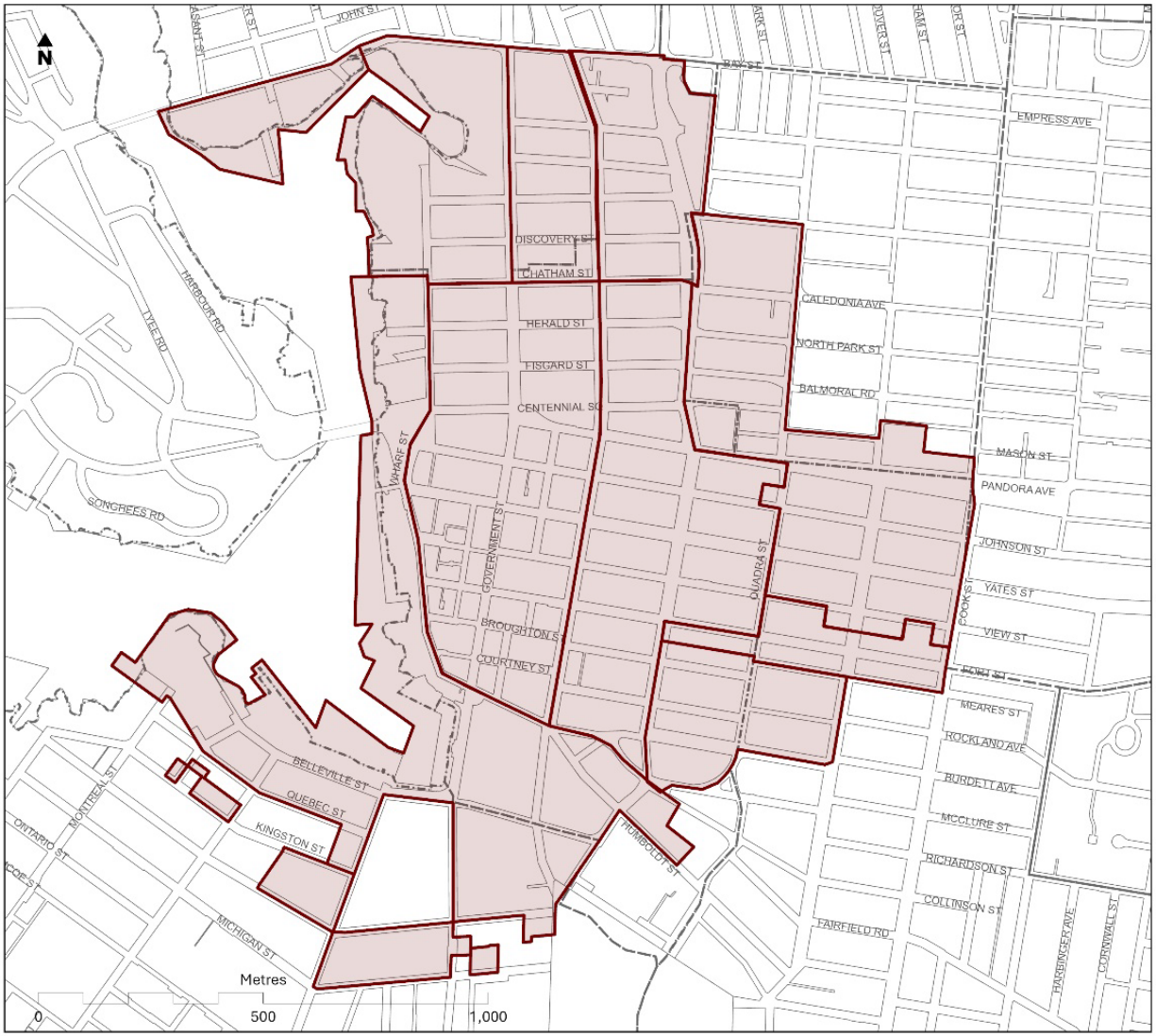
Area (see maps)	Applicable Guidelines
DPA 1: General Urban Design	• Updated GUD Guidelines*
DPA 2: Downtown Core Area	• DCAP Design Guidelines • Updated Old Town Design Guidelines • Cathedral Hill Precinct Guidelines
DPA 3: Victoria Harbour	• DCAP Design Guidelines • Guidelines within *Victoria Harbour Plan (2001)* • Guidelines within *Fisherman's Wharf Plan and Guidelines (2014)* • *RBC Museum Urban Design Guidelines (2006)*

DPA 4: Songhees District	• Design Guidelines for the Dockside Area (2005) • Harbour Road Industrial Waterfront Design Guidelines (2008) • Roundhouse Design Guidelines (2008)(revised 2015) • Guidelines within the *Victoria Harbour Plan (2001)*
DPA 5: Tenant Protection	• As discussed in report Attachment E
HCA 1: Commercial Heritage	• Updated Old Town Design Guidelines • *Fernwood Village Design Guidelines (2022)* • Heritage Standards and Guidelines
HCA 2: Residential Heritage	• New Residential Heritage Guidelines • Heritage Standards and Guidelines
EDPA 1: Shoreline and Waterways	• Existing listed guidelines in 2012 OCP DPA 8. Updates for alignment with OCP policy may be considered.

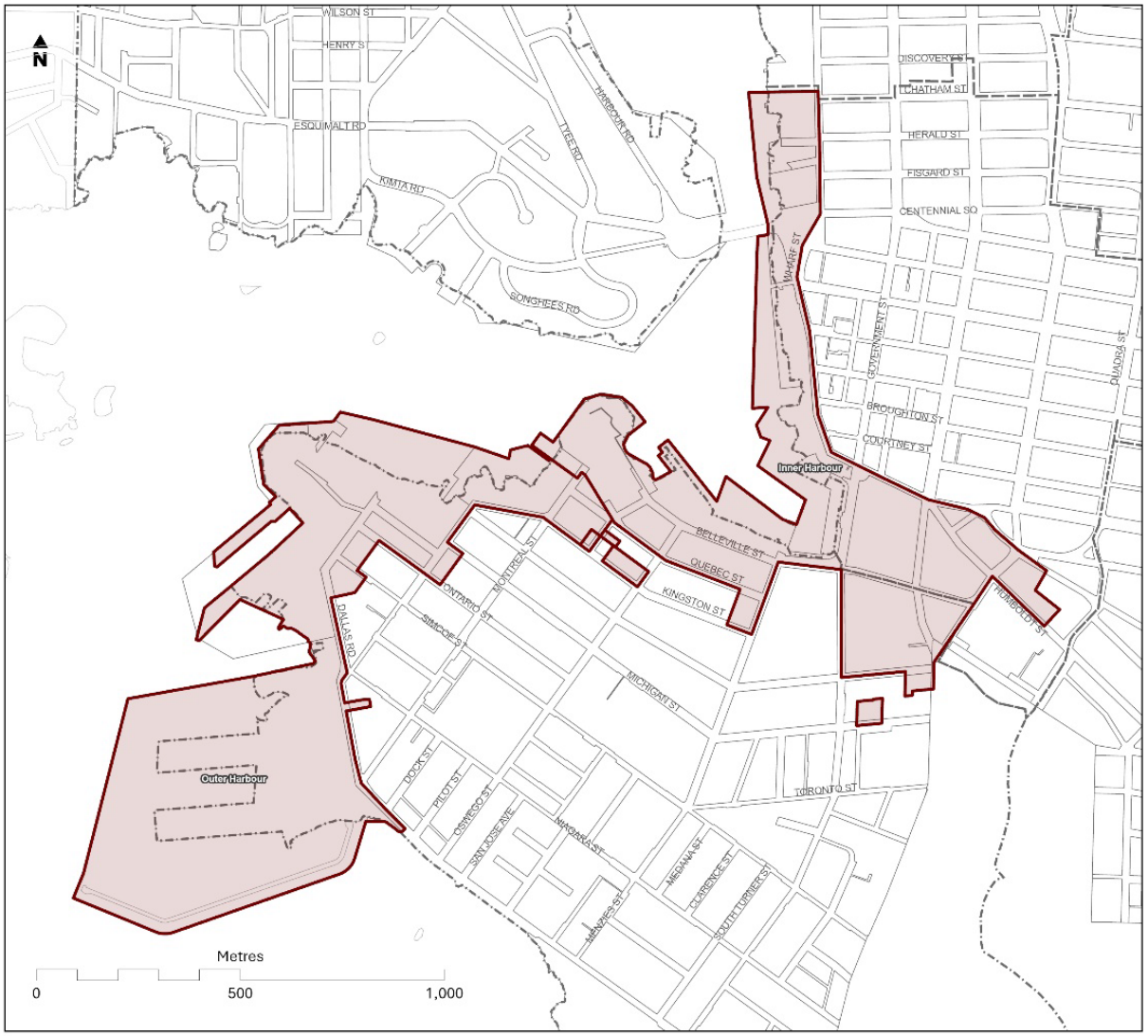
** See attached for proposed updated guidelines.*

Attachment B1: Generally Proposed DPA and HCA Areas

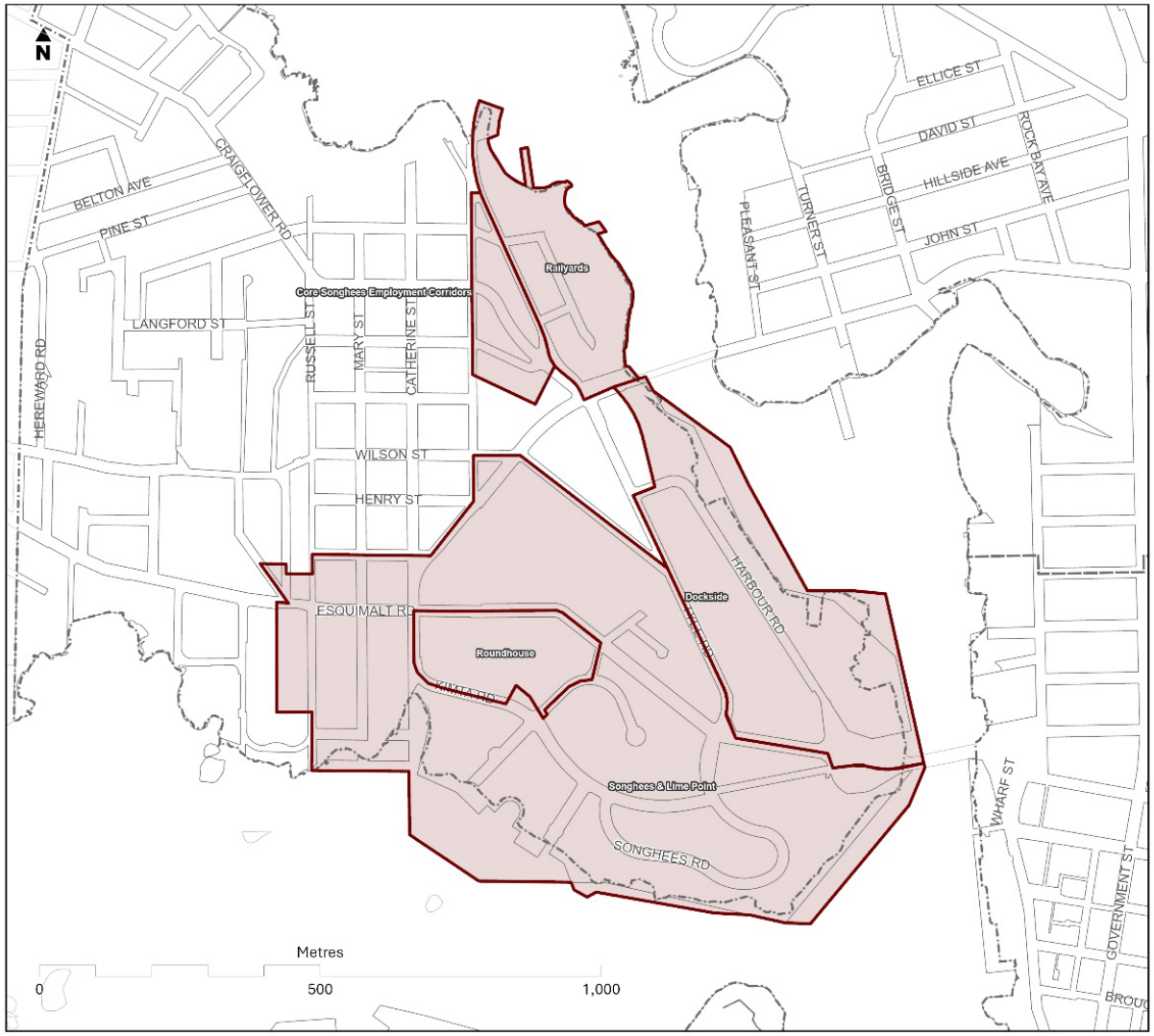
Note: Where the proposed extent is citywide, no map is provided. Areas are depicted generally; adjustments may occur as the framework is finalize.



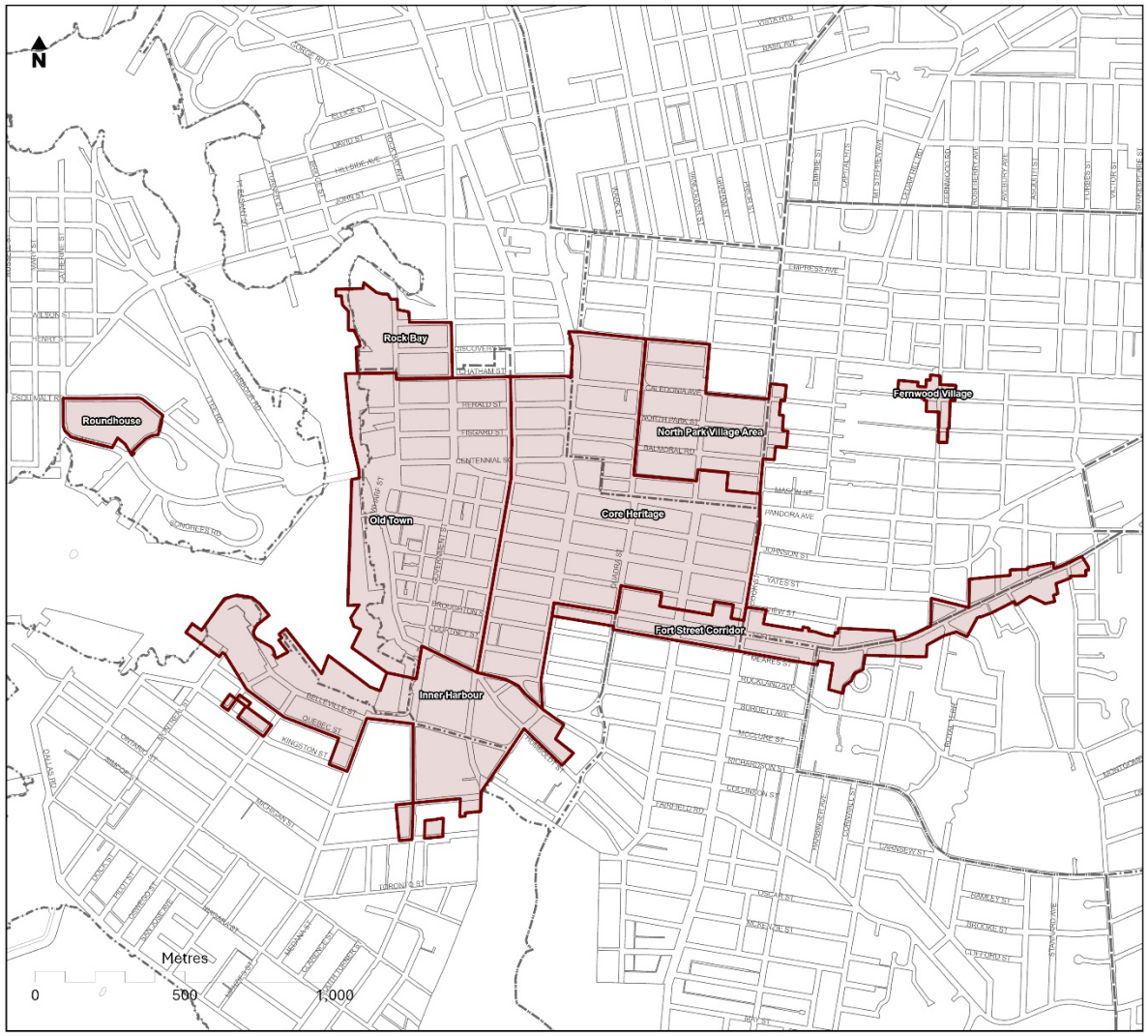
Proposed Areas for
DPA 2: Downtown



Proposed Areas for DPA 3: Victoria Harbour



Proposed Areas for DPA 4: Songhees District

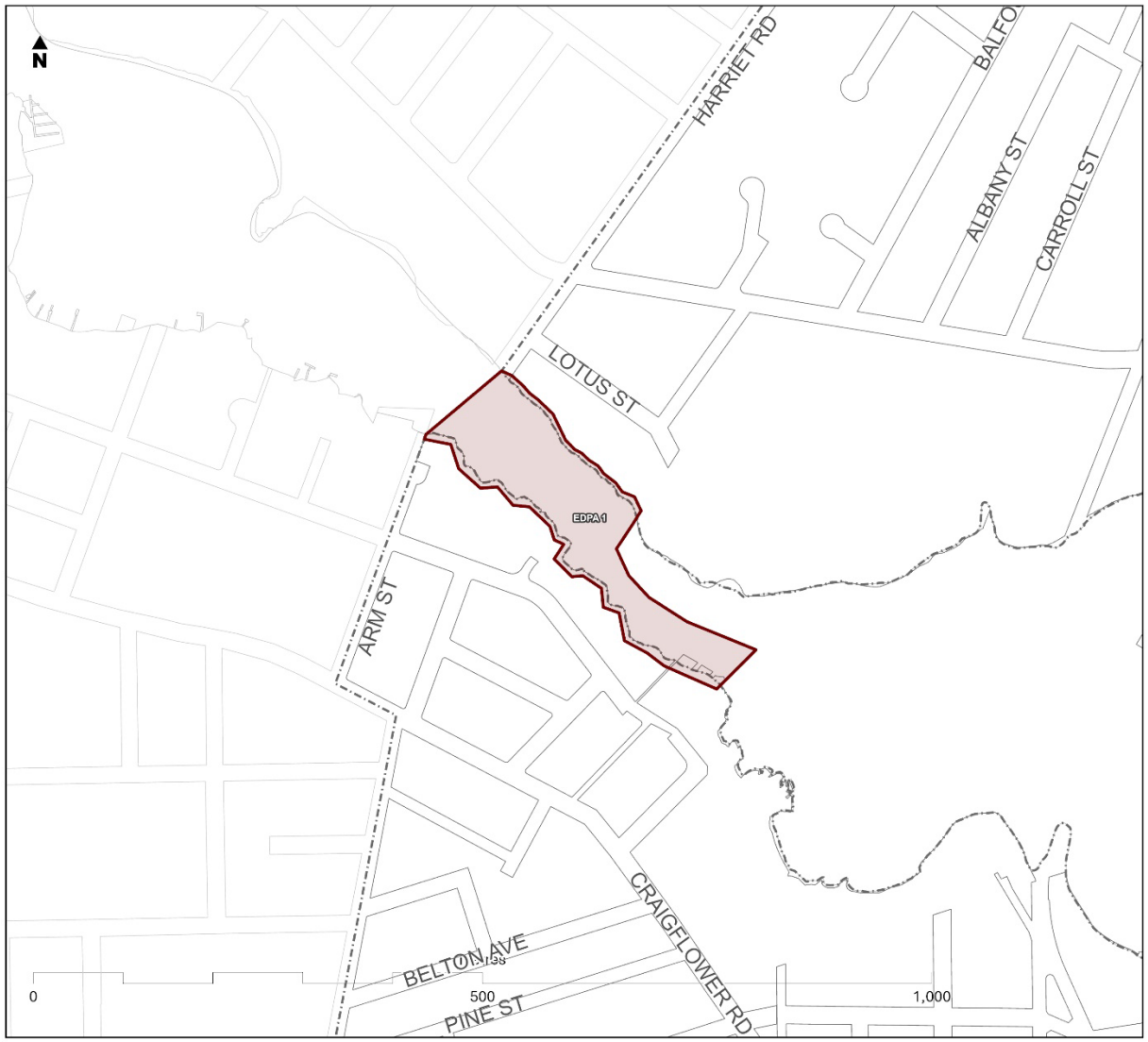


Proposed Areas for HCA1: Commercial Heritage

CITY OF VICTORIA



Proposed Areas for HCA 2: Residential Heritage



Proposed Areas for EDPA 1: Shoreline and Waterways

2025

CITY OF VICTORIA | Planning and Development

General Urban Design Guidelines

Draft - February 7, 2025 R2






CITY OF VICTORIA

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Part 1: Introduction and Overview

1.1 Purpose and Use

These guidelines are meant to guide form and character of multi-family residential, commercial and industrial developments and to support the evolution of neighbourhoods, villages and key transportation corridors throughout Victoria. This includes ensuring individual development projects enhance and do not compromise development opportunities on adjacent sites and in so doing, contribute to positive and cohesive urban design outcomes at the site, block, neighbourhood and city scale.

The guidelines are intended to foster innovative, creative and unique design responses to individual site conditions, opportunities and constraints by applying the broader design principles and goals established in the City's Official Community Plan and Rezoning and Development Policy.

The guidelines provide clear direction for designers, architects and property owners who are actively planning or considering a new building, retrofit or addition to an existing building within specified areas of the city. They are also an important evaluation tool for City staff and decision-makers when reviewing new development applications to ensure that a proposed development reflects principles of good urban design and Victoria's values and identity.

It is important to note that the design guidelines are not intended to be an absolute checklist for all developments. Rather they function as a benchmark and design framework to ensure that careful thought and consideration has been given to important design objectives while still supporting creativity, innovation and design excellence. Where alternative design approaches are proposed by an applicant, they will be reviewed against the statements of design intent to ensure that key design objectives are still being achieved. Applicants may be required to provide additional diagrams and studies to support the proposed design solutions.

Greater discretion and a broader interpretation of the design guidelines is envisioned when reviewing institutional, civic, religious and cultural buildings given the different programming and use requirements of these buildings. Proposals within existing master planned communities should maintain design consistency with the established urban design while also adhering to the General Urban Design Guidelines.

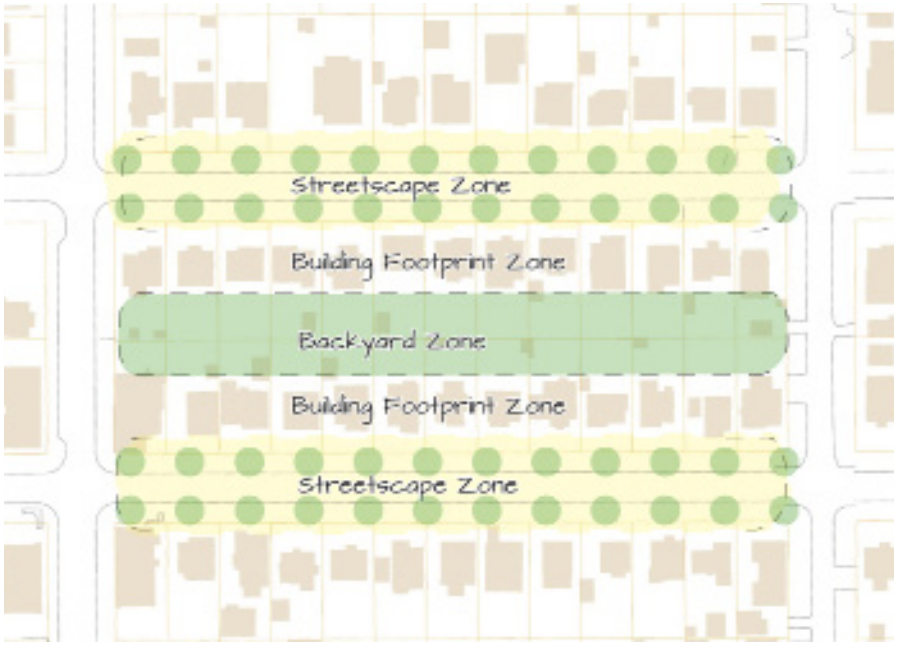
The Design Guidelines support the implementation of the City of Victoria's zoning regulations by providing guidance on the circumstances where variances to zoning parameters may be supportable, contingent on technical review and a proposal's alignment with the intent of the guidelines.

1.2 Context

Victoria's neighbourhoods are diverse and unique. Many neighbourhoods are premised on a "15-minute" community: a place where a mix of housing types are located within walking distance of urban villages and amenities that provide goods, services and social opportunities for daily living. Victoria's neighbourhoods contain a mix of housing developed from the late 1800s to the present day, along with distinctive urban villages which have evolved over time. Within these areas are unique conditions related to lot and block size, topography, natural features and built environment, which will affect how these guidelines are applied in any location.

Victoria's residential areas are generally characterized by the presence of front and back yards, with tree-lined streets. An important proportion of Victoria's urban forest and tree canopy is found in the diversity of residential areas throughout the city, both as street trees and on private property. These areas also display a diversity of topography which may include varied soil types and rock outcrops. Some fall within important ecosystems, such as Garry Oak Meadows.

Another common element of Victoria's residential neighbourhoods is that most (though not all) lack laneways, unlike other cities of a similar age in North America.





Victoria's residential areas are characterized by the presence of front and back yards, with tree-lined streets, and a generally defined building footprint zone.

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A defining feature of many residential areas is a pattern of "perimeter blocks," with primary residential buildings located near the front of the lot, and rear yards dedicated to open spaces, creating a contiguous open space at the interior of blocks. These guidelines have been formulated to respond to these key features.

1.3 Requirements for Large Sites and Sites with Tall Buildings

In order to meet principles and objectives in the *Official Community Plan* and the *Rezoning and Development Policy*, proposals for large sites and sites with tall buildings within Development Permit Area 1 (General Urban Design) should include a Comprehensive Development Plan, as described in the *City of Victoria Rezoning and Development Policy and Development Permit Areas* (DPA.)

Large sites are defined as sites of sufficient size to accommodate multiple residential and/or mixed-use buildings and that merit internal pedestrian networks and significant on-site open space amenities (approximately 4,000 sqm or greater.)

Proposals within communities that were developed under past Comprehensive Development Plans (such as Master Development Agreements) should maintain design consistency with the existing community unless significant changes in land use, density, public realm elements and mobility network are sought.

Tall buildings are defined as buildings taller than 21 m or 7 storeys or greater in height.

1.4 Design Fundamentals

Urban design is the comprehensive and cohesive combination of buildings, streets, and open spaces which has, as its objective, the creation of high quality, memorable and people centred public spaces. Urban design is fundamentally concerned with the spaces between buildings, the experience of the city at eye-level and by the relationship between the public and private realm at street level. Comfortable and enjoyable streets, squares and plazas scaled towards pedestrian activity and social connection are essential elements in creating functional, aesthetic and vibrant places.

Design Principles

The following principles are the foundation for supporting creativity, innovation and design excellence, and represent a design framework applicable to all development projects.

1. 

New buildings and open spaces that contribute to the envisioned urban form through **thoughtful building and site designs** that have positive relationships with surroundings.

2. 

High quality design for buildings that support street vitality, visual interest and safety for pedestrians and building users, and contribute to active and attractive public spaces.

3. 

High quality, pedestrian oriented streetscapes and open spaces that are welcoming and comfortable, support the urban forest and foster year-round social gathering and celebration

4. 

Design with nature using green infrastructure to mimic natural systems, provide stormwater management and habitat areas while supporting watershed health, urban food systems and the urban forest.

5. 

Livable and inclusive buildings and open spaces that provide equitable access to open space, the urban forest, daylight and fresh air as well as family friendly environments and all ages and abilities designs.

6. 

Healthy, climate-friendly and future-forward buildings and open spaces with small environmental impacts and big positive design outcomes for residents, users and their broader communities.

7. 

Placemaking and storytelling that express the values of our city, embrace diverse narratives and promote designs attentive to distinctive features of Victoria's Downtown Core, Legislative Precinct, Midtown Employment District, Town Centres and Villages.

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Urban Design Fundamentals

The General Urban Design Guidelines are structured around the following design fundamentals:



2.1 Site Planning and Building Orientation

to create a perimeter block form of development



2.2 Building – Open Space Interface

to create vitality and interest.



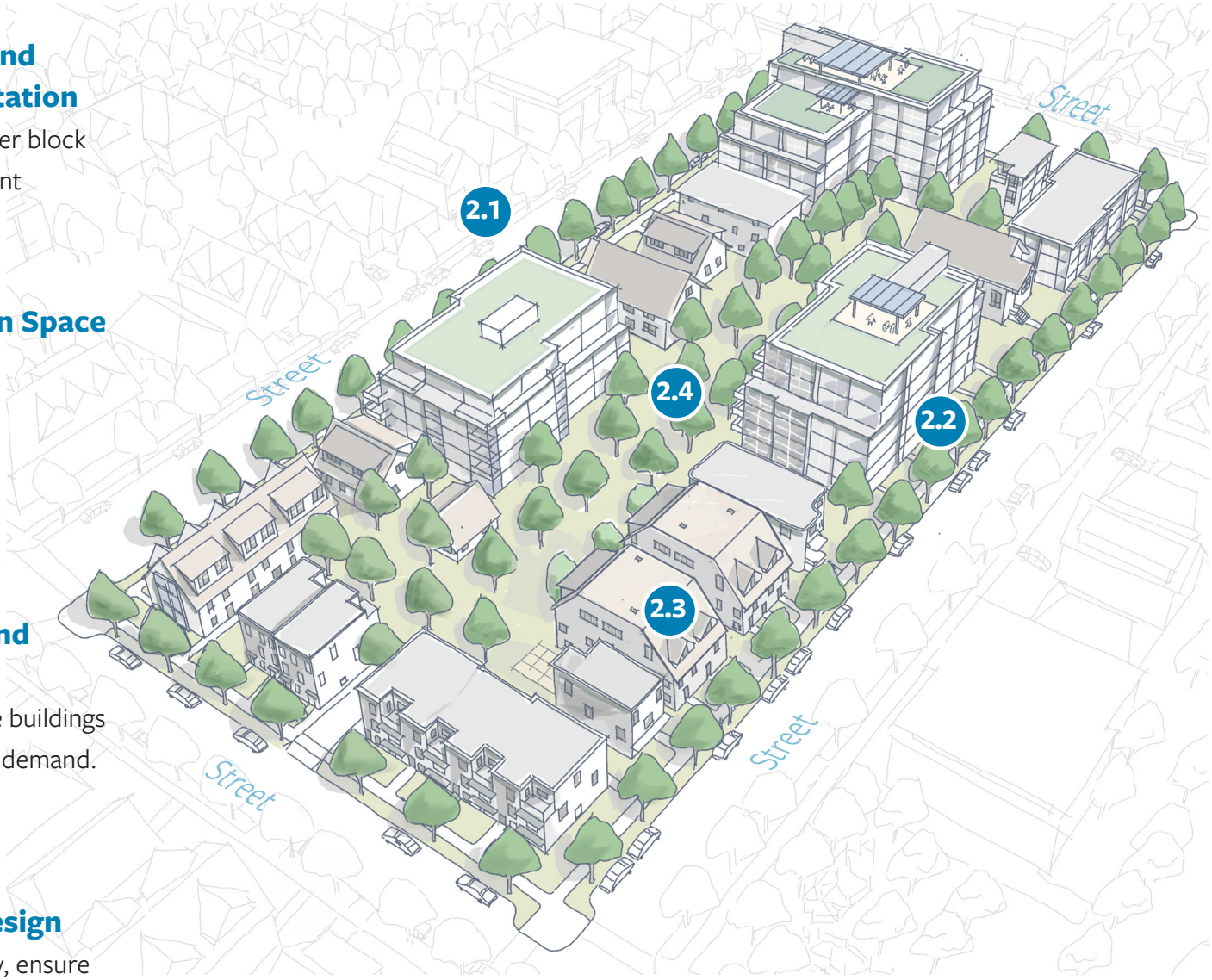
2.3 Building Composition and Expression

to ensure attractive buildings that reduce energy demand.



2.4 Landscape and Open Space Design

to enhance amenity, ensure liveability and bring nature into the city.

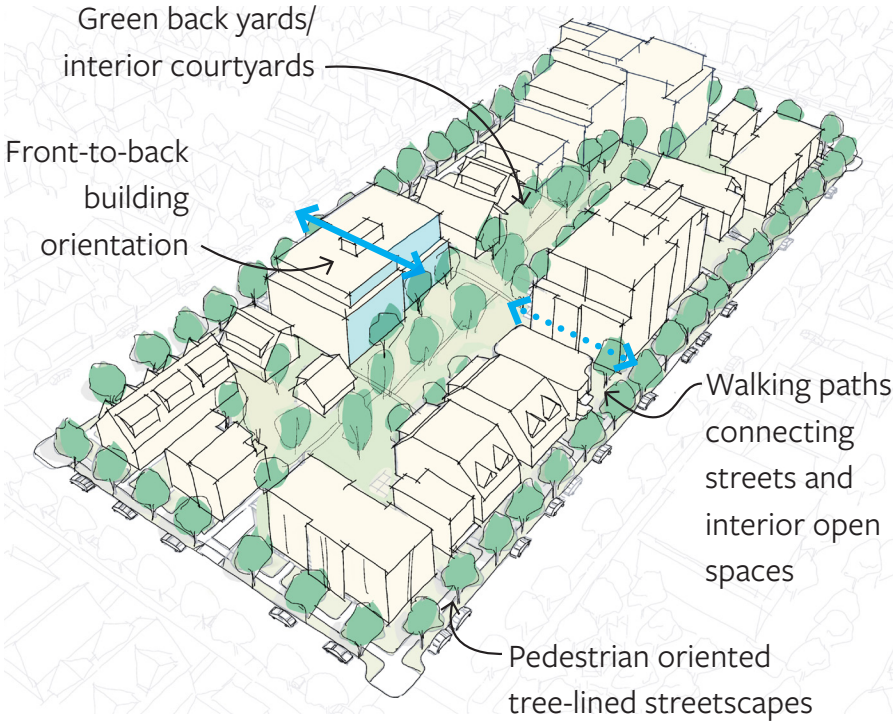


Illustrated impression of a typical city block outside of Victoria's downtown, including a variety of housing options and the City's urban design fundamentals

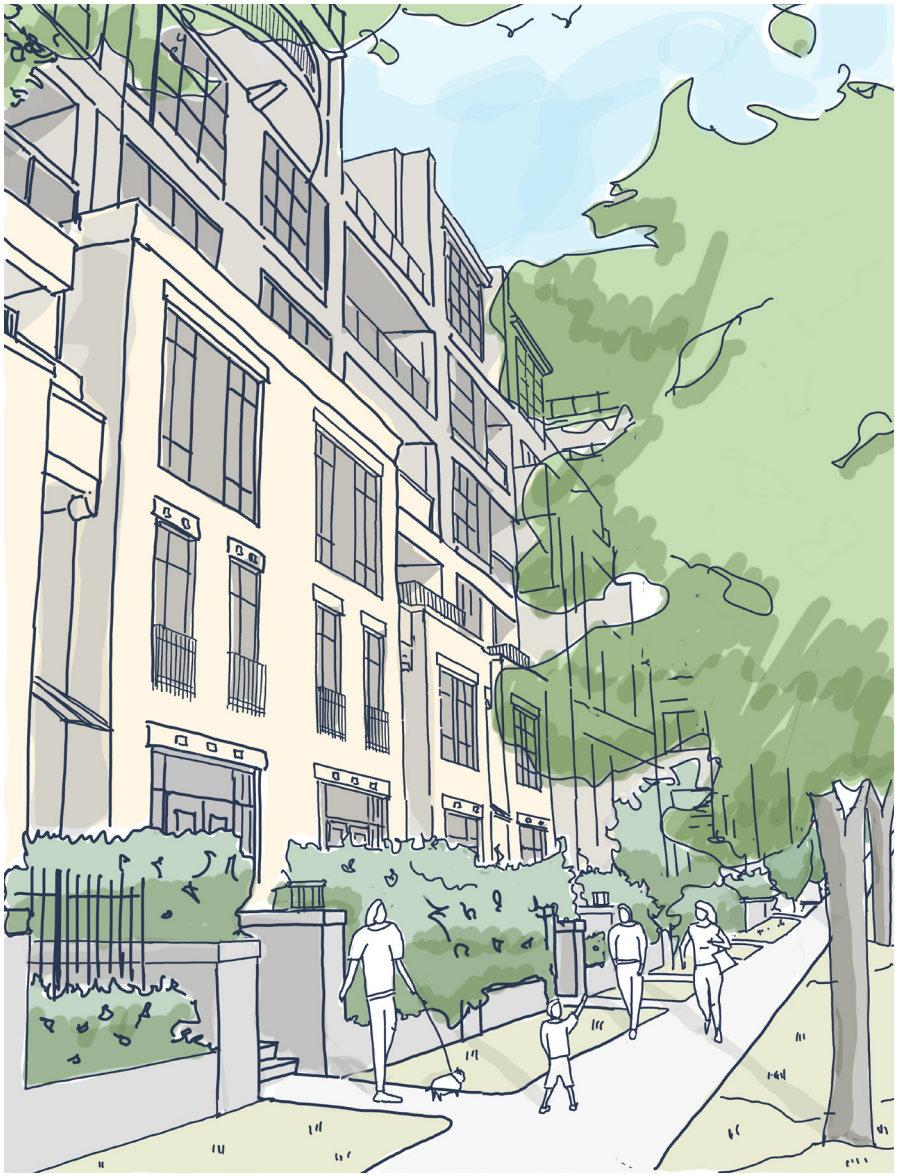
Part 2: Design Guidelines

2.1 Site Planning and Building Orientation

Intent: To ensure new development contributes to high quality, pedestrian-oriented streets and open spaces, and enhances liveability.



Front-to-back oriented buildings result in a perimeter block urban form, where the adjacency of rear yards lead to a green core supporting outdoor amenity areas and the urban forest.



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2.1.1 General Guidelines

a. Site and design buildings with a front-to-back orientation with primary facades facing streets and interior open spaces (rear yards) to achieve a perimeter block form of development.

b. Provide outdoor amenity spaces that create and contribute to a cohesive, green interior courtyard experience within the block.

c. Site and design buildings to respond to existing natural features (e.g., significant trees, topography, ecological features, rocky outcrops) and protect significant natural features where possible. Consider clustering buildings or reducing and clustering parking.

d. Punctuate highly visible sites, corner sites or street-end views (buildings at terminated street corridors), for example, using distinctive massing, building articulation, and architectural treatments such as roof treatments.

e. Site and design buildings to minimize shadowing impacts on adjacent streets, public open spaces and cultural landscapes. For buildings over four storeys, consider incorporating upper storey step-backs on the north, east or west facing facades.

f. Sun access and shadowing impacts should be demonstrated with a shadow study where height variances or rezoning is sought.





Street wall buildings and green rear yards and courtyards characterize a sustainable and livable urban fabric with a lush urban forest (left) and newly planted trees (right.)

g. Consider incorporating a break in the façade of longer buildings integrated with building form and composition, for example a ground level lobby or entryway.





The top-floor step-back at a five-storey multi-family residential development helps improve solar access for the rear yard outdoor amenity area.



Shading impact of nearby development on a park is reduced by a measured approach to building heights in a mixed-use development.



Building siting and through-block walkway location responds to the grounds of a significant site of civic and heritage importance.

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h. On corner sites, develop both street facing facades as front elevations. This may entail the use of L-shaped massing and floorplate configurations, supported by potential variances to side yard and rear yard requirements.

i. Residential buildings should be set back sufficiently from property lines to provide comfortable pedestrian spaces at the street or adjacent public open space, areas for landscaping and stormwater mitigation, and sun and air access for neighbouring buildings:

- i. Generally, front yard setbacks should maintain an average of 4 m and a minimum of 3 m along fronting public streets and open spaces, depending on the adjacent street and open-space context and ground floor use.
- ii. Consider reduced front yard setbacks where lot depths are constrained, where the ground floor may have a more active frontage, like a storefront, or where the lot fronts onto a generous boulevard or green open space, while avoiding impacts on existing or future street trees.
- iii. Consider increased front yard setbacks adjacent to streets with higher traffic volumes and/or to create sufficient space for tree roots and mature tree canopy where there is an existing significant tree.
- iv. Consider greater setbacks for north facing side yards to mitigate shadowing impacts.
- v. Avoid projection of underground parking or other structures into setback area to maintain sufficient soil volumes for trees and landscaping.
- vi. For properties that include a road dedication, consider setbacks from the new property line; Variances to setbacks to enable public realm objectives may be considered.
- vii. For properties that include buildings of heritage value (Heritage Designated, listed on the City's Heritage Register, or having heritage merit as per the heritage values framework), variances to setbacks to enable alternative siting of new buildings or additions may be considered.



Mixed-use residential development responds both streets with front elevations, including active at-grade uses and upper-level openings.

j. Where multiple buildings with residential uses are located on a single lot, the following minimum separation spaces between primary facades are recommended as follows:

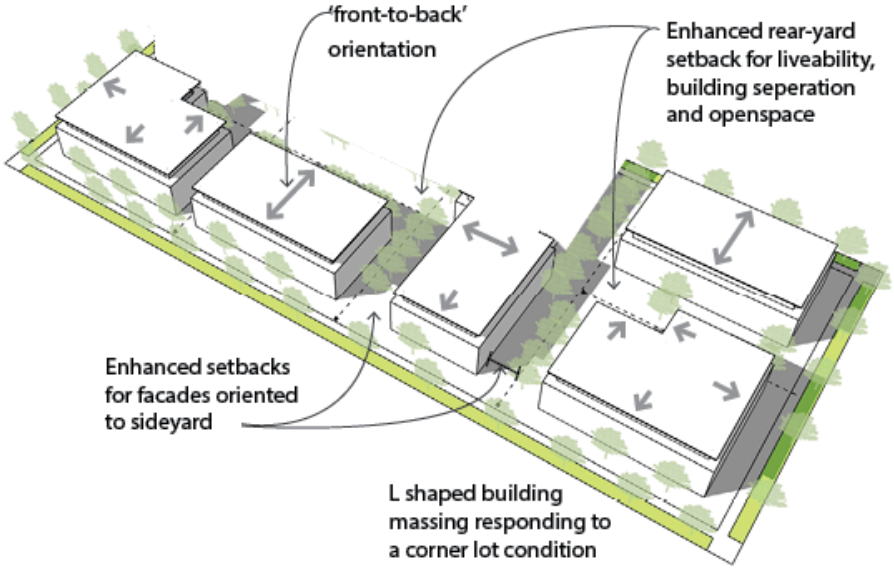
- 6 - 8 m for buildings up to approximately three storeys
- 12 m for buildings up to approximately four storeys
- 16 m for buildings up to approximately six storeys

k. Unless in conjunction with the designation of a heritage building, subdivision is strongly discouraged – especially subdivision that results in panhandle lots.

l. Development on parcels that are both deep and narrow, and where buildings are sited in more then one row, site buildings to maintain a generous rear yard in support of the perimeter block pattern and consider a reduced scale for the rear building.

m. Provide private outdoor amenity space in the form of balconies or porches for individual residential units, with a minimum depth of 1.8m, a minimum width of 2.4m, and a minimum overall size of 4.6m2.

n. Provide shared open space in the form of courtyards, green spaces, terraces, yards, play areas or rooftop gardens. Consider buildings with upper-level step-backs to provide opportunities for balconies and upper storey terraces that take advantage of sunlight and views.



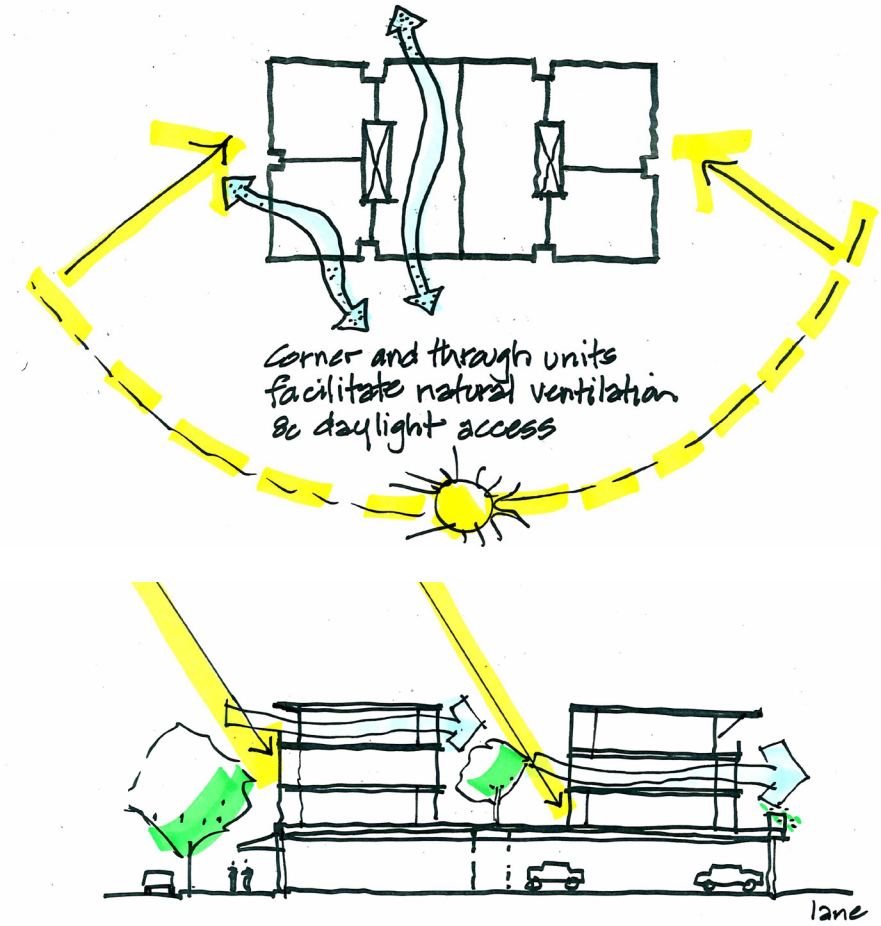
Perimeter block definition and livability is improved by enhanced setbacks for primary facades facing side yards and L-shaped massing on corner lots.



Trees and shrubs enhance livability and usability of private patios at a multi-family residential development.

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o. Design buildings to allow direct access to air and natural light for individual units and common areas. Buildings should be designed to maximize the number of individual homes that receive daylight and natural ventilation from at least two sides of the building (such as a corner or from front and back) or, from one side and a roof.



Dual-aspect homes enable enhanced access to daylight and natural ventilation.



An upper-floor courtyard area offers both shared outdoor amenity to building residents and private patios for homes in a mixed-use residential development.





A single-loaded corridor configuration improves the livability of the inside corners on the L-shaped residential floors of this multi-family residential mixed-use building (left) and skylights and roof monitors enable these dual-aspect townhomes that are otherwise flanking a central community atrium (right.)









A multi-family mixed-use residential building boasts connected outdoor amenity areas for a variety of activities.





Outdoor gathering spaces and amenity areas organized around a multi-purpose open space, located on an upper floor of a mixed-use residential building.

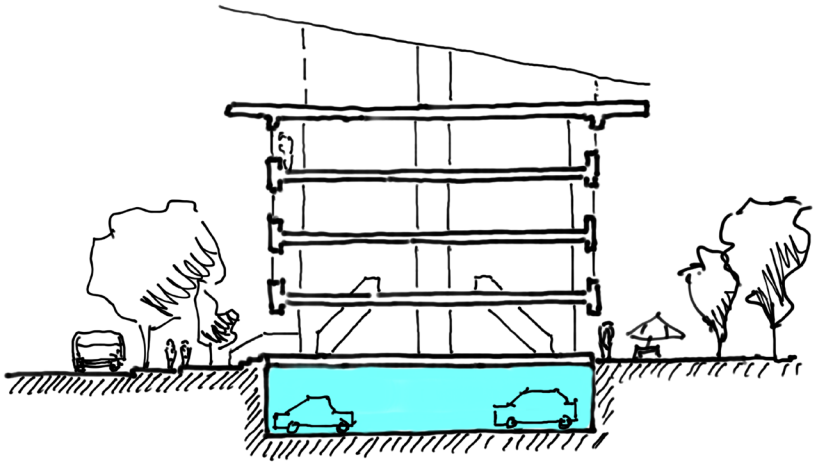
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2.1.2 Vehicular Access, Parking and Back-of-House

a. Design and locate parking, circulation and access to minimize impacts on adjacent streets and open spaces including the urban forest.

b. Parking should be located underground or tucked near the rear or side of buildings so as to minimize the impact on streetscape appearance, pedestrian circulation and to maximize ground level and underground space for trees and landscaping and appropriate soil volumes. Consolidate driveway access points where possible, to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

c. Minimize the extent of site area dedicated to servicing, vehicular access and parking through shared infrastructure and efficient layouts. Prioritize tree retention vs provision of parking.



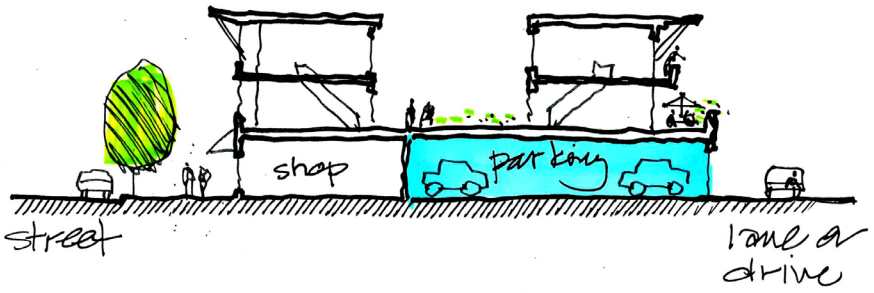
d. For some locations and lot sizes, providing the space needed for the main building(s) and satisfying the zoning's required minimum open site space may limit the achievable surface parking spaces. Where a variance to the zoning requirements is requested, the variance should focus on reducing the parking requirement, rather than reducing the required open site space.

e. Proposals that incorporate car share vehicles shall conform with the providers' dimensional and operational requirements.

f. Incorporate a minimum 1 m landscape buffer where a drive isle or surface parking is located adjacent to the side or rear property line.

g. Design driveways and parking areas to also function as multi-functional hard surface open areas, including play spaces for children.

h. Short-term parking areas and drop-off pull-ins should be designed so that pedestrian areas are distinctly delineated from vehicular traffic areas.



Underground and tuck-under parking minimizes impacts on the public realm.

i. Avoid locating at-grade windows directly adjacent to parking spaces. Windows in these locations should generally contain landscape separation from the parking space.

j. Bicycle parking areas should be visible and secure. Short-term bicycle parking should be sheltered, in well-lit and highly visible locations, accommodate a range in bicycle types, and be clearly visible from a main building entrance and/or public street. Long-term bicycle parking areas should be in a well-lit common room, easily accessible and nearby pedestrian activity.

k. Plan for adequately sized waste management and recycling areas that are located and designed to minimize impacts on the public realm while balancing access and operational needs.

l. Locate pad-mounted transformers (PMT) on private property within development projects. Where possible, place transformers within the building envelope and locate external transformer room doors along the service street façade and ensure adequate space is provided on private property to service the utility. Coordinate access to PMT's for BC Hydro maintenance with proposed driveway access to minimize impacts to streetscape, and public realm infrastructure.

m. Ensure utility areas are clearly identified at the development permit stage and are located to minimize negative impacts on public or common open spaces.



Short-term parking and loading areas are differentiated from pedestrian areas by surface materials, trees and urban furniture at a mixed-use residential development.

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2.2 Building – Open Space Interface

Intent: To support street vitality, pedestrian activity, visual interest and safety through building designs that contribute to active, attractive and high-quality public streets and open spaces.



Sketch showing building and landscape design to support pedestrian vitality, comfort and safety

2.2.1 General Guidelines

a. Design building facades to support pedestrian activity, sociable open spaces and 'eyes on the street' by integrating and orienting entryways, windows, patios and balconies to overlook sidewalks, walkways, parks and other open spaces.

b. The primary building entrance should have clear sight lines and be directly accessible from the public sidewalk or open space.

c. Emphasize entrances to buildings with a combination of architectural detail, lighting, weather protection or other design strategies. Entrances accessed off side yards should be avoided where possible.

e. Incorporate weather protection such as awnings, canopies, and overhangs to support pedestrian activity and comfort.

f. Use lighting to highlight building features and illuminate the public realm, while avoiding over illumination that projects light into the sky or spills over on adjacent buildings.

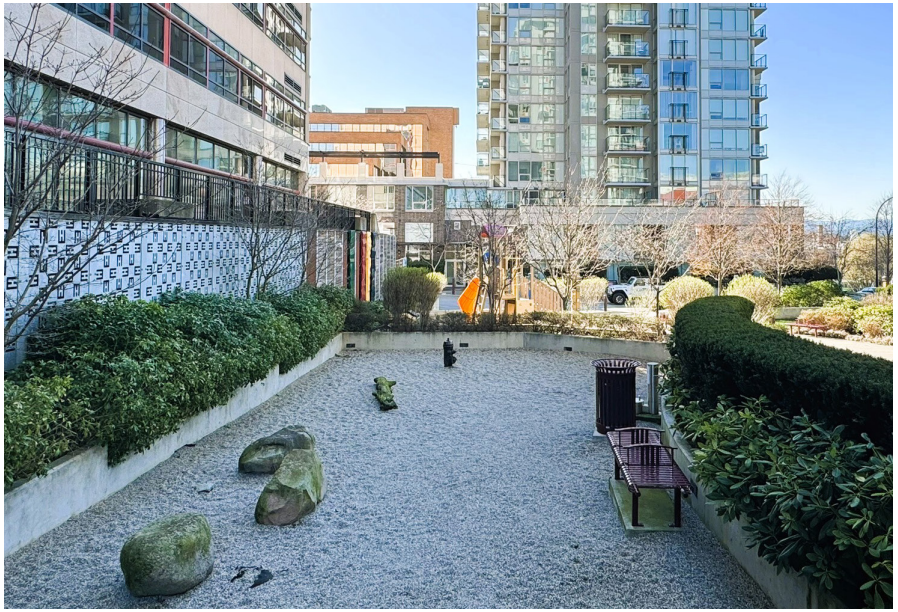
g. Pedestrian scale lighting standards and fixtures, in addition to general area and street lighting, is encouraged for nighttime visibility, comfort and security as part of overall lighting level requirements.

h. Minimize the size of service openings and garage doors visible from public streets and open spaces. Consider design and landscape solutions that can minimize visual impacts,

including recessing garage doors behind the main building line, and incorporating plantings to soften and frame driveways and garage entries.

i. Access to on-site loading and service areas for all uses should be as unobtrusive from the public realm as possible, appropriately shielded and protected from public streets.

j. Entries to interior bicycle parking areas should be protected from rain and, where possible, should be accessible and visible from the building – public realm interface.





Transparent shopfronts with displays and seating spilling out into the sidewalk, help animate and create visual interest along the street.



Lighting in this outdoor amenity area helps provide a sense of safety and wayfinding in this multi-family residential development.

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Examples showing design treatments to minimize visual impacts of parking entrances.



Screening at the public realm interface of a loading court serving multiple back-of-house areas of a mixed-use institutional-residential development.



Weather-protected entrance to bicycle parking space at a commercial building supports the use of active transportation facilities.

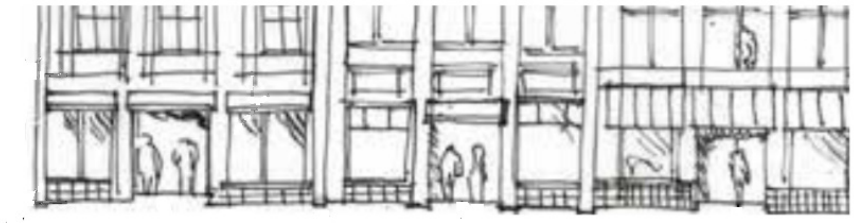
2.2.2 Commercial and Mixed-use Buildings

a. Locate publicly-oriented commercial uses at grade to enable street activity such as browsing, outdoor cafés and street entertainment, as well as to enable placement of outdoor seating.

b. Incorporate frequent entrances along commercial frontages to create visual interest and support pedestrian activity. Consider a maximum spacing distance between commercial entries of approximately 8 metres where feasible.

c. Locate large-format commercial uses on upper floors or below grade to minimize impacts on ground-floor frontages. Where at-grade locations are necessary, locate large-format uses toward the building interior and incorporate frequent entries, shop windows and where possible, smaller retail units around the periphery.

d. Consider recessed entries to provide punctuation and increased weather protection along the street.



Frequent entries create visual interest and activity.





Frequent entries for smaller commercial retail units surround large-format retail in a mixed-use residential development.

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e. Incorporate a high proportion of transparent glazing at the street level to enhance the visual presence of ground floor uses and increase the interactions between pedestrians and interior spaces. Consider bird-safe glazing or treatment to minimize bird collisions.

f. Smaller buildings, and portions of the front facade of larger buildings, may be set back from the front property line to accommodate features such as patios, courtyards or seating areas.

g. Incorporate a minimum floor-to-floor height for ground-floor commercial space of approximately 4.5 m for natural light, spaciousness and street interface.

h. A minimum floorplate depth of approximately 10 m is recommended to accommodate a range of ground floor commercial uses. Shallower depths may be considered where smaller retail units are incorporated around the periphery of an internal, larger format commercial use.

i. Avoid at-grade blank walls over 5 m in length. Where blank walls are unavoidable along a street, mitigate them through screening, landscaping, public art, patios, special materials or other solutions to make them more visually interesting.

j. Larger commercial buildings are encouraged to consider incorporating an atrium to expand and enhance the public realm network.



A large format commercial use incorporating smaller retail units and frequent entries around the periphery, and housing above.



The parking and loading areas of a mixed-use commercial development are 'lined' by street-fronting light industrial and office spaces.

k. Incorporate integrated lighting, signage and weather protection to support pedestrian activity and to articulate commercial frontages as an extension of the building's architectural expression. Strategies to achieve this include but are not limited to:

- Utilizing canopies with translucent or frosted glazing to maximize winter sunlight, particularly for north-facing facades. Avoid continuous opaque (solid) canopies that run the full length of facades. Use bird-friendly glass on canopies that incorporate glazing.
- Limiting signage in number, location and size to reduce visual clutter and make individual signs easier to see.
- Ensuring signs on buildings are located to be easily identified and are scaled to pedestrians. Projecting two-dimensional or 'blade' type signs suspended from canopies and awnings, flush-mounted fascia signs, externally lighted signs and vertical banners are preferred.

l. New developments adjacent to transit stops, particularly on routes designated by local and regional transit plans (e.g., designated "Transit-Priority" or "Frequent Transit" routes) are encouraged to incorporate canopies, seating and lighting into their facades or street-fronting setbacks to create waiting areas for transit passengers.



Integration of transit-supportive public realm amenities into the building frontages support streetscapes and development on transit-priority streets.



A commercial building atrium is connected to the public realm network.

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2.2.3 Residential Buildings

a. Residential use at street level should have strong entry features and building designs that encourage interaction with the street while considering privacy and liveability for individual homes.

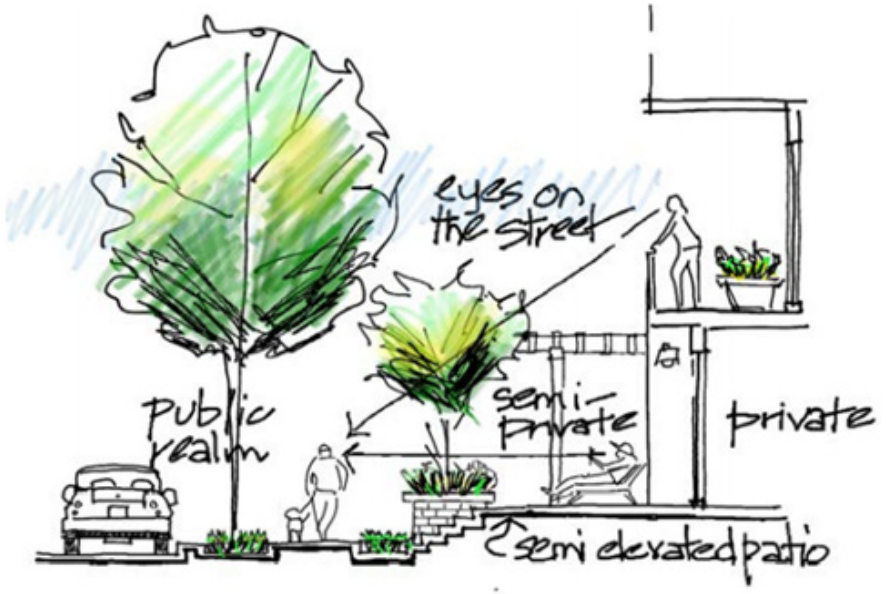
b. For ground floor homes, incorporate individual entrances oriented towards and connecting to adjacent public sidewalks, courtyards or other open spaces.

c. Residential uses should be set back approximately 3-4 metres from the fronting property line to accommodate a landscaped transition zone and a semi-private or shared open space such as a patio or porch.

d. Consider integrating appropriately sized trees within the landscaped front yard setback area in consideration of the location of upper storey balconies.

e. Where commercial uses, or live-work or work-live units of a commercial character are integrated into the ground floor of a residential building, they may incorporate reduced front yard setbacks.

f. Porches, steps, alcoves, raised terraces, forecourts, landscaping or other design features are encouraged to make transitions from the public realm of the street and sidewalk to the private realm of residences.





A generous front yard setback allows for a landscaped transition zone and semi-private and shared open spaces at multi-family residential developments.

g. All homes in a residential building should be provided with windows of sufficient size and orientation to provide for sunlight and outward views.

h. For all bedrooms within a residential building, provide at least one operable window of 0.35 m2 in area with no dimension less than 380 mm.

i. Where habitable rooms of a home are located on a sunken level (such as a basement), there should be at least 1.1 m between grade and the finished ceiling height to provide adequate space for an operable window.







Reduced setbacks on a street with mature trees and a landscaped buffer.

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2.3 Building Composition and Expression

Intent: To encourage development that is long-lasting, functional, energy-efficient and sustainable. To encourage design that fosters diversity and visual interest, comfort, livability, and a positive relationship between the outstanding natural environment of Victoria and its buildings.



Building articulation and other architectural features incorporated into a highly energy efficient multi-family residential development.

a. Consider building designs with simple forms and massing to address building performance objectives (including for building energy performance) while incorporating variation in facade treatments to achieve architectural interest. Strategies include, but are not limited to:

- Introducing bays, façade breaks or step-backs.
- Articulating building façades into a series of intervals, through placement and treatment of windows, entries and balconies, materials, colours and textures.
- Integrating architectural features and details such as punched windows, trim details and moldings, treatment of siding (e.g., the use of score lines, textures, different materials or patterning to distinguish between different floors.)

b. A building's roofline should be distinguished from its walls through features like a cornice, projecting overhang, decorative motif or other element or architectural strategy.

c. Design and use materials and connections for balconies that minimize thermal bridging.

d. Integrate balcony designs into the architectural expression of the building

e. Interior and exterior parking and loading entrances or areas, storage and work yards, rooftop mechanical equipment and utility meters should be architecturally integrated into the building design and screened from the public realm with high-quality materials and finishes.

f. Ventilation shafts, grates and other above-ground mechanical or site servicing equipment should be located away from the public sidewalk, open spaces and tree planting.

g. Incorporate high-albedo roofing finishes and/or vegetated roof systems to mitigate urban heat island effect.

h. Design and orient roofs and surfaces to accommodate solar energy systems where possible.

i. Consider the design and articulation of each building facade to respond to changes in solar orientation and increase opportunities for natural ventilation.



A façade break helps provide architectural interest, highlight the building entrance and provide a transition between different architectural expressions of a streetwall mixed-use residential building.



Thermally broken balconies and decks help create private and semi-private outdoor spaces for residents at a high-performance multi-family residential development.

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j. Include operable windows, where possible and especially in habitable rooms, to provide natural ventilation and help reduce mechanical heating and cooling requirements.

k. Locate and design glazed areas to reduce bird collisions. Strategies to achieve this include but are not limited to:

- i. Avoid large areas of glazing and fly-through conditions such as glass bridges and walkways, outdoor railings, free-standing glass or other conditions where birds can see through them to the sky or habitat on the other side.
- ii. Avoid mirrored glass and glass with high reflectivity.
- iii. Incorporate design treatments that increase the visibility of glass for birds such as etched, ceramic fritted, sand blasted and textured glass. Other external visual markers can also be used, including spandrel panels, mullions, screen shutters, ornamental grills, external blinds, shutters, sunshades, grilles, louvres or artwork.

l. Use façade cladding and materials that are of high quality and durable, utilized to weather gracefully over time.

m. Prioritize the use of higher quality materials, architectural features and details in feature areas of the building envelope, especially at grade and on lower storeys, and for soffits facing the public realm.

n. Consider variation in colours and materials between buildings along the street.

o. Consider colour palettes that reflect the full variety of historic and natural colours found in the area.







Frit pattern glazing supports bird-friendly design at a research and teaching facility.

p. Incorporate intangible and cultural heritage into the design of new buildings through public art, culturally appropriate design features and colours, material choices and landscape elements.

q. New buildings should strive to incorporate substantial, durable and natural materials into their façade that are reflective of the materials used in nearby historic properties. Materials such as masonry and natural wood are encouraged. Regionally sourced materials and finishes with low carbon footprints are strongly recommended.



A combination of ornamental grill work and landscaping to screen mechanical equipment on a rooftop amenity space.





Different environmental control strategies for different elevations and solar exposures help improve building energy performance and provide occupant comfort at a multi-family residential development.

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2.4 Landscape and Open Space Design

Intent: To ensure a landscape and open space design that strives to re-introduce nature into the city and supports the urban forest, mitigates heat island effect, and retains and absorbs storm water on-site; To ensure new development provides a range of shared or common outdoor amenity spaces that encourage social interaction, play, urban food systems and access to nature.



Open space at the core of a perimeter block development offers residents outdoor amenity.

2.4.1 General Guidelines

a. Design on-site open space that is usable, attractive and well-integrated with the adjacent streetscape and building design.

b. Landscape treatments, including use of front patios, accented paving treatments, plantings, fence and gate details and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk.

c. Incorporate plantings at entryways, patios and pathways to create a green interface between buildings and streets.

d. Use a combination of architectural and pathway lighting to light pedestrian areas and help accentuate building and pathway entries.

e. Design and landscape rear yards to create shared outdoor amenity spaces that are integrated with the urban forest and other ecological functions.

f. Consolidate open site space to maximize contiguous soil volumes that facilitate successful tree health and useable green space.

g. Integrate comfortable, accessible and landscaped pathway connections from the fronting street to rear yards and interior courtyards.

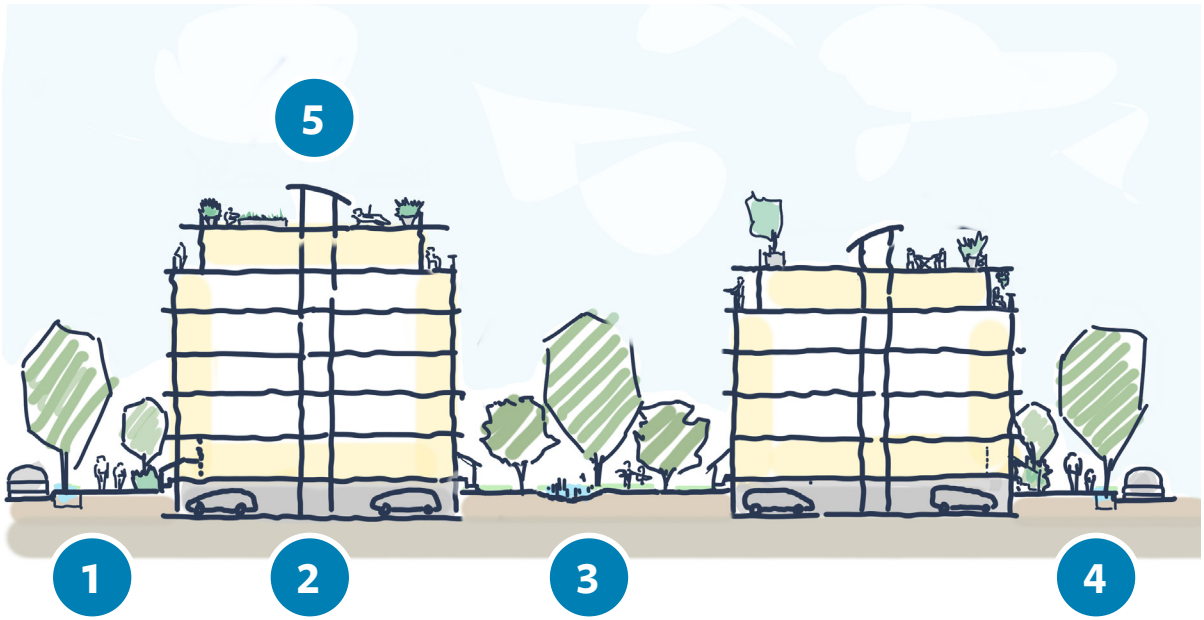
h. Incorporate permeable surface materials for driveways, pathways, patios and other hard surface areas; any pathways, patios or other hard surface areas permitted within the allocation of Open Site Space required in the General Residential District 1 Zone should be permeable.

i. Consider seating and lighting at pathway entries and main building entries.

j. Development should avoid significant reworking of existing natural grade and large retaining walls next to open space. Where retaining walls are required, they should be terraced. Consider incorporating floral displays, ground cover or shrubs, varied tree height within terraces and low retaining walls, and use of stone or brick masonry walls, to create a desirable and approachable transition between grades.

k. For infill development or renovations on properties that include buildings of heritage value, for example where Heritage Conserving Infill is permitted under zoning, and where there is limited or constrained on-site open space, emphasis should be placed on maximizing landscaping within setbacks and other required open space areas.

l. Limit the foot print of below grade construction such as underground parking to the foot print of the building.



1. Setbacks for activity & landscaping

2. Limit under ground parking to building footprint

3. Green interior courtyard - trees, stormwater & play

4. Boulevard Streets with rain-gardens

5. Green roofs with amenities & gardens

Conceptual sketch notes strategies to help ensure the health and quality of open spaces within and around perimeter blocks.

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m. Integrate a continuous planting of trees to frame and define streets and interior courtyards and open spaces.

n. Use soil cells where trees are planted within hardscape surface areas.

o. Landscape design should consider the local climate and water efficiency, including through selection of drought-tolerant plants, efficient irrigation systems or design of unirrigated landscapes, use of run-off for irrigation, integration of rain gardens and other approaches.

p. A minimum of 30 per cent of the required common landscaped areas should include a diverse combination of plants and vegetation that are either native to southern Vancouver Island, food-bearing (capable of being harvested for food and medicine) or that provide pollinator habitats, or a combination of these.



Rooftop amenity areas include urban agriculture opportunities for each home in a multi-family mixed-use residential development.

q. The rear yard and, where possible, side yards of buildings adjacent to lower-scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.

r. Incorporation of common gardens, fruit bearing trees, bee-keeping, and other forms of urban food production are encouraged to support social interaction and general health and well being.



A walkway flanked by planting provides connectivity through a perimeter block housing development.

s. Incorporate the following Crime Prevention Through Environmental Design (CPTED) principles in site planning and landscape design for increased safety:

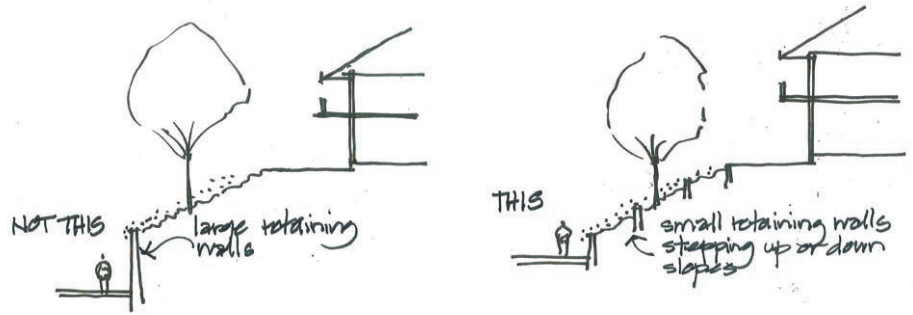
- Avoid entrapment spots (small areas shielded on three sides.)
- Provide lighting (others' faces should be visible and blinding glare avoided.)
- Maintain sightlines (ability to see the route ahead and open spaces from buildings.)
- Design for visibility by others (seeing and being seen.)



Trees help provide a transition in scale between mid-rise and low-rise buildings in neighbouring residential developments.



A small plaza with seating, lighting and vegetation at the building entrance of a housing development offers residents and neighbours opportunities for social interaction.



Terracing and shorter retaining walls allow for sensitive transitions of grade while avoiding significant re-working of natural grade.

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2.4.2 Privately Owned Public Spaces (POPS)

Intent: To encourage the provision of active and attractive publicly accessible open spaces as an extension of the pedestrian and open space network.

a. The provision of compact forms of open space such as a patio, plaza, atrium or green space that are privately owned and maintained but designed to allow for public access, are encouraged where they complement the adjacent public realm.

b. Ensure the usability of POPS by ensuring the are of sufficient size to incorporate larger maturing trees and seating, and providing visibility and access from adjacent public streets, parks and other public spaces. Allow for at least one edge open to the public sidewalk, and consider its orientation to maximize sunlight access throughout the day with uses that take advantage of a sunny location (e.g. cafes and patios) .

c. Provide sufficient soil volumes and depths to support large, maturing trees and use soil cells where trees are planted in areas of hardscape. Avoid locating underground parking underneath POPS, particularly locations where trees are located.

d. Line the edges of POPS with active uses at grade, including building entrances, to animate and support the open space, and encourage spill out spaces such as patios,





Privately owned, publicly accessible open space provide access to nature to the residents of this multi-family residential development and its neighbourhood alike.

displays and seating. Provide at least one primary building entrance facing the plaza, where possible.

e. Provide pedestrian-scale lighting at appropriate locations

f. For larger plazas, provide weather protection in the form of canopies or arcades at the perimeter of the space, define smaller sub-areas within the plaza for ample seating and gathering in the sun and shade, and consider incorporating play features and public art.

g. Design POPS to enhance views of special features, heritage sites and landmarks in the area, where possible.

h. Design POPS to complement character-defining elements of adjacent heritage buildings through use of materials and spatial proportions.



Privately owned, publicly accessible open space provide access to nature to the residents of this multi-family residential development and its neighbourhood alike.



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i. Incorporate intangible and cultural heritage into the design of POPS. Consider:

- Interpretive signage
- Murals and other public art
- Culturally appropriate design features
- Landscape elements

Through-Block Walkways

j. Consider providing a through-block walkway where their provision improves or expands an existing pedestrian network.

k. Where a through-block walkway is provided, design buildings facing the walkways to include ground floors with active edges oriented to the walkway. This may include entrances and windows facing the walkway to activate and provide casual surveillance of pedestrian areas.

l. Provide clear sight lines at all access points and ensure adequate lighting, to increase public safety.

m. Ensure that if gates are provided at walkway entry and exit points, that they are attractive and designed in a manner to be fully opened and do not impede access during public use hours.

n. Use signage to identify connecting streets, adjacent buildings or open space.

o. The width of a through-block walkway should relate to its expected level of pedestrian traffic, whether it accommodates seating, needs for emergency access, and other factors. Generally, a minimum width of 3.6m is desired.









Built and conceptual examples show through-block walkways dimensioned and equipped to suit surrounding uses, building heights, natural features and vehicular access needs.

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Part 3: Special Considerations

In addition to relevant guidelines in *Part 2: Design Guidelines*, the following section provides additional design guidance for accessibility, industrial buildings, work/live and live/work units and tall buildings.

3.1 Accessibility

Intent: To address the needs of all users, including people who have disabilities, through site, building and landscape design

a. Ensure accessible paths of travel between public sidewalks and pedestrian areas to common building entries.

b. Barrier-free access should be appropriately designed and clearly visible from the main entrance.

c. When provided, access ramps and related elements, such as walls and guardrails, should be visually integrated with the overall building design and site plan.

d. Accessible paths of travel should be evenly graded and have finishes that facilitate year-round barrier-free access.

e. Vertical disruptions along pedestrian routes should be avoided for ease of use by people with wheeled mobility devices, strollers and bicycles. Uneven surfaces should be mitigated.

f. Exterior accessible paths of travel should:

- Have a minimum clear width of 1.5 m to allow room for mobility devices and service animals going both ways along a path.
- Have minimum head room clearances of 2.1 m to ensure paths are free of obstacles overhead that white canes cannot detect.
- Have firm, stable and slip-resistant surfaces that canes, crutches or the wheels of mobility devices will not sink into.
- Be free of stairs or other barriers to mobility aids.

g. Grates or grilles should generally be located to one side of accessible paths of travel.

h. Any change in the level of a path should have a slope or ramp. Similarly, sidewalks with steep or depressed curbs should have curb ramps.

i. Accessible paths of travel should have a minimum number of curb cuts to keep the accessible path of travel as level as possible.

j. Where steeply sloping landscaped areas are located adjacent to pedestrian routes and where slope exceeds 3:1 (horizontal to vertical), a clear boundary edge, such as an up-stand curb or retaining wall (minimum 150 mm high), is desirable as a locational aid for persons who have visual limitations.

k. Common building entryways should be clearly lit and be fully accessible.

l. Benches, bike racks, bins and other furnishings should be located to one side of accessible entryways and pathways and maintain a minimum pathway clear zone of 1.5 m.

m. Benches should be mounted on a firm and level base with space made available beside the bench for at least one person using a wheelchair or scooter with a minimum hard surface clearance area of 1.0 m by 1.2 m.

n. Signage should generally be designed using highly visible and contrasting colours.

o. Accessible entrances should provide basic protection from the weather and include doors and vestibules that are usable by persons with varying abilities.

p. Main entrance doors and other accessible entrance and exit doors are encouraged to be a minimum of 915 mm wide to allow safe passage of persons who use mobility aids.

q. Entryways should be well-light and clearly visible.

r. In buildings where there is a significant amount of glazing at grade, it is recommended that door frames be clearly colour-differentiated to aid in locating the entrance.

s. Provide common spaces that are accessible to users of different abilities (e.g., areas for seating, gardening).



Access ramp and its elements are designed to be integrated into the building and site at a heritage church.

3.2 Industrial Buildings

Intent: To ensure development on Victoria's employment lands reflect and support industrial use, while contributing to a high-quality public realm in areas where industry, arts and innovation activities are prioritized.

a. Express the buildings' internal function and use, including expression of structural and mechanical systems, to create a unique identity and visual interest within employment and industrial areas.

b. Incorporate generous floor heights for ground floor light industrial and commercial spaces with a minimum floor-to-floor height of 4.5 m (or 6 m where a mezzanine level is provided) to allow for flexible use, building systems, spaciousness and daylight access.

c. Minimize and consolidate vehicular access to as few access points as operationally possible.

d. At heavy industrial site-public realm interfaces, minimize the width of driveway crossings and curb cuts as operationally possible. Integrated lighting illuminating the public realm and interpretative displays of industrial uses are encouraged. Chain-link fencing is discouraged.

e. Explore opportunities for internalized mews to facilitate direct and common at-grade loading where development parcel width and depth permit.



Strategically located corner plaza, colonnade at a biomedical research facility with a coffee shop serving local workers and visitors.



A transparent and operable storefront provides a public interface to arts-production uses.

f. Consider incorporating through-block laneways, where feasible, for vehicular access and loading and open space activation, especially on larger sites. Consider locating open space amenities and any secondary entrances or storefronts along the laneway.

g. Focus retail (ancillary or standalone) and other public realm-activating uses at key locations, including at corners of multi-modal streets with active transportation and transit emphasis.

h. Use lobbies and circulation areas of industrial, arts production and office areas as opportunities for interpretive displays at the building-public realm interface.

i. For mixed-use buildings where residential uses are permitted in addition to industrial uses:

- Express each use through building and open space design.
- Mitigate the anticipated impacts from adjacent or nearby industrial uses, such as overlook, noise and odours through building and open space design.

j. Address citywide urban forest objectives with strategies such as prioritizing street tree planting and employing soil cells or structural soils to provide adequate growth medium volumes along development site frontages.

k. Soften the high-lot coverage development through the integration of green roofs, stormwater detention or other low-impact development measures.





Lobby spaces double as interpretive displays about cancer research at a biomedical laboratory and office development.

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l. Through massing and building articulation, define and support small park and plaza spaces where opportunities exist, especially on larger sites and along multi-modal streets with transit and active transportation.

m. Select plant species known for phytoremediation potential (or the ability to manage and remove hazardous contaminants in soil, air or water) such as sunflowers, mustard, or field pennycress. Select plant species based on the specific contaminants present or anticipated.





A publicly accessible and barrier-free outdoor amenity space is located on the roof of a biomedical research facility.

3.3 Buildings with Work/Live and Live/Work Units

Intent: To ensure the success integration of work/live and live/work uses with light industrial and commercial uses.

This section provides design guidance for development including areas where work activities (e.g. light industrial or commercial uses and artist studios) are pursued on the same property that can be used as the home(s) of the worker(s). Work/Live areas prioritize work components of intensity and continuous priority use while the residential use is incidental and optional. Live/Work areas, on the other hand, have both work and residential uses at equal, interchangeable priority where the flexibility between work and residential or concurrent use is anticipated. The residential components of work/live or live/work units may be incorporated directly into the work areas or be separate but immediately adjacent to them or be nearby on the same property.

a. For all work/live and live/work areas:

- Design building systems (e.g. structural, mechanical and electrical) to be suitable for work use (light industrial use and/or commercial use per zoning), with adequate spatial separation to prevent reversion to purely residential use.
- Provide adequate storage, circulation, loading and waste management areas for light industrial and commercial equipment and goods to ensure the

viability of work uses.

b. For work/live and live/work areas for specific use cases:

- Where work/live areas are incorporated within the ground floor of light industrial or commercial buildings, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and walk-in grade, fronting the public realm.
- Where work/live areas include artist studios, design buildings to provide visibility and facilitate customer walk-ins and access to arts and culture.
- Where live/work units are incorporated within the ground floor of a residential, commercial or mixed-use building, provide at least 4.5 m of floor-to-floor height (6 m recommended) and a storefront appropriate for commercial use and access from the public realm. Patios at grade should be designed to allow future modifications to suit both commercial or residential uses and be barrier-free.



The lower level of a two-storey purpose-built artist work/live unit enables a cultural event with guests.



Patio areas of a live/work unit includes a public storefront area and a semi-public residential entrance area for its 'work' and 'live' components, respectively.

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3.4 Tall Buildings

Intent: To preserve sunlight access and quality of public spaces that are adjacent to tall buildings and ensure livability for individual homes.

a. Minimize massing and shadowing impacts of tall buildings though strategies that provide a sensitive transition in scale. Strategies to achieve this transition include but are not limited to:

- » Setting tall buildings back from streets, parks, open space and neighbouring properties to reduce visual and physical impacts;
- » Expressing the base, middle and the top of tall forms in a differentiated manner;
- » Consider a variety of building heights for developments that include multiple buildings, assembled in a manner that relates to adjacent properties.
- » Provide a shadowing study to demonstrate shadowing impacts and how they are being mitigated

b. A minimum rear and side yard setback of 12 m for portions of the building above 18 m in height are recommended.

c. Where a development site contains more than one tall building, a minimum separation distance of 24 m between the closest points of the tall building is recommended.

d. Incorporate slender floor plate sizes and orient buildings in a north-south direction for portions of the building above 18 m in height to minimize shadowing impacts on nearby public realm and open space.

e. Locate, orient and design tall buildings to minimize adverse wind tunnel impacts on adjacent streets, parks and open spaces, at building entrances and in public and private outdoor amenity areas. Strategies to achieve this include but are not limited to:

- » Step back the tower from the building base to dissipate down drafts.



Mixed-use residential development with multiple building components provides transition in scale, yet is unified in its colour and materials.

» Incorporate landscaping into roof areas of building bases and terraces to further reduce wind speeds.

» Incorporate taller screens on balconies / common amenity areas that are identified through a wind study as having higher than desirable wind effects

f. Where a proposed development is likely to result in significant wind tunnel effects on the pedestrian realm, a wind tunnel study may be required.

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Zoning Modernization

Proposed Approach

An important component of the OCP 10-year Update is zoning modernization. Victoria has two zoning bylaws: *Zoning Bylaw 2018* which regulates land use and density in Old Town and the Central Business District, and the *Zoning Regulation Bylaw* which covers the remainder of the city. It has been over 40 years since the *Zoning Regulation Bylaw* was comprehensively reviewed. It currently contains approximately 900 zones, 18 schedules and a complex web of regulations and definitions. With this complexity, zoning is increasingly difficult to administer and navigate and is often an impediment to progressive, sustainable land management. Importantly, zoning does not reflect current or emerging OCP land use policy, resulting in a high volume of rezoning applications which, due to cost, time and uncertainty, result in barriers to realizing policy objectives, including the provision of housing.

In addition to City objectives to clarify and simplify this framework, new Provincial legislation necessitates updates to zoning, including to meet identified housing needs.

Objectives

Zoning modernization will move Victoria toward a single zoning bylaw for the entire city that:

- Reflects the intent of the OCP, including for the provision of diverse housing needs.
- Reduces the need for rezoning applications and site-specific zones.
- Improves clarity for property owners, builders and developers by focusing on the most foundational elements of the built form and by simplifying regulations and definitions.
- Reduces expenditure of City resources on zoning administration and rezoning applications.

Overall Approach

Zoning modernization is planned in multiple phases, generally envisioned as follows:

- Phase One: Residential uses, villages and centres.
- Phase Two: Parks, institutional and community and cultural uses, as well as employment lands.
- Phase Three: Comprehensive zoning districts including lands regulated by Master Development Agreements and any final outstanding housekeeping items

The first phase is included as part of the 10-year OCP Update. Subsequent phases are described generally and may be shifted based on work plans, further analysis and City priorities. Zones in or near the Downtown Core Area, including those in *Zoning Bylaw 2018* and those in the *Zoning Regulation Bylaw* would be updated or addressed as part of the proposed Downtown Core Area Plan renewal (depending on Council direction and City resources, this may happen as part of phase two or phase three). At the conclusion of phase three, the *Zoning Regulation Bylaw* would be rescinded, and the City would be regulated by a singular zoning bylaw.

In phase one, *Zoning Bylaw 2018* would be repealed and replaced with a new bylaw. Replacing the bylaw is necessary given the complexity and volume of amendments required to achieve modernization. New zones, regulations, provisions and definitions would be included in the new bylaw. Necessary provisions and definitions in the current zoning bylaws would be ported into the new bylaw but simplified and consolidated for clarity. Areas currently within *Zoning Bylaw 2018* would retain their current zoning. The key features of the new zones and provisions proposed to be included in phase one are described below.

PHASE ONE – FOCUS ON HOUSING

The first phase of zoning modernization was prioritized to support the provision of housing in line with Council's Strategic Plan. This phase is also the mechanism by which the City will meet new legislative requirements to provide zoned capacity for housing need. It includes residential areas and commercial nodes outside of the downtown, including villages and centres as generally outlined herein. Exact parameters may be adjusted as bylaws are prepared.

Affected Properties

Most properties that fall within Victoria 2050's Residential Fabric would be rezoned, in accordance with the general parameters described in this document, including most properties with a "R" (residential zone). This effort alone will eliminate an estimated 400 zones.

Properties that fall within Victoria 2050's identified Town Centre, Community Village, Local Village or Waterfront Village areas (the boundaries for which are specified in the proposed Rezoning and Development Policy) would also be rezoned, in accordance with the general parameters described in this document.

A general map of affected properties is provided for information in Attachment C1.

Excluded Properties

Properties within the areas identified above that have an industrial, employment-related comprehensive district or institutional zone are not part of Phase One and would retain their current zoning in the *Zoning Regulation Bylaw*.

Some properties in the areas identified above may have a residential zone but would be excluded from Phase One based on their actual use and addressed in future phases. For example, many parks in the city have an R1-B zone. As parks are part of a future phase of modernization, these properties would retain their current zoning in the *Zoning Regulation Bylaw*. This approach would also apply to community centres and other cultural or institutional uses that may have residential zoning today.

Priority Growth Areas

Victoria 2050 envisions more intensive infill forms (generally up to six storeys) in Priority Growth Areas. These areas include properties within 300 metres of a Community Village or Town Centre, properties along the Transit Priority Network, as well as properties adjacent to Beacon Hill Park and along the Dallas Road waterfront.

Residential Fabric Zone

A single residential fabric zone would permit a diversity of building forms based on location and constrained to specific heights and densities, as generally described below. This approach will provide diverse development opportunities and address long standing City actions related to housing, such as improvements to house conversion regulations.

Building Form	Location	Density	Height*
Single Family and Suites (fewer than three units)	All Affected Properties in Residential Fabric	0.5:1 FSR	7.6 metres
Heritage Conserving Infill	All Affected Properties in Residential Fabric	1.1:1 FSR	Greater of 7.6 metres or 80% of the heritage registered building
Residential Infill (four storeys or fewer)	All Affected Properties in Residential Fabric	1.6:1 FSR	14 metres
Intensive Infill (five storeys or greater)	Affected Properties in Priority Growth Areas	2.6:1 FSR if density bonus conditions are met	20.5 metres

Commercial Corners

While the building forms described above are generally envisioned for residential uses, limited non-residential uses would be supported in the Residential Fabric Zone to promote more commercial corners throughout the city. Non-residential uses include assembly and civic uses, food and beverage, personal services and retail. They would be permitted on arterial roads, sites adjacent to existing Town Centre and Village zones and on corner lots throughout the Residential Fabric.

Density Bonus for Residential Zones

Residential uses in a variety of forms and scales would be permitted as of right, ranging from infill and house conversions to town houses and four storey apartment forms. Panhandle and small lots will be discouraged in the OCP, as the subdivision of these lots is inefficient and contrary to the City's broader housing goals.

In accordance with the *Local Government Act (LGA)* the City can, by bylaw, provide property owners with an option to build to a higher density in exchange for providing affordable housing or amenities. The City's Housing Needs Report reflects secured rental and non-market housing as priority needs.

The table below outlines the additional development rights (bonus density) that a project can achieve within *Priority Growth Areas* subject to it meeting the specified conditions that respond to priority housing needs. Density bonus provisions would not apply outside of Priority Growth Areas.

Conditions	Maximum Density
Base density	1.6:1 FSR
IF Providing Rental Housing: All residential units are rental tenure in perpetuity, secured by a legal agreement.	2.6:1 FSR (Priority Growth Areas)

IF Providing Strata Housing: At least 0.5% of the total gross floor area of the residential component of the development as **below-market homeownership units**. OR, in lieu of providing on-site below-market homeownership units, a cash-in-lieu contribution at a rate of $10 per square foot of floor area above the base density in the circumstances detailed below.	2.6:1 FSR (Priority Growth Areas)
IF Providing Affordable Housing: All residential units meet the definition of **affordable housing development.**	2.75:1 FSR (Priority Growth Areas)
IF within the 200-meter Tier of a Transit Oriented Area: All residential units above the base density of 1.6:1 FSR must meet the definition of **affordable housing development.**	3.51:1 FSR (Transit Oriented Areas)

Cash-in-lieu of Density Bonus Provisions

Cash-in-lieu of below-market homeownership units would be required where 0.5% of the total gross floor area is fewer than five units.

Where cash-in-lieu is secured, the dollar amount would be adjusted to respond to inflation, based on the most recent Canadian Price Index (CPI). Cash-in-lieu would be collected at the time of building permit and allocated to a City reserve fund used to support affordable housing needs.

Key Definitions for Density Bonus Provisions

- **Affordable housing development** means a housing development that is wholly owned and/or operated by a public housing body or wholly owned and operated by a housing cooperative and, in all cases, affordability and rental tenure is secured through a legal agreement for a minimum period of 60 years.
- **Below-market homeownership unit** means a dwelling unit available for sale at a minimum of 15% less than market value for a minimum of five years, pursuant to a legal agreement with BC Housing or any other public entity.

Density Bonus Economic Analysis

Local governments are required to undertake a financial feasibility analysis when developing or amending a density bonus bylaw. The City commissioned an external consultant with subject matter expertise in urban land economics for this analysis.

The analysis considered market conditions, potential land lift associated with the proposed densities in the Residential Fabric and densities required to meet the proposed bonus conditions while not deterring development. The full report from the consultant can be found in Attachment C2.

Other Key Residential Zoning Parameters

Setback parameters are generally envisioned to support the perimeter block concept in Victoria 2050 and enable an urban form that promotes engagement with the public realm while balancing the need for private and semi-private spaces. This form is supported by:

- Front yard setbacks of approximately 4.0 m for most conditions.
- Side yard setbacks of between 1.5 and 3.0 m depending on built form, height and site conditions.
- Rear yard setbacks of 8.0 metres or more depending on built form, height and site conditions (5.0 metres for Heritage Conserving Infill)

Open space parameters and related definitions would support the Blue Green Network objectives in Victoria 2050 by creating sufficient and suitable space for urban forest, green infrastructure and green open spaces that may also provide shared gathering space. A minimum of 30 per cent of the lot would be required to be Open Lot Space, defined to:

- Include permeable landscaping, open natural areas, at grade amenity spaces.
- Include a minimum contiguous Tree Planting Area to support the objectives of the City's Urban Forest Master Plan and forthcoming strategy for integrated rainwater management.
- Exclude driveways, surface parking and areas with underground parking beneath.

Lot size and width parameters would be set to ensure infill forms meet the intent of the City's design framework. Some forms may require lot consolidation, but proposed requirements would still provide opportunity for emerging forms (like single egress buildings) that can be more easily accommodated without lot consolidation:

- Buildings up to four storeys would require a street frontage of at least 15 metres.
- Five storey buildings would require a minimum street frontage of 30 metres.
- Six storey buildings would require a minimum street frontage of 36 metres.

Consideration of Variances

Some applicants may seek variances in response to unique site conditions, opportunities and constraints. Variances would be considered through regular City processes and informed by the updated General Urban Design Guidelines and other City policy.

TOWN CENTRE AND VILLAGE ZONES

The first phase of zoning modernization captures properties within Town Centres, Community Villages, Local Villages and Waterfront Villages, as identified in Victoria 2050 and specified in the map in Attachment C1. Addressing these properties is an important step forward in creating a clear, simple and consistent zoning bylaw.

Properties in these areas would be transitioned to the new zoning bylaw and rezoned, as appropriate to Local Village, Community Village or Town Centre. These zones would establish a base density of approximately 1.6:1 FSR and height of 13.5m (to be refined based on an assessment of current zoning and conditions). The zoning parameters would be set to reflect the commercial, main street and envisioned higher density context of the area, with tighter setbacks and higher lot coverages.

The centre and village zones would act as a template for a typical mixed-use development in community nodes, but rezonings would be required for developments that seek to achieve additional height or density in accordance with the Victoria 2050 policies and guidance for these areas. This approach enables the City to secure important, site specific amenities in these special areas and was necessary to meet the expedited timelines of this process. Consideration of rezonings in these areas would be guided by the proposed Rezoning and Development Policy.

KEY GENERAL REGULATIONS AND DEFINITIONS

The sections below highlight proposed regulations and definitions that are especially relevant to achieving key objectives of Victoria 2050.

Minimum Unit Size

To help ensure the liveability of new residential units and in accordance with Council direction from January 23rd, 2025, a general regulation would establish:

- A minimum unit size of 33m^2 for multi-unit residential housing forms.
- Affordable housing and Assisted living developments would be exempt from the minimum unit size requirements, recognizing that these projects may have unique program requirements based on their targeted population, and are often subject to design requirements from BC Housing.

Family Housing Requirements

To help meet the OCP Goal Posts for family housing, and in alignment with the Council adopted policy and direction from June 27th, 2024, general regulations would require:

- All new multi-unit residential developments of four or more storeys to have a minimum of 30 per cent of dwelling units contain two or more bedrooms, with a minimum of 10 per cent of units containing three or more bedrooms.
- Affordable housing and Assisted living developments would be exempt from the family housing requirements, recognizing that these projects often have unique unit mix requirements based on serving specific priority populations.

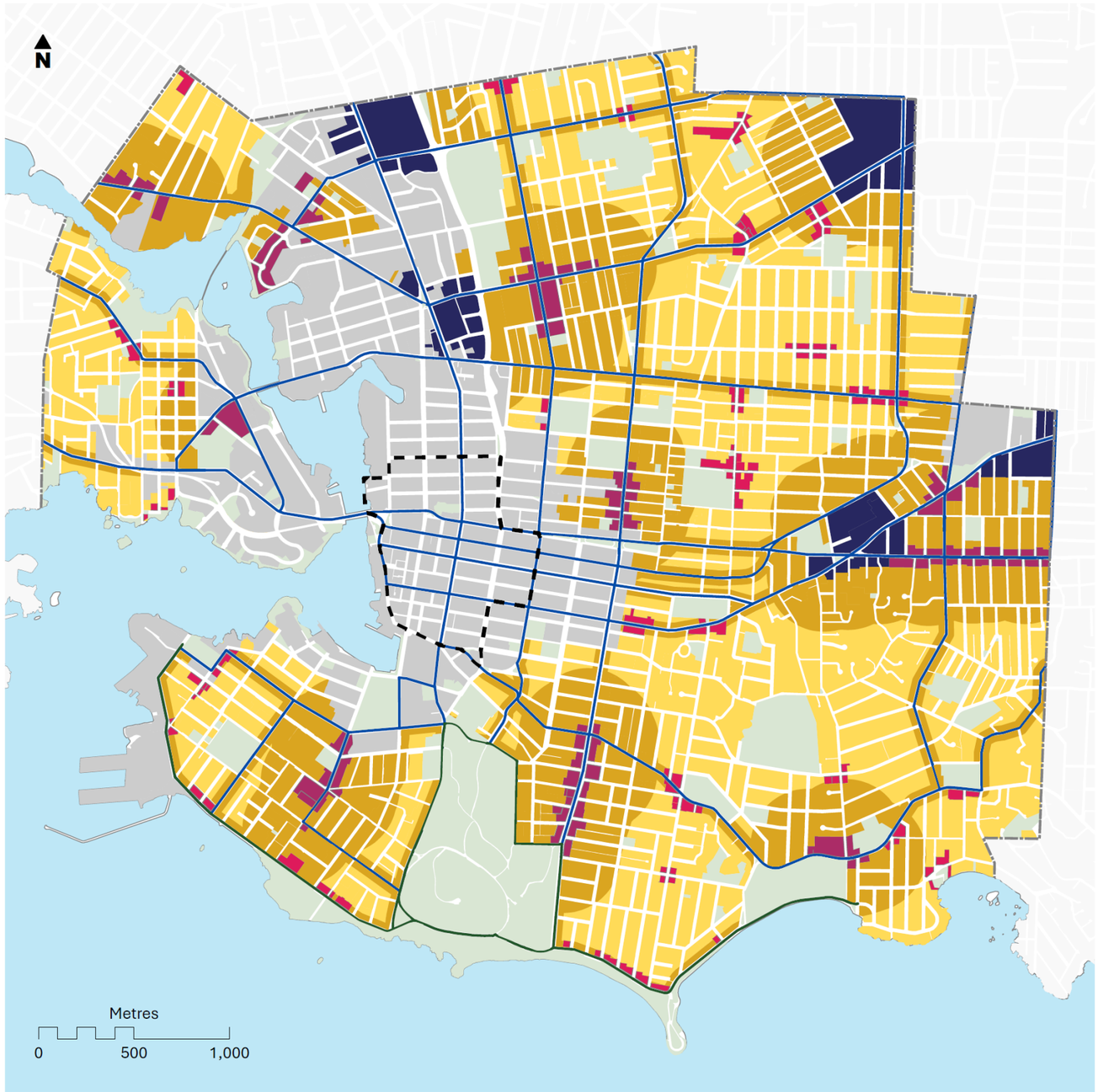
Supporting Other Housing on the Continuum

Various forms of residential and supportive uses provide essential services to individuals requiring care to live independently or in a supportive environment. The proposed zoning approach for these uses would generally carry forward the current approach set out in *Zoning Bylaw 2018* and the *Zoning Regulation Bylaw*.

Transitional housing and facilities that provide safety and security from violence with specific services to respond to the safety and confidentiality of the client being served would be permitted in all areas that permit a residential use. This approach enables these important housing forms to be built through expedient, and where necessary, confidential processes and in locations appropriate to client needs.

Other forms of assisted living and care facilities would be supported through the OCP and could be considered via a rezoning process.

Attachment C1: General Zoning Approach



PROPOSED ZONING APPROACH

General Areas Affected by Phase One Zoning Modernization

Residential Fabric*

Up to four storeys and 1.6 FSR permitted.

Residential Infill

Up to six storeys and 2.6 FSR can be accessed through the proposed Density Bonus Framework.

Priority Growth Areas

Community Nodes

Up to four storeys and 1.6 FSR permitted. Additional density can be accessed through rezoning, as guided by the OCP.

Community Village

Local Village

Town Centre

Other Areas

Retaining current zoning. To be addressed in a future phase.

Other Uses and Districts

Public Facilities, Institutions, Parks and Open Space

Areas within Zoning Bylaw 2018

Other Priority Growth Area References

Transit Priority Network

Dallas Rd and Beacon Hill Park Perimeter

Notes

Priority Growth Areas include properties within the Residential Fabric that are:

- Within 300 metres of a Town Centre or Community Village.
- Along the Transit Priority Network.
- Adjacent to Beacon Hill Park or the Dallas Road waterfront.

*Cultural, institutional and other community uses within the Residential Fabric will retain current zoning and will be addressed in a future phase. Other exemptions or exclusions may be considered based on detailed review of current zoning.

This map is for illustrative purposes only. Exact zoning will be established through future bylaw amendments.

URBAN SYSTEMS MEMORANDUM

DATE: January 24, 2025
TO: Ross Soward, Manager of Housing, City of Victoria
Malcolm MacLean, Senior Planner, City of Victoria
CC: Lauren Klose, Manager of Community Planning, City of Victoria
FROM: Justin Barer, and Oscar Chan, Urban Systems Ltd
FILE: 1328.0099.02
SUBJECT: **Density Bonus Financial Analyses for City of Victoria**

1.0 INTRODUCTION

Urban Systems' land economics group was retained by the City of Victoria to conduct density bonus financial analysis to evaluate appropriate levels of density bonusing based on the previous pro forma financial work prepared for the technical analysis for the Official Community Plan (OCP) update in 2023. The analysis was undertaken in response to recent provincial legislative changes, causing the City to re-evaluate options for achieving various development policy outcomes. Analysis specific to density bonusing was undertaken in two parts:

1. Case studies – 5 sites across the City were selected and subject to pro forma financial testing. In each case, the pro forma calculated the 'lift' in land value created by additional density, and translated this to a density bonus amount per incremental square foot based on an assumed 75% capture of the land lift.
2. Land residuals for City-wide capacity model – a supplementary exercise was undertaken whereby per-square-foot land residual calculations were conducted for a broader array of case study sites. Those land residuals – calculated with the inclusion of a proposed density bonus rate in the Residential Urban Fabric – were then provided back to the City, and run through the City's Residential Capacity model to test the overall impact on development viability.

1.1 DISCLAIMER

This document contains estimates of the financial performance of possible future urban development projects, opinions regarding likelihood of approval of development projects, and recommendations regarding development strategy or municipal policy. All such estimates, opinions, and recommendations are based in part on assumptions regarding economic growth, policy, market conditions, development costs and other variables. The assumptions, estimates, and opinions are based on interpreting trends, gauging current conditions, and making judgements about the future. As with all judgements concerning future trends and events, there is significant uncertainty and risk that conditions change or unanticipated changes occur such that actual events turn out differently than anticipated in this document.

Nothing contained in this report, express or implied, shall confer rights or remedies upon, or create any contractual relationship with, or cause of action in favour of, any third party relying upon this document. In no event shall Urban Systems Ltd. be liable to the City of Victoria or any third party for any indirect, incidental, special, or consequential damages whatsoever, including lost revenues or profits.

2.0 APPROACH TO ANALYSIS

Two sets of analyses were undertaken, as noted in the introduction above. The first involved calculation of land lift on 5 case study sites, to determine the financial capacity of those projects to 'carry' a density bonus payment. The second involved calculation of land residuals – inclusive of a proposed density bonus rate – and using those land residuals in the City's residential capacity model to determine overall impact on development viability.

2.1 LAND LIFT ANALYSIS

Under the land lift approach, case studies were run whereby a residual land value was calculated at different density tiers, and the lift in that residual land value from tier to tier was calculated. That lift was then translated to a viable density bonus rate.

The land value supported by a development under existing or additional density is determined by the residual land value calculation, where residual land value is defined as:

Residual Land Value = Revenue
– Hard Cost
– Soft Cost
– Financing Cost
– Required Profit (Typically % of total cost)

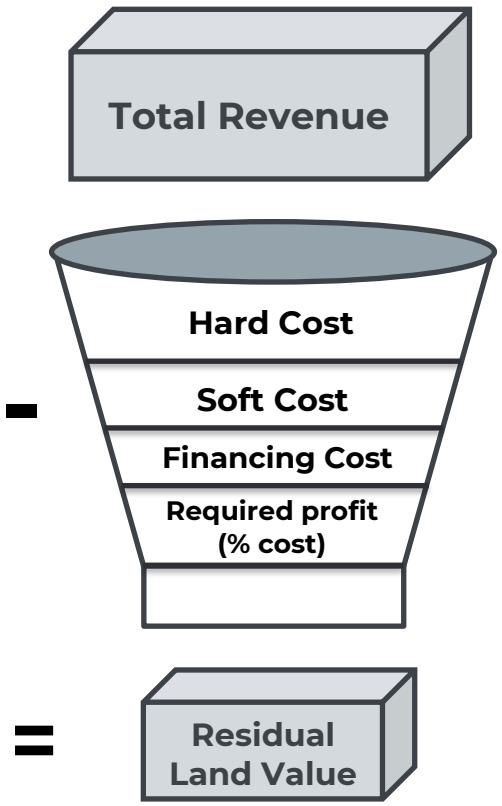
The base land value under the existing density is defined as the higher of the following:

(i) "As-is" land value (per assessment)

(ii) Land value supported by the development under base density

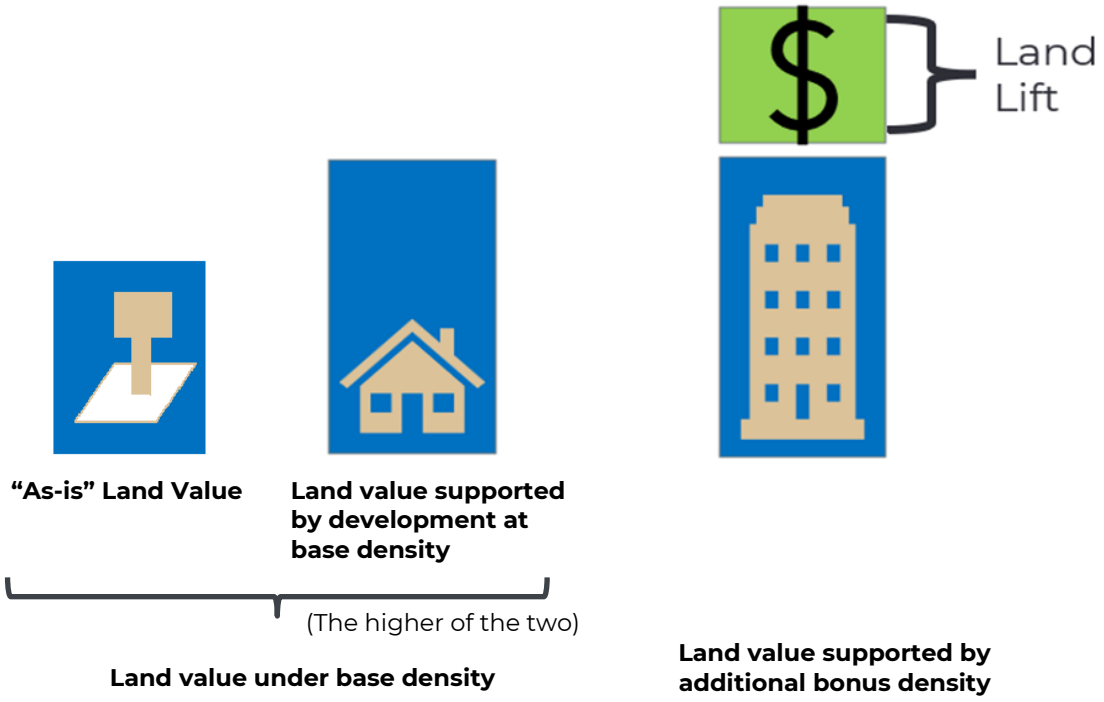
Land lift is calculated as the difference between the land value supported under development of additional bonus density and the base land value under the base density, as illustrated in Figure 2 below.

Figure 1 Illustration of Residual Land Value Calculation



(i.e. Max. value a developer is willing pay for the land to carry on development)

Figure 2 Illustration of Land Lift Analysis Approach



The density bonus rate is calculated at 75% capture rate of the land lift, and divided by the incremental gross floor area (GFA) from additional density bonus relative to the base density level.

$$Density\ bonusing\ rate = \frac{Land\ lift\ \times Targeted\ capture\ (75\%)}{Incremental\ Gross\ Floor\ Area\ (GFA)}$$

2.1.1 Overview of Case study sites and scenarios

Five (5) case study sites were selected by the City, as sites broadly representative of development opportunity sites across the City's Residential Urban Fabric. Case study sites are shown in Figure 3 below.

Figure 3 Spatial Distribution of Case Study Sites



Table 1 provides details on the nature of each case study site in terms of assumed market value 'tier', site area, extent of built space on each site currently, and most recent BC Assessment value.

Table 1 Case Study Test Site Parameters

Site Address	Value Tier	Site Area (sq. ft.)	Existing structure (sq. ft.)	Land Values per BC Assessment
1430-34 Brooke St.	High	21,538	3,300	$4,874,400
1469-1481 Hillside, Myrtle 1450-1476	Medium	47,466	8,000	$7,774,200
1505-15 Bywood Pl	High	16,699	3,359	$3,354,000
1539-1629 Davie	Medium	24,334	5,300	$4,987,200
1160-68 Oxford, 309 Chester	High	18,505	5,285	$4,884,000

Financial analysis for each case study site was prepared assuming a wood frame strata-tenured project is built. with a base density under a floor space ratio (FSR) of 1.6, and bonus densities at FSRs of 2.5 and 2.75.

Table 2 Density Tiers

Base Density	Bonus Density	
	Bonus Density 1	Bonus Density 2
1.6	2.5	2.75

2.2 RESIDUAL LAND VALUE ANALYSIS UNDER CAPACITY MODEL TESTING

Supplementary analysis was undertaken to further test the impact on development capacity of different tiers of density bonusing. Given the City's unique capacity for parcel-level development capacity modelling, whereby land value residuals can be used as model inputs to identify – at scale – the broad-based impacts on unit delivery of changes to development pro forma cost or revenue elements, Urban Systems prepared supplementary analysis to test the impact on case study land residuals under updated density bonus parameters. Those updated land residuals were prepared and sent to the City, for input into the residential capacity model. The City then reported back results, versus the baseline conditions.

Analysis was prepared as follows:

- Testing sites with $0/sf density bonus rate
- Testing sites with $10/sf density bonus rate

Each was tested under the following designations:

- Urban residential, with $10 per incremental square foot above 1.6 FSR
- Large Urban Village, with $10 per incremental square foot above 1.5 FSR
- Small Urban Village, with $10 per incremental square foot above 1.2 FSR

The residual land value per square foot buildable (PSFB) was then used by the City in the residential capacity model.

3.0 KEY ASSUMPTIONS

This section outlines the key assumptions used across all the case study sites and scenarios.

3.1 REVENUE ASSUMPTIONS

Table 3 below outlines revenue assumptions, across three market value areas, under current market conditions.

Table 3: Revenue Assumptions (Condo) by Value Area, Typology

	High Value Area	Medium Value Area	Low Value Area
Wood Frame strata apartment	$1,000 / sq.ft.	$970/ sq.ft.	$940 / sq.ft.

3.2 COST ASSUMPTIONS

Table 4 below outlines cost assumptions under current market conditions.

Table 4: Cost Assumptions – Current Market Conditions

Variable	Cost Assumptions – Wood Frame Apartment	Sources
Building efficiency factor	82% wood	Per developer interviews
Demolition costs	$20 / sq.ft. of existing structure	USL estimate
On-site servicing	$4,000 per linear metre of frontage ($5,710 per linear metre for arterials)	City of Victoria
Off-site costs	Varies by case study site	City of Victoria
Development permit fees	Per City schedule	City of Victoria
Hard Costs (above grade, below grade, landscaping, demolition, site works, servicing, contingency)	Wood frame: $396-$417 / sq.ft. • Underground parking, with parking ratio of 0.4 per unit • Includes Power Transformation Costs for $250,000 • Includes Engineer Connection Fees of $15,000	Developer interviews Interview with structural engineer
Soft costs related to rezoning	$100,000-$200,000	USL estimate
Development management, professional fees and other soft costs (engineering, design, legal, survey, appraisal, accounting, warranties, insurance, permits, other	~17-19% of hard costs	USL estimate w/development industry input

professional fees + contingency)		
Tenant Assistance Plan	Varies by case study site, ranging from $7,000 to $30,000	
Development Cost Charge(s) (DCCs)	• Municipal DCCs: $10,207.18 / apartment unit • Regional District DCCs[1]: $5,087 / apartment unit	Per City of Victoria policies and Capital Regional District (CRD) proposal
Amenity Contribution Charges (ACCs)	$1,394.4 / apartment unit	City of Victoria
Property tax	Per City Schedule. Applicable for time throughout development process from land holding to construction completion.	City of Victoria
Financing (75% on construction 50% on land)	• **Land loan:** 6.0% per year, • **Construction loan:** 5.5% per year**,** • **Plus** financing fee at 1% of financed construction cost	Developer interviews
Property transfer taxes	Based on existing site value and tax rate	
Sales commissions (strata residential)	3% of gross residential sales revenue	Broker interview
Marketing on strata residential	2.5% of gross residential sales revenue	USL research
Land Costs	Varies by case study site, ranging from $3.35M to $7.78M Assumed closing costs of 0.25%	

4.0 FINANCIAL ANALYSIS RESULTS

This section summarizes the results for the financial testing under the land lift analysis on five selected case study sites and the residual analysis under capacity modelling.

4.1 LAND LIFT ANALYSIS FOR SELECTED CASE SITES

For each test site, the land residual under the base density of floor space ratio (FSR) 1.6 (i.e. land value that could be supported) is calculated and compared against the 'as-is' land value to establish the base land value. Then, the land lift based on the difference between the land value supported under two tiers of bonus density (at FSR

[1] Based on Capital Regional District (CRD) proposed Regional Water Supply Development Cost Charge Program

2.5 and 2.75) and the base land value is calculated, and then used to derive the density bonusing rate at an assumption of 75% capture rate of the land lift

Table 5 Summary of Financial Analysis for 1430-34 Brooke St.

Concept	FSR 1.6 (Base Density)	FSR 2.5	FSR 2.75
Area Value Tier		High	
Gross Site Area (sq. ft.)		21,538	
Gross Floor Area (sq. ft.)	34,461	53,845	59,230
Net Floor Area (sq. ft.)	28,258	44,153	48,568
Unit Count	44	68	75
Residual Land Value and Land Lift Analysis			
Residual Land Value	$3,922,467	$7,487,581	$8,477,183
'As-is' Land Value	$4,874,400	$4,874,400	$4,874,400
Base Land Value at Base Density	'As-is' Land Value	'As-is' Land Value	'As-is' Land Value
Land Lift Under Bonus Density		$2,613,181	$3,602,783
Land Lift Under Bonus Density, per Incremental Square Foot (sq. ft.) of Gross Floor Area (GFA)		$134.8	$145.5
Density Bonus per Incremental Square Foot (Assume 75% Capture of Land Lift)		$101.1	$109.1

Table 6 Summary of Financial Analysis for 1469-1481 Hillside, Myrtle 1450-1476

Concept	FSR 1.6 (Base Density)	FSR 2.5	FSR 2.75
Area Value Tier		Medium	
Gross Site Area (sq. ft.)		47,466	
Gross Floor Area (sq. ft.)	75,946	118,665	130,532
Net Floor Area (sq. ft.)	62,275	97,305	107,036
Unit Count	97	151	166
Residual Land Value and Land Lift Analysis			
Residual Land Value	$8,295,264	$15,172,289	$17,080,485
'As-is' Land Value	$7,774,200	$7,774,200	$7,774,200
Base Land Value at Base Density	Residual Land Value at Base Density	Residual Land Value at Base Density	Residual Land Value at Base Density
Land Lift Under Bonus Density		$6,877,025	$8,785,221
Land Lift Under Bonus Density, per Incremental Square Foot (sq. ft.) of Gross Floor Area (GFA)		$161.0	$160.9
Density Bonus per Incremental Square Foot (Assume 75% Capture of Land Lift)		$120.7	$120.7

Table 7 Summary of Financial Analysis for 1505-15 Bywood Pl

Concept	FSR 1.6 (Base Density)	FSR 2.5	FSR 2.75
Area Value Tier		High	
Gross Site Area (sq. ft.)		16,699	
Gross Floor Area (sq. ft.)	26,718	41,748	45,922
Net Floor Area (sq. ft.)	21,909	34,233	37,656
Unit Count	34	53	58
Residual Land Value and Land Lift Analysis			
Residual Land Value	$2,943,079	$5,705,717	$6,472,983
'As-is' Land Value	$3,354,000	$3,354,000	$3,354,000
Base Land Value at Base Density	Residual Land Value at Base Density	Residual Land Value at Base Density	Residual Land Value at Base Density
Land Lift Under Bonus Density		$2,351,717	$3,118,983
Land Lift Under Bonus Density, per Incremental Square Foot (sq. ft.) of Gross Floor Area (GFA)		$156.5	$162.4
Density Bonus per Incremental Square Foot (Assume 75% Capture of Land Lift)		$117.4	$121.8

Table 8 Summary of Financial Analysis for 1539-1629 Davie

Concept	FSR 1.6 (Base Density)	FSR 2.5	FSR 2.75
Area Value Tier		Medium	
Gross Site Area (sq. ft.)		24,334	
Gross Floor Area (sq. ft.)	38,934	60,835	66,919
Net Floor Area (sq. ft.)	31,926	49,885	54,873
Unit Count	50	77	85
Residual Land Value and Land Lift Analysis			
Residual Land Value	$3,749,114	$7,276,344	$8,255,776
'As-is' Land Value	$4,987,200	$4,987,200	$4,987,200
Base Land Value at Base Density	'As-is' Land Value	'As-is' Land Value	'As-is' Land Value
Land Lift Under Bonus Density		$2,289,144	$3,268,576
Land Lift Under Bonus Density, per Incremental Square Foot (sq. ft.) of Gross Floor Area (GFA)		$104.5	$116.8
Density Bonus per Incremental Square Foot (Assume 75% Capture of Land Lift)		$78.4	$87.6

Table 9 Summary of Financial Analysis for 1160-68 Oxford, 309 Chester

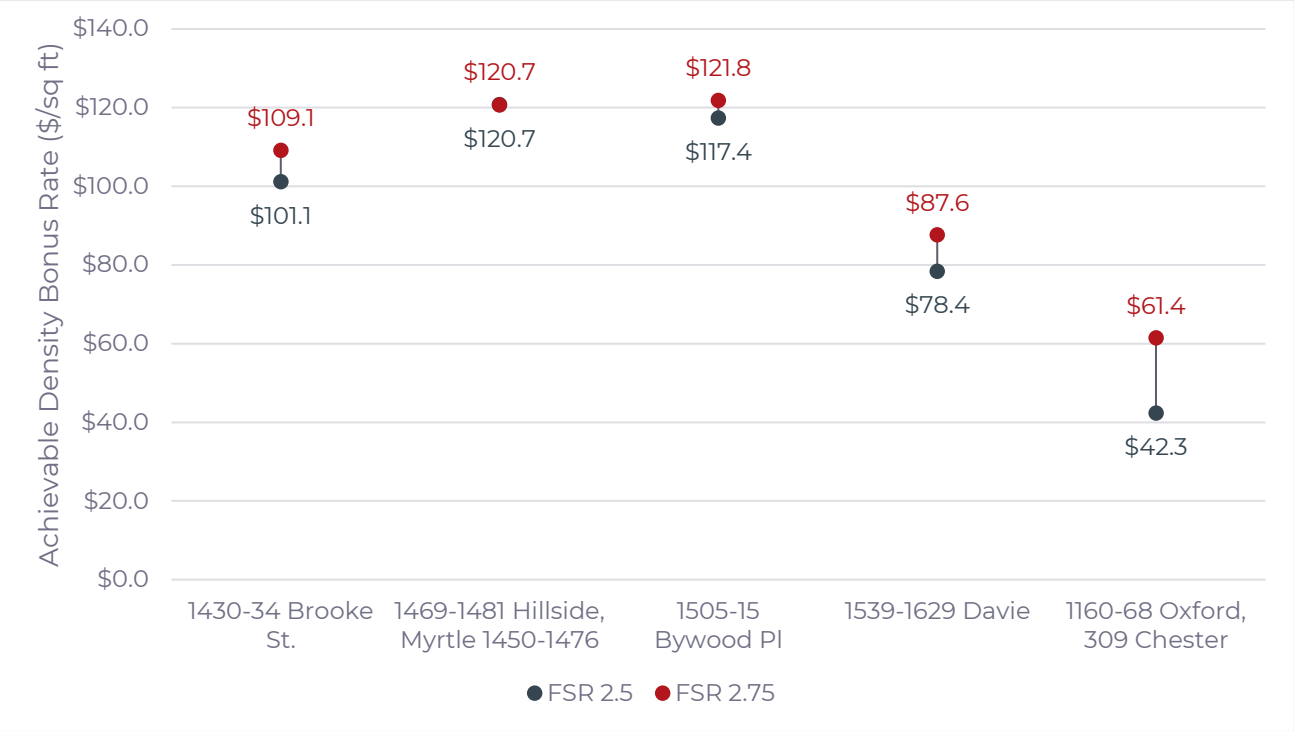
Concept	FSR 1.6 (Base Density)	FSR 2.5	FSR 2.75
Area Value Tier		High	
Gross Site Area (sq. ft.)		18,505	
Gross Floor Area (sq. ft.)	27,758	46,263	50,889
Net Floor Area (sq. ft.)	22,761	37,935	41,729
Unit Count	35	59	65
Residual Land Value and Land Lift Analysis			
Residual Land Value	$2,521,822	$5,928,867	$6,779,112
'As-is' Land Value	$4,884,000	$4,884,000	$4,884,000
Base Land Value at Base Density	Base Land Value	Base Land Value	Base Land Value
Land Lift Under Bonus Density		$1,044,867	$1,895,112
Land Lift Under Bonus Density, per Incremental Square Foot (sq. ft.) of Gross Floor Area (GFA)		$56.5	$81.9
Density Bonus per Incremental Square Foot (Assume 75% Capture of Land Lift)		$42.3	$61.4

In summary,

- Under FSR 2.5,
    - Potential achievable land lifts range from $56.5 to $161.0 per incremental square foot (sq. ft.) of Gross Floor Area (GFA).
    - Potential achievable density bonus rates per incremental square foot across test sites range from $42.3 to $120.7.
- Under FSR 2.75,
    - Potential achievable land lifts range from $81.9 to $162.4 per incremental square foot (sq. ft.) of Gross Floor Area (GFA).
    - Potential achievable density bonus rates per incremental square foot across test sites range from $61.4 to $121.8.

Figure 4 summarises the ranges of potential achievable density bonus rates on a dollar per incremental square foot (sq. ft.) basis across case study sites.

Figure 4 Potential Achievable Density Bonus Rates ($/sq ft) across Case Study Sites



Overall, there is a considerable variation in land lift (and thus achievable density bonus rates) across case study sites. This is mainly due to a combination of variation in the land price on a per square foot basis and the difference in lot sizes across case study sites. To conduct a more comprehensive evaluation, the residual land value analysis is conducted to evaluate the impact of imposition of density bonus rates on development under capacity modelling.

It should be noted that the selected case study sites represent sites under medium or high value tiers based on standard soil / seismic conditions that reflects relatively high potential development viability. However, this does not necessarily illustrate the variation of development potentials for sites with marginal development viability due to less favourable development conditions, such as sites located in areas under relatively low value tier with lower revenue potentials, or sites with challenging soil / seismic conditions (i.e. higher amplification and liquefaction risk) that results in higher development cost. The development viability for these sites with marginal potential development viability would be subject to even modest density bonus rates. Thus, it is advisable to maintain modest density bonus rates to account for sites with marginal development viability and lower potential room for density bonus contributions across the City.

4.2 RESIDUAL LAND VALUE ANALYSIS UNDER CAPACITY MODEL TESTING

Using the City-wide residential capacity and development model, the difference in projected City-wide buildout between (1) no density bonusing and (2) with proposed density bonus rates of $10 per incremental square foot, is negligible (<0.5% difference per City model results).

5.0 KEY CURRENT AND FUTURE FACTORS ON DEVELOPMENT FEASIBILITY

The financial analysis presented in this report is based on the most recent market inputs and market knowledge. However, there are other current and future factors that could significantly impact development feasibility of individual sites, where the key factors are listed as follows.

- In general, the value and revenue generated from development are greatly influenced by locations of development, including desirability of the neighbourhood, proximity to amenities and transit services.
- Strata ownership residential development generally generates higher revenue than rental unit development, thus having higher development feasibility.
- The process of land assembly for development could involve complex and time-consuming negotiation process, and high expenses on legal fees, due diligence, resulting in inflated land acquisition prices and hinders development feasibility.
- The BC Building Code updates in the upcoming years with more stringent seismic code requirements has introduced uncertainty in development cost implications. The adjustment in building design and strength to accommodate the Building Code updates could potentially result in a significant increase in construction and development costs. This would lead to challenges to development, especially for sites with marginal potential viability, and the sensitivity of development viability of these sites on development costs should carefully considered for realizing housing capacity.
- As interest rate has shifted towards a declining trend and is expected to decrease further in the near future, the cost for land and construction loan is expected to decrease, which improves development feasibility.
- Provincial-wide shortage of construction labour hinders the capacity for construction and development. Labour availability will remain a barrier to sustaining elevated levels of construction activity in Victoria.
- The provision of financial incentive programs and fundings by more senior government entities, such as Canada Mortgage and Housing Corporation (CMHC), could improve the favourability for rental housing development by helping developers acquire capital needed via fundings or financial programs at more favourable financing and borrow terms for rental and affordable units. Examples include CMHC's Seed Funding, Apartment Construction Loan Program (formerly Rental Construction Financing Initiative), BC Housing's Community Housing Fund.

Sincerely,

URBAN SYSTEMS LTD.

Justin Barer, MPL, RPP, MCIP, PLE
Land Economics Lead

Oscar Chan, MA
Land Economics Research and Data Analyst

New Amenity Cost Charge Bylaw

Proposed Approach

In December of 2023, the Province introduced Amenity Cost Charges (ACCs) as a new development finance tool that allows local governments to collect funds from new development that results in increased demand for amenities that support liveable and complete communities. ACCs are predicated on an equitable approach to the provision of amenities, where developments pay for the growth component and the municipality pays the remainder, meaning the City must be able to financially contribute to new amenities that will serve existing residents.

The ACC tool:

- Provides certainty to the development community about amenity contributions.
- Ensures costs are fairly distributed between new developments.
- Ensures costs are equitably borne between the development community and existing property taxpayers.
- Minimizes financial risk by allowing the City to save for growth-related amenity costs.

As part of the 10-Year OCP Update, the City contracted Urban Systems to develop a draft program and regulatory approach so this important tool could be established in conjunction with significant land use changes.

General Approach

The ACC program was drafted in alignment with the recent Development Cost Charge (DCC) program update, which drew on capital planning, growth projections and historical building permit data. It was crafted in concert with Victoria 2050 and is aligned with the draft OCP's land use framework and community objectives.

The program captures current costs for the growth-driven increase in demand for community, cultural, and childcare space, as well as public open space improvements. The proposed rates ensure that those who will use and benefit from these City-provided amenities share the growth-related costs in a fair and equitable manner. The City of Victoria will own and control all projects included in the ACC Program or enter into a long-term partnership agreement, as stipulated in the legislation. The proposed ACC Program is applicable citywide – with developments in all areas of the city being subject to ACCs.

PROPOSED ACC PROGRAM ELEMENTS

As the City has limited capacity to take on significant capital projects in the near term, the initial iteration of the ACC Program proposes to prioritize key amenities which have already been integrated within the City's strategic and capital plans, as well as amenities that can be delivered at

a lower cost. These include community spaces and street parks and plazas as detailed below and summarized in Table 1.

Community Space

ACCs provide a flexible funding tool to support investments in the City's network of indoor community spaces. These spaces foster social interaction and community cohesion and deliver various programming and services, supporting Victoria 2050 objectives for complete communities.

Through the 10-Year OCP Update engagement process community members emphasized the need for improved indoor community and recreation space. To support a modest level of growth over the next 20 years the City would need to add an additional 3,020 square metres of community centre space to maintain current levels of recreation and programming. Also, the City's recently updated Childcare Needs Assessment identifies a priority area of need is for new spaces (approximately 420) for children under the age of three over the next five years. The City would expect that various groups (i.e., non-profit organizations, school district, and for-profit operators etc.,) would continue to play a role in the delivery of new childcare space.

The proposed ACC program for 2,973 square metres of indoor community space represents only a portion (approximately 20%) of Victoria's long-term needs for community, cultural and childcare community space. The proposed community space program reflects an initial identification of priorities for new community space in the absence of a comprehensive long-term strategy for indoor community and recreation facilities. Based on the estimated capital cost for indoor community space ($6,441 per square metre) the program proposed could address future needs in two-to-three areas expected to see significant population growth over the next 20 years (e.g., Downtown and Victoria West). Moving forward, the community space program can be updated at five-year intervals to account for additional citywide community space needs.

Street Parks and Plazas

Through the 10-year OCP Update, public engagement feedback highlighted the desire for more nature in public spaces. Participants repeatedly noted the importance of parks, public spaces and natural assets to the city's growth management strategy. Community members expressed desire for improved access to parks, nature and park-like spaces, particularly in areas where new development is envisioned.

As part of the Linear Parkways Program proposed in Victoria 2050, Street Parks and Plazas seek to re-purpose the right-of-way to prioritize pedestrians, community well-being, gardening, play and ecological function over traditional car-oriented uses. These spaces are envisioned to be strategically and equitably distributed across the city. Three streams of Street Parks and Plazas are proposed for the ACC Program:

Basic: Located throughout the Residential Fabric, these places may include:

- Standard surface paving and urban furniture.
- Standard softscape.
- Potential opportunities for small green stormwater infrastructure (GSI) elements.

The estimated capital cost of Basic Street Parks and Plazas is $1,615 per square metre.

Enhanced. Located in Local and Community Villages, these places may include:

- A mix of standard and feature paving and urban furniture.
- Softscape with richer plant material palette.
- More prominent GSI elements and/or a small water feature.
- Small-scale public art/interpretive elements.

The estimated capital cost of Enhanced Street Parks and Plazas is $1,885 per square metre.

Enhanced Plus. Located in the Downtown Core and Town Centres, these places may include:

- Predominantly feature paving and urban furniture.
- Softscape with richer plant material palette, with feature planting.
- Prominent GSI elements
- Large-scale public art/interpretive elements.

The estimated capital cost of Enhanced Plus Street Parks and Plazas is $2,155 per square metre.

Table 1: Proposed ACC Program Summary

Program Area	Description	Target Size
Community Space Such as Downtown Community Space or new Vic West community space	Community, cultural and childcare spaces (operated by a third party) that support a range of recreation, services and community programming for Victoria residents throughout the city.	2,973 sq. m. (32,000 sq. ft)
Street Parks and Plazas Basic, Enhanced and Enhanced Plus as described above.	Areas where under-utilized roadways are repurposed into great public spaces with opportunities for enhanced ecological services. Strategically and equitably located throughout the city.	11,066 sq. m. (119,114 sq. ft.)

Other Program Areas Considered

Major community facility needs that have long been identified, including the replacement of Crystal Pool or the development of a new downtown public library branch were considered. However, these major projects have significant level of replacement capital costs which presents challenges in the context of bylaw requirements and are more appropriately funded by other mechanisms. However, the City can consider these and other projects through future ACC program updates as project space needs, cost estimates and partnership information is available.

PROGRAM COSTS AND MUNICIPAL RESPONSIBILITY

Total costs associated with the ACC Program amount to $50.8M. Of those costs, $33.2M are eligible for recovery through ACCs (i.e., levies from development), while the remaining costs must be funded through City revenues ($17.6M over 20 years). The provincial legislation also requires a standardized municipal assist for the ACC program. The proposed ACC program recommends an assist of 1% to align with the City's Development Cost Charge Bylaw and reduce the impact on the municipal budget in near-term. Overall program costs, as well as the anticipated distribution of costs between the City and the development community, are outlined in Table 2 below.

Table 2: ACC Costs and Distribution of Financial Responsibility

Program Area	Developer Responsibility			Municipal Responsibility (Municipal Assist Factor 1%)
	Total Capital Costs (including 25% contingency)	Benefit Allocation	ACC Recoverable	Municipal Costs
Community Space Such as Downtown Community Space or new Vic West Community Space	$24.1M	100%	$23.9M	$200K
Street Parks and Plazas Basic, Enhanced and Enhanced Plus as described above.	$26.7M	35%	$9.3M	$17.4M
Total	**$50.8**	**35-100%**	**$33.2M**	**$17.6M**

PROPOSED ACC RATES

Proposed ACC rates were informed by technical analysis and consultation with the development community. The proposed rates followed a similar approach as the City's DCC program, considering population projections, financing and grants (neither of which were applicable to the proposed program) and identifying a benefit factor that considered to what degree the amenity serves existing populations and to what degree it serves new populations.

Consultation with Development Community

As part of a comprehensive workshop on the 10-year OCP Update, the City met with representatives from the development community. The proposed approach to ACCs, including initial ACC program areas as well as high-level ACC rate estimates for different types of development were presented.

During this session, representatives from the development community provided the following feedback in relation to the preliminary Amenity Cost Charge Program:

- Ensure updated economic analysis reflects changing market conditions and rising construction costs including financial impact of future BC Building Code updates and the introduction of DCCs planned by the CRD.
- Ensure ACC rates differ appropriately for different scales of development (i.e., higher rates for low-density development than for high-density development).
- Recognize the city needs a range of housing types; ensure the ACC Bylaw is not overly punitive on strata housing.
- There is concern that the City is falling behind on community amenities in comparison to other jurisdictions; explore opportunities to work with neighbouring municipalities to deliver major community amenities.

- Recognize the importance of green space and linear parkways as the city densifies.
- Concern of reduced demand for rental and shifting CMHC programs that have provided favourable borrowing conditions and long-term amortizations.
- Allow for a grandfathering period as ACC rates increase so that developers committed to projects don't have the financial ground shifting under them mid-stream.
- Consult early with the development community when updates to ACC rates are being contemplated to allow for the development community to understand risks.

Based on feedback received from the development community staff completed an update to the economic analysis to determine the financial impact of proposed ACCs on future development. After the consultation and updated economic analysis the ACC capital program and associated ACC rates were adjusted to reduce negative impacts on housing development and account for the City's limited financial capacity in the near-term. In line with the City's DCC program, the rates are applied on an areas basis (per square metre) for commercial, industrial and institutional uses and a per lot/unit basis for residential uses. Higher rates for lower density residential are proposed based on anticipated household size. Proposed rates are illustrated in Table 3.

Table 3: Proposed ACC Rates

Land Use	Unit	Proposed ACC Rate
Low-Density Residential	per lot	$3,366.47
Medium-Density Residential	per unit	$2,290.80
High-Density Residential	per unit	$1,394.40
Commercial	per m^2 of GFA	$2.19
Industrial	per m^2 of GFA	$0.90
Institutional	per m^2 of GFA	$2.19

Note: Proposed ACC Rates are draft and subject to change. They include a 1% Municipal Assist Factor. They would be structured to be responsive to inflation as the LGA permits.

ACC IMPLEMENTATION

Generally, the implementation of an ACC bylaw is envisioned to align with the implementation of the City's DCC bylaw. Notable differences are outlined in the following sections.

Bylaw Exemptions

Exemptions for ACCs differ from DCCs. In accordance with the *Local Government Act* (*LGA)*, an amenity cost charge is not payable if any of the following applies at the time of an application for a building permit:

- The building permit authorizes the construction, alteration, or extension of a building or part of a building that is, or will be, after the construction, alteration, or extension, exempt from taxation under section 220(1)(h) or 224(2)(f) of the Community Charter;
- The building permit authorizes development of affordable and special needs housing units that are required under an affordable and special needs housing zoning bylaw as defined under section 478.1 of the LGA;

- The building permit authorizes a development that is not expected to result in an increase in population of residents or workers;
- The building permit authorizes a development that has already been charged an ACC in respect of a particular amenity, unless further development is expected to result in an increase in the population of residents or workers;
- The building permit authorizes development falls within any class of affordable housing prescribed by regulation under the LGA ; or,
- The LGA or any regulations thereunder provide that no ACC is payable.

Despite any other provision in the ACC Bylaw, amenity cost charges are not payable in respect of a capital cost for which a development cost charge may be imposed.

Collection Of Charges

Local governments can choose to collect ACCs at time of subdivision approval or building permit issuance, whichever comes first. To ensure timely provision of amenities and services, charges are proposed to be collected as follows:

- For Low-Density Residential uses: At time of subdivision approval or building permit. *
- For other residential uses: At time of building permit.
- For non-residential uses: At time of building permit (when the proposed floor area is known).

**If a Low-Density Residential dwelling unit is replaced by another Low-Density Residential dwelling unit, then no additional ACCs are payable. However, if a lot with an existing Low-Density Residential dwelling is subdivided into two lots to facilitate the construction of two Low-Density Residential dwellings, ACCs would be levied on the one additional Low-Density Residential lot.*

Redeveloped or Expanded Developments

ACCs are only levied on new development. Therefore, in cases of redevelopment or expansion, ACCs will only be collected for additional residential dwelling units and additional non-residential floor area.

In-Stream Development Applications

It is proposed that ACC rates come into effect immediately at the time of bylaw adoption. Protection from rate increases for development applications that are submitted prior to the adoption date will be provided in accordance with the legislation which, in summary, provides a 12-month exemption from the time of bylaw adoption; 12-month in-stream protection is based on the adoption date of the ACC Bylaw, not the effective date. The following types of applications would be eligible for in-stream protections: rezoning, development permits, subdivision, and building permits.

ACC Credits

The *LGA* allows for applicants to provide an amenity, or land designated for an amenity, in-kind in-lieu of paying the monetary ACC amount. In-kind contributions allow for situations where it may be more efficient, economical and mutually beneficial to both the developer and the City for an amenity to be provided as part of a particular development. Where an applicant is providing an

amenity or land instead of paying the applicable amenity cost charge, the City is required to enter into an agreement with the applicant to outline details about when the amenity will be provided, who will provide it, the value of the amenity, and any payment or credit to the applicant should the value of amenity or land exceed the monetary charge which would have otherwise been collected.

As part of preparing the ACC Bylaw, the City would establish a policy to guide staff in the collection of ACCs and the provision of ACC credits in accordance with legislation. These policies would establish requirements for the provision of ACC credits to ensure a clear understanding of City expectations. It would be included within the Rezoning and Development Policy alongside policies for voluntary public benefits in the instance of rezoning to ensure a clear understanding of public benefits expected from development. These policies would be incorporated into the Rezoning and Development Policy should Council move forward with the proposed approach for the ACC Bylaw.

Program Management

The proposed ACC program is the first of its kind for Victoria and an important component of the 10-Year OCP Update. Monitoring, fine-tuning and updates are anticipated to keep the ACC program current and responsive to community needs. The City would continually track revenues by program area as well as expenditures by project, including waived or reduced ACCs, external grants secured, and any in-kind contributions collected.

The City would review the Program annually to ensure that minor amendments to ACC rates are completed as necessary. A comprehensive review and update would happen every five years in coordination with OCP reviews.

CITY OF VICTORIA | 10-Year OCP Update

New Tenant Protection Bylaw and Development Permit Area

Summary of Feedback and Proposed Approach

In the Spring of 2024, the Province introduced changes to provincial legislation that gives municipalities the authority to establish Tenant Protection Bylaws (TPBs) (as per sections 63(g), 63.2 and 63.3 of the *Community Charter*) and the ability to apply them through a Development Permit Area (as per sections 488 (1)(k) and section 491 (11) of the *Local Government Act)*. This new legislation means that Tenant Assistance Plans can now be required outside of the rezoning process, and they can take form of regulations, rather than just policy.

In November 2024, Council gave direction to undertake the necessary consultation for developing a new Tenant Protection Bylaw and Development Permit Area (DPA) with the purpose of mitigating the effects of displacement on tenants who will be displaced as a result of redevelopment.

A summary of the feedback obtained regarding transitioning the City's existing Tenant Assistance Policy to a Tenant Protection Bylaw and Tenant Protection DPA is provided below as well as general descriptions of the proposed Bylaw and DPA parameters.

OBJECTIVES

The objective of a new Tenant Protection Development Permit Area and associated Tenant Protection Bylaw is to help mitigate the effects of displacement on tenants who will be displaced from their rental units due to redevelopment by requiring that landowners provide those tenants with:

- Support in finding a new rental unit,
- Support in covering moving costs,
- Financial compensation based on the length of tenancy, and;
- The Right of First Refusal to a unit in the new building.

CONSULTATION FEEDBACK SUMMARY

Development Permit Areas are identified in the Official Community Plan (OCP) and therefore establishing a new DPA requires consultation as per section 475 of the *Local Government Act*. The OCP update already underway provided a good opportunity to undertake the consultation necessary for establishing a Tenant Protection DPA.

With the general direction Council provided to consult on solutions to the housing crisis (and to update the DPA framework), the City heard significant feedback over the last seven months of engagement about the need to support tenants as the city continues to grow and densify. The need

for continued and increased support for renters was also heard through recent engagement initiatives related to housing and development. Specifically, the OCP Engagement Summary Report highlights the issue of renters being displaced from their home due to renoviction or redevelopment (and the rent increase associated with securing a new unit on the open market) as a prevalent concern among engagement participants, with many advocating for stronger tenant protections to prevent evictions. Suggestions on how to help renters feel more secure in their housing included: implementing long-term leases, introducing rent controls and developing anti-eviction policies.

Pursuant to section 475 of the *Local Government Act*, additional opportunity for consultation was also provided through:

1. Meeting with tenant advocates and tenants that had previously been displaced and gone through the Tenant Assistance Plan process,
2. Meeting with members of the development community and,
3. A notice of the proposed OCP amendment was posted on the City's website inviting affected persons, organizations, and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.

Previous TAP-affected Tenants

Tenants who had been previously displaced due to the redevelopment of a building and gone through a Tenant Assistance Plan were consulted to provide feedback about their experience. While most participants expressed general disappointment in their experience with landowners throughout the process, those that had been supported by a professional Tenant Relocation Coordinator reported having a positive experience in relocating to a new home. The key challenges identified by those not supported by a Tenant Relocation Coordinator were:

- The need for much more clear and regular communication throughout the process,
- The importance of an experienced, independent Tenant Relocation Coordinator to oversee the process, and;
- That landlords should be required to provide a reference or other evidence that they can share with prospective new landlords when seeking new rental housing.

Tenant Legal Advocates

The Together Against Poverty Society (TAPS) expressed support for the proposed bylaw and DPA but highlighted key areas for improvement based on their experience:

- That once a Development Permit application has been submitted to redevelop a building, that landlords be required to advise any potential tenant applying to rent a vacant unit that the building is the subject of an active development application and the estimated timing of the development process before signing a tenancy agreement.
- Developers looking to redevelop an existing rental building should be encouraged or otherwise incentivized to partner with community organizations looking for temporary housing for their clients in order to provide reduced rents while the project goes through the development process. Some developers in Victoria are already doing this.

- Consider adding a link for tenants on the City's website that is more clear and accessible - "If my rental home is being redeveloped "click here"

Together Against Poverty Society staff also indicated the need for additional tenant protections related to renovictions. They cited several cases across the region where landlords skirted Residential Tenancy Act (RTA) regulations by submitting inflated work estimates in order to secure Residential Tenancy Branch (RTB) approval for evicting existing tenants. The new Tenant Protection Bylaw and DPA legislation is clear that it only applies to work related to the redevelopment of an existing rental home. TAPS staff indicated that they would advocate to the Province to address this issue.

The Development Community

A brief presentation on the new legislation and the proposed transition from the existing Tenant Assistance Policy to a Tenant Protection Bylaw was provided for members of the Urban Development Institute. The attendees indicated broad support for the new bylaw, as long as the process and financial requirements remained aligned with the existing process. However, attendees also described the significant challenges in identifying and securing third party Tenant Relocation Coordinators and suggested that steps should be taken to increase the pool of candidates.

PROPOSED BYLAW PARAMETERS

There is significant alignment between the description and intent of the newly granted legislative authorities and the City's existing Tenant Assistance Policy (TAP), including the ability to establish requirements for financial assistance, moving assistance, help to find a new place to live, or the right to enter into a new tenancy agreement with the owner in the building once redevelopment is complete. Transitioning the existing policy to a bylaw (with adherence required through a DPA) will ensure these supports and protections continue to function as intended, while allowing the ability to apply tenant support to more land use applications with enhanced enforceability.

The following sections provide a general explanation on the application, eligibility and requirements to be included in the proposed bylaw.

Application

The proposed Tenant Protection Bylaw would apply to any building or development permit application to redevelop or demolish a building that will result in loss of existing (purpose-built and secondary market) residential rental units. It is proposed that market and non-market rental housing have different compensation requirements in order to ensure sufficient flexibility for non-market housing providers who generally have strong Tenant Relocation Policies in place.

Under the Bylaw, for any redevelopment that requires the relocation of existing tenants, the property owner must create a Tenant Assistance Plan that addresses the following issues:

1. Communication plan that outlines early and regular communication with tenants
2. Financial compensation
3. Relocation assistance

4. Moving costs and assistance
5. Right of First Refusal
6. Impacted tenant, process, and final report documentation

Eligibility Requirements

The Bylaw would require that a tenant assistance plan be prepared by the applicant which must include all tenants who reside in the building at the time a land use application is submitted, and whose tenancy agreement will be terminated as a result of the proposed redevelopment.

A tenant that moves into a dwelling unit after the development permit application is submitted to the City, is not required to be included in the Tenant Assistance Plan (but may be included at the applicant's discretion).

Eligible tenants that move out prior to receiving a Notice to End Tenancy but after the Development Permit application are still entitled to financial compensation and support under the Tenant Protection Bylaw.

Communication Requirements

Under the proposed bylaw, applicants would be required to communicate their intention to redevelop with tenants prior to submitting any application to the City and must continue to communicate throughout the process.

The Tenant Assistance Plan included in the application should be prepared with input from tenants, and once finalized, shared with all impacted tenants.

Prior to Development Permit Application

Before submitting a draft Tenant Assistance Plan as part of a Development Permit application, the proposed bylaw would require the applicant communicate key information about the project and the City's Tenant Assistance information documents with all tenants.

During Application Review Process

Applicants would need to provide tenants with a written update at least once every three months, on the application's progress and expected timelines.

After Application Approval

Once the Development Permit application and associated Tenant Assistance Plan have been approved, building owners would be required to notify tenants and confirm details of the approved plan.

Financial Compensation Requirements

Compensation must be provided to displaced tenants in the form of free rent, a lump sum payment, or a combination of both, at the tenant's discretion. The compensation amount is based on length of tenure and will vary based on whether the building proposed for redevelopment is market or non-market rental housing.

Under the Residential Tenancy Act (RTA), a landlord is required to provide one month's rent in compensation if they are approved to issue a *Four Month Notice to End Tenancy for Demolition*. The compensation amounts outlined below include the required RTA compensation, rather than being in addition to it.

Length of Rental Tenancy and Required Compensation

- 1 year or less: 2 months' rent
- Up to 5 years: 3 months' rent
- 5 to 9 years: 4 months' rent
- 10 to 19 years: 5 months' rent
- 20+ years: 6 months' rent

Market Rental Housing

Compensation is based on length of tenancy at:

1. Either the higher of the Canada Mortgage & Housing Corporation (CMHC) average market rent for the City of Victoria[1] for the unit type in question or the tenant's existing rent at time the tenant moves out, or;
2. Equivalent compensation in free rent in the current building or in a new building, at the tenant's discretion.

Non-Market Rental Housing

Non-market housing developments, must either:

1. Compensate tenants according to their length of tenancy as described above or;
2. Relocate all eligible tenants to comparable accommodation within an organization's existing portfolio of non-market rental housing.

Relocation Assistance Requirements

Due to the low rental vacancy rate in Victoria, it is challenging for displaced tenants to find alternate rental accommodation that is suitable and affordable. The relocation assistance proposed under the bylaw is critical in helping to minimize the stress on tenants having to navigate the city's challenging rental market and in minimizing the financial impact associated with signing a new tenancy agreement at current market rent rates.

Tenant Relocation Coordinator

Tenant Relocation Coordinators (TRCs) specialize in helping developers and tenants with preparing and implementing Tenant Assistance Plans. They ensure early, regular, and transparent communication with tenants to explain the relocation process and available benefits, and liaise with service providers or other relevant authorities as required.

The proposed bylaw would require a TRC for redevelopment projects resulting in the loss of more than 50 rental housing units. However, due to an ongoing lack of capacity in the sector, the Director of Planning may waive this requirement if the applicant demonstrates that there is dedicated and

[1] Updated annually and defined in the City's Affordable Housing Standards Bylaw.

sufficient staffing in place to implement the Tenant Assistance Plan and support tenants throughout the process.

For redevelopment applications resulting in the loss of fewer than 50 rental housing units, a TRC is encouraged but not required. However, if most of the tenants in the building(s) are identified as being in extreme core housing need, the City may require a TRC.

Alternate Housing Options

The bylaw proposes that tenants must be offered at least three housing options, with secured alternate housing preferred when possible.

The units proposed by the applicant must be:

- Comparable in terms of size and rent amount,
- Located in the Capital Region District, preferably with at least one option provided within the same general area of the city that the building being redeveloped is located,
- Rent at no more than the CMHC average rents for Victoria, or at a rate comparable to the tenant's current rate if current rent is higher, and;
- Tailored to the tenant wherever possible (e.g., pet friendly, accessible, smoke-free, etc.).

If the applicant is the owner of the alternate housing provided, preference should be given at the tenant's discretion, to:

- Phased redevelopment where tenants can be relocated a new building on the site .
- A unit within the applicant's existing housing portfolio.
- A unit within another developer or non-profit's housing portfolio.

Moving Expenses Requirements

One of two options should be provided to displaced tenants, at the discretion of the building owner:

1. An insured moving company may be hired by the applicant, with all arrangements and costs covered within the Capital Regional District; or
2. Flat rate compensation[2] provided to the tenant.

When a tenant is exercising the Right of First Refusal, moving expenses should be provided for both the move out and return to the building.

Tenants with additional needs or disabilities may also request additional moving support.

Right of First Refusal Requirements

All tenants included in the Tenant Assistance Plan must be offered the Right of First Refusal, which is the right for the tenant being displaced to rent a unit in the new building once redevelopment is complete.

[2] Based on unit size and to be included in the City's Affordable Housing Standards Bylaw.

Market Rental Housing

Returning tenants should be offered rents at 20% below starting market rents for the rental units in the new building. Landlords must include their rationale for the proposed starting market rent rates in the Final Tenant Assistance Plan report.

Non-Market Rental Housing

For non-market rental housing developments, or in instances where a market rate rental building is replaced with non-market rental housing, returning tenants must meet eligibility requirements (e.g., income limits) for the new non-market housing units and any criteria described in associated legal agreements.

Tenants Requiring Additional Assistance

Tenants requiring additional assistance may include persons with a disability, seniors, newcomers, households in extreme core housing need and others. Tenants may submit requests for additional financial compensation, moving support or relocation support.

Tenant Assistance Plan Documentation Requirements

Before Submitting the Development Permit Application

Tenant documentation required for Development Applications (in compliance with Freedom of Information and Protection of Privacy Act requirements) may include:

- Type of building to be redeveloped and number of each type of unit (1BR, 2BR, etc.)
- Rent roll for eligible tenants
- Length of tenure for eligible tenants
- Identification of tenants requiring additional assistance

After the Tenant Assistance Plan is Approved

Once the Tenant Assistance Plan has been approved, the applicant is responsible for communicating the plan to tenants, and for implementing the plan as described. Throughout implementation, applicants should maintain complete records of communication with tenants, including housing options provided and offers and acceptances of alternate housing provided.

After The New Building is Completed

A Final Tenant Assistance Report should be submitted to the City prior to the issuance of an occupancy permit. The report would provide a summary of the compensation and assistance provided to each tenant, the outcome of each tenant's new accommodation search, and which tenants have exercised their Right of First Refusal to a unit in the new building.

PROPOSED DEVELOPMENT PERMIT AREA PARAMATERS

Creating a Tenant Protection Development Permit Area (DPA) in the OCP to support the application of the new TPB would allow the City to require compliance as a condition of development permits. As the current TAP is applied in all areas of the City, the proposed DPA would also be applicable to

development applications citywide. If a TPB was established without also creating a Tenant Protection DPA, the City would rely on the usual mechanisms of bylaw enforcement to ensure compliance with those bylaws: bylaw notice, enforcement by ticketing, long-form prosecution, and injunctive proceedings to require specific performance by property owners. This approach would be challenging to administer and may not result in the support that tenants impacted by redevelopment need.

Purpose

As part of the provincial legislation changes, sections 488 (1)(k) and 491 (11) of the *Local Government Act* give municipalities the authority to create a Tenant Protection DPA that will help to mitigate the effects of displacement on tenants who will be displaced from their rental units in relation to a proposed redevelopment by requiring compliance with the Tenant Protection Bylaw as a condition of the Development Permit.

Application and Exemptions

A Development Permit would be required for any development that results in the displacement of tenants from their rental unit.

Justification

Renter protection regulations like the proposed Tenant Protection Bylaw and DPA are important for Victoria since renters account for a significant portion of the City's population, and a significant number of Victoria renters are in Core Housing Need. Renting is also an important part of addressing housing affordability since it is generally more affordable than homeownership and allows for median income households to live in Victoria, as the median annual income of renters is significantly lower than that of homeowners. Furthermore, in addition to the higher rents that a displaced tenant is likely to incur by moving into a new market rental unit, other financial and social hardships caused by displacement include moving costs, greater transportation costs for employment, loss of community networks and more. As parts of the City's aging rental housing stock come to the end of their usable life, and the demand for rental housing remains very high, redevelopment and renovation of these building is increasingly likely and there is a need to support renters through this process.

NEXT STEPS

With Council's direction, a draft Tenant Protection Bylaw and Development Permit Area will be prepared for Council's approval.

CITY OF VICTORIA | 10-Year OCP Update

Site Servicing Renewal

Proposed Approach

Works and Services Bylaw Modernization

As part of the modernization of the 10-Year OCP Update Process, the City's Subdivision and Development Servicing Bylaw is being renewed to improve development processes and outcomes. The existing bylaw would be repealed and replaced with a new "Works and Services Bylaw" as described in this attachment.

The comprehensive update includes:

1. A replaced and restructured Subdivision and Development Servicing Bylaw intended to be easier to follow, modernized and streamlined. Updated fees, incorporation of the role of Servicing Officer (a new role as enabled by recent Provincial legislation), introduction of a latecomer program, as described below, and updated works and services standards.
2. Creation of new Engineering Standards and Specifications for City infrastructure which will replace the current Schedule C of the existing bylaw. These standards would apply to works undertaken by a developer as well as City capital projects. The standards would be provided either as a schedule to the new bylaw or as a separate bylaw

Latecomer charges and cost recovery for excess or extended services. If an owner provides a highway, water, sewage or drainage facilities that serve land other than the land being subdivided or developed (or the owner is required to provide these excess or extended services), then there is a procedure set out in legislation for figuring out how the costs for the services are paid for and recovered. The latecomer scheme is more common in communities that are still building out new subdivisions and is less commonly used in places like Victoria, which is already built out. However, as the City's existing infrastructure works are reaching the end of their life cycles and need to be entirely replaced or upgraded, the latecomer scheme is increasingly a tool that may be relied on.

If the City wishes to require an owner to provide excess or extended services or utilize the latecomer provisions to recover the owner's costs from the benefiting properties, staff need to come to Council on a case-by-case basis for each development. Most municipalities delegate these technical matters to engineering staff. To enable this latecomer program, staff recommend:

- A new delegation to the Director of Engineering to require excess or extended works at subdivision or building permit;
- Establishing a Latecomer Policy to guide how latecomer charges are implemented and other relevant processes; and
- Establishing an annual interest rate applicable to latecomer charges (which is required to be established by bylaw).

PROPOSED STANDARDS AND SPECIFICATIONS

The proposed Works and Services Bylaw and new Engineering Standards and Specifications are informed by the **Master Municipal Construction Documents (MMCD)** publications. The MMCD Association is a non-profit society, supported by BC municipalities to create standardized construction documents for roads, sidewalks, sewers, water, stormwater, traffic signals and street lighting. The Province of British Columbia endorses MMCD for the construction of municipal services. The City's present bylaw relies on MMCD, and the modernized approach would continue this, helping to ensure consistency. As MMCD is not specific to Victoria, supplementals are required for standards and specifications that are specific or unique to Victoria. The proposed bylaws would include new supplementals that ensure alignment with Victoria 2050 and would include street classifications, servicing needs, water, sewer, stormwater and rainwater management requirements, electrical and fibre optics and boulevard works and services.

Street Classification and Design

The City is doing a comprehensive review and evaluation of all streets and networks to align with anticipated needs, best practices in mobility, land use relationships and public realm objectives. Historically, areas such as the downtown core and village nodes have received improvements based on guidelines established through council resolution. These improvements are now being standardized and incorporated into proposed regulation to ensure consistent application by both the City and developers subject to site servicing requirements. Key aspects related to transportation and street design are described below.

Alignment with OCP Objectives: Proposed adjustments to street classifications and associated cross sections focus on improving the relationship between potential road dedications and the objectives for City streets and mobility functions, as outlined in Victoria 2050. Adjustments help to ensure right-of-way improvements support the City's long-term vision for growth and development, and to ensure alignment with public realm objectives, multi-modal transportation targets and transit-oriented growth objectives over time. The proposed changes do not anticipate road widening for general purpose traffic and instead focus on repurposing the right-of-way to support multi-modal and public realm objectives.

Street Classification Map and Cross-Sections: The review has resulted in refinements to the Street Classification Map. New cross-sections would be introduced to provide improved design guidance. Key outcomes of the revised Street Classifications include:

- **Arterials:** Douglas St, Blanshard St and Hillside Ave are retained as the primary arterial streets in the city. The Arterial classification includes updated street cross-sections with a width of 30 m to support important multi-modal objectives such as dedicated transit lanes on Douglas Street. Remaining arterial streets, such as Gorge Rd, Fort St and Cook St, include updated street cross-sections with a width of 25 m to support multi-modal and public realm objectives, such as transit and cycling facilities on one-way and two-way streets.
- **Collectors:** Collector streets, such as Pembroke St, Foul Bay Rd and Menzies St, are refined into sub-classifications where transportation networks support core right-of-way functions at lesser widths of between 20 m and 23 m (i.e., to continue to support

goods movement, emergency response, transit, and cycling on streets that are narrower than, and connect to arterials based on existing land use conditions).

- **Locals:** Local streets, such as Linden Ave, Russell St and Pine St are refined into sub-classifications that reflect local context and opportunities for unique public realm enhancements on eclectic streets and linear parkways through updated cross-sections at widths of up to 18 m.

Alignment with Public Realm Standards

The existing Downtown Public Realm Guidelines are being updated, and new Public Realm Guidelines for Villages and Centres are being developed to provide design guidance for street furniture, paving materials, pedestrian lighting and layout to reflect the concentration of pedestrian activity and unique characteristics of these different areas. The proposed Works and Services Bylaw would reference these guidelines and the areas to which they are applicable as part of requirements for frontage improvements associated with development, and in alignment with street cross sections and other related standards. Staff would continue to monitor and evaluate the application of the standards and guidelines over time, to ensure clarity, consistency and applicability.

Development Works and Services

Works and services are required for all development types at the time of subdivision or building permit – capturing all scales of development from a high-density mixed-use building downtown to a neighbourhood garden suite. The proposed Works and Services Bylaw is not specific to development form, scale or location, and it may be that for developments of a certain scale or nature, the works as described in the bylaw do not need to be fully met.

Staff are exploring opportunities to include minor exemptions to the prescribed works and services for different circumstances. Minor exemptions may include building permit applications that do not result in increased density on site, or where increased density has relatively low impact to surrounding mobility networks, such as the addition of a secondary suite.

Stormwater and Rainwater Management

Stormwater and rainwater management requirements for the proposed Works and Services Bylaw are being developed to support the Victoria 2025 directions and follow guidance from the MMCD. These new requirements would provide engineering specifications that incorporate integrated rainwater management principles, prioritize green stormwater infrastructure and address projected climate impacts to future precipitation events, in alignment with a forthcoming comprehensive Integrated Rainwater Management Plan. This modernization of stormwater and rainwater management requirements harmonizes with Victoria 2050, aligns with city-wide goals for stormwater management, urban forest and climate adaptation, and brings Victoria into alignment with accepted, province-wide, industry practices.

Alignment with OCP Objectives

Victoria 2050 identifies the importance of a Blue Green Network to provide ecosystem services and natural assets to improve the city's resiliency to climate impacts, especially in the context of

increased urban growth and the implications for infrastructure. Key directions for stormwater and rainwater management include incorporation of actions for adaptation to more intense and frequent precipitation events, implementation of green stormwater infrastructure and support for green infrastructure in City policy and regulations, all aimed at a healthy, diverse, and resilient natural environment.

Modernization of the City's Stormwater and Rainwater Management Approach

The new stormwater and rainwater management requirements undergoing development as part of site servicing renewal build on design guidance from MMCD and provide supplemental specifications tailored to the City of Victoria, including:

- **Rainwater management target for new developments**. A rainwater management volume target would be brought forward in alignment with the forthcoming Integrated Rainwater Management Plan. It would reflect provincial guidance on stormwater management and accepted industry practice.
- **Standardization of rainwater management plan requirements**. Rainwater management plans are required for development applications. Updated requirements are being developed to provide clarity and to help streamline the development approval process.
- **Updates to design specifications and criteria for stormwater servicing conveyance.** While generally following MMCD design guidelines, specifications are being updated and adapted to meet the unique needs of the City's complex existing stormwater system.
- **Design specifications for green stormwater infrastructure for flow retention and water quality treatment.** These design specifications are being developed to support implementation of green stormwater infrastructure to support Victoria 2050 objectives for a Blue Green Network, to adapt to climate impacts and to meet the City's water quality improvement objectives.
- **Requirements for erosion and sediment control.** In alignment with the City's *Sanitary Sewer and Stormwater Utilities Bylaw*, specific requirements for erosion and sediment control during the construction process are being identified for protection of City infrastructure and to reduce contaminant discharges to receiving waterways, such as Cecelia Creek.
- **Requirements for operation and maintenance of works.** Development of specifications for operation and maintenance of works for stormwater and rainwater management will help to ensure long-term levels of service are maintained.

<u>Urban Forest</u>

Boulevard and right-of-way improvements include the urban forest; updated requirements in the Works and Services Bylaw will consider urban forest objectives and requirements of development. Modern street rights-of-way need to work harder to meet the needs of a growing city, from mobility and accessibility, to storm water management, climate resilience and urban canopy cover, new tools and standards are being considered to balance objectives in varying contexts.

The updated approach to site servicing requirements will introduce new tools to address tree planting in constrained conditions, as well as new design solutions and new administrative tools to

advance the objectives of Victoria 2050 and the City's *Urban Forest Master Plan*. New tools proposed will consider the following:

- **Expanded Tree Canopy.** Improved planting requirements and conditions would support long-term urban forestry goals and long-term tree viability. Tools will include setback allocation to support tree roots and canopy, soil volume and soil quality requirements and in some hardscape conditions, soil cells, irrigation standards and tree grates/guards.
- **Enhanced tree protection**. Improved administrative tools and requirements would protect landscape assets including trees including their critical root zones, boulevards and irrigation systems. Standardized and updated requirements for Tree Surveys, Arborist Reports and Tree Management Plans would be aligned to the requirements in the City's *Tree Protection Bylaw*. Updated fees and securities would ensure protective measures are followed.
- **Standardized Specifications**. Improved section drawings and details for tree planting, landscape and irrigation installation and written specifications to augment MMCD specifications related to trees, landscape, irrigation, raingardens, etc**.**
- **Requirements for operation and maintenance of works.** Updated specifications for operation and maintenance of works for landscape would help to ensure long-term levels of service are maintained.

CITY OF VICTORIA | Planning and Development

Rezoning and Development Policy

DRAFT February 21, 2025

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About This Policy

The City of Victoria's Rezoning and Development Policy provides detailed guidance for development, most typically to inform proposals that require a rezoning. It works in concert with the City's Official Community Plan (OCP), which provides high-level guidance for Victoria's growth and change in the coming decades. It complements the OCP and other City policy with clear but flexible directions for rezonings and other development proposals under various conditions and in specific parts of the city.

When To Use This Policy

This policy should be used in conjunction with the City's OCP to guide new development in Victoria. Builders, developers and community members should reference this policy when preparing development proposals to ensure general alignment with the City's objectives. The City will use this policy to inform decisions related to land use and development in specific contexts, as described below.

This Policy should be used to inform:

- Proposals for development or a change of use on a property that requires an amendment to the City's zoning bylaw (i.e., a rezoning).
- Variances to prescribed parameters within a zone or development permit area, where a consideration of such variances is supported by City policy and regulations.
- Consideration of voluntary public benefit contributions beyond or supplementary to those prescribed in City bylaws.
- Voluntary guidance for development that does not require a rezoning.

This Policy supplements and supports the OCP and other City bylaws to guide and inform decisions related to development proposals. It does not replace or negate bylaws that regulate development. Site servicing regulations, development permit area and heritage conservation area guidelines and development and amenity cost charges continue to apply as prescribed in the applicable bylaws.

Other City policies may also need to be considered depending on the location and context of the development proposal, including but not limited to: The Downtown Core Area Plan

and other district plans and guidelines and policies related to street design, linear parkways and the public realm.

Organization of This Policy

Part 1: Area Specific Guidance provides development guidance for specific Town Centres, Villages, and Districts as identified in the OCP.

Part 2: General Residential and Special Site Guidance provides development guidance for rezonings or zoning variances in the OCP's residential fabric, and specific guidance for large non-market housing sites.

Part 3: General Policies provides development guidance by specific topic area, which apply in any area of the city under specific conditions.

Part 4: Public Benefits guides voluntary public benefits that may be considered in the context of rezoning beyond what is prescribed in the City's zoning bylaw or density bonus bylaw.

PART 1

Area Specific Guidance

Directions For Centres, Villages and Districts

Introduction to Area Specific Guidance

The policies in this section provide development guidance for specific areas of the city, in alignment with the OCP's Urban Structure Concept.

Nodes

- **Town Centres** are large, higher density mixed use nodes along the transit priority network. They provide regional and city-wide destination retail, in addition to small format retail. They should, over time, integrate major community, recreation, educational, arts and cultural spaces, significant new housing, and include large, purpose-built and programed public open spaces.
- **Community Villages** are generally larger in footprint, provide a comprehensive range of services including commercial spaces appropriate for a breadth of goods and services needed for daily living, including grocery, hardware, pharmacy and similar uses, and support larger community gathering spaces. They are generally located near designated Frequent Transit routes, often serve as minor mobility hubs, and are supported by diverse housing within walking distance.
- **Local and Historic Villages** are smaller nodes that accommodate primarily small-scale businesses and opportunities for social interaction close to home and contribute to community identity. They tend to be in areas farther way from a Community Village node. Some are historic villages, often having grown up around Victoria's past streetcar network; others have evolved over time or are aspirational.
- **Waterfront Villages** are intended to create places for stopping, lingering and socializing near the waterfront, in all seasons. With a limited number of small shops, these villages are intended to allow Victorians to enjoy the waterfront, rather than provide a wide range of daily needs.

Districts

- **Core Songhees District**
- **Midtown Employment District**
- **Urban Industrial Reserve**

For additional guidance on the Downtown and Legislative Districts, see the Downtown Core Area Plan.

For the Jubilee Employment District, see Jubilee Town Centre, Employment District and Fort at Richmond Village.

Notes on Interpretation

This part of the policy may outline envisioned built forms, heights and densities for general areas. Within the generally identified densities or density ranges, the form and scale of new development is dependent upon site size, orientation and context. Achievable heights and densities may be limited by the ability to adhere to the City's policies and design guidance, and the ability to be responsive to the existing and envisioned context of the surrounding area.

Land Use Summary

The following table provides a high-level summary of future land uses envisioned outside of the Downtown Core Area. It is intended for informational purposes. Further detail is provided in the individual sections of this policy document.

	Anticipated Land Uses	General Built Form
Community Villages	Commercial and residential mixed use or commercial buildings, with active ground floor uses along main streets Arts, culture and community-serving uses Tourist accommodation	Low-rise buildings up to 4 storeys and generally 2:1 FSR Buildings up to 6 storeys and generally 3:1 FSR may be considered as specified in individual village policies, where site conditions allow Mid-rise buildings of up to 12 storeys may be considered in specific locations where public benefits are considered, as specified in individual village policies
Employment and Residential Mixed Use	Employment uses on lower floors Residential or employment uses on upper floors Minimum of 0.5:1 FSR of employment space	Buildings up to 6 storeys and generally 3:1 FSR as guided by policies for individual villages, town centres and district
General Employment	Diverse commercial and light industrial uses	Buildings of up to 6 storeys and generally 3:1 FSR that support employment uses
Industrial Employment	Light industrial uses on the ground floor, with various non-residential uses on upper floors At least 0.65:1 FSR of light industrial space	Buildings up to 6 storeys and generally 3:1 FSR

Industrial Employment and Residential Mixed Use	Low-impact light industrial on lower floors Residential or non-residential on upper floors At least 0.5:1 FSR of light industrial space	Buildings up to 5 storeys and generally 2.5:1 FSR as guided by policies for individual villages, town centres and district
Local and Historic Villages	Commercial and residential mixed use or commercial buildings, with active ground floor uses along main streets Arts and culture uses	Buildings up to 4 storeys and generally 2:1 FSR Additional height and density as specified for individual villages
Marine Industrial	Marine industrial uses including shipping, manufacturing, processing, transportation, warehousing and accessory office uses that respect and respond to harbour objectives	Diverse built forms supporting the envisioned land uses
Residential Fabric	Residential uses Arts, culture and community-serving uses Limited commercial uses	A mix of ground-oriented and apartment forms of up to 4 storeys and generally 1.6:1 FSR A mix of ground-oriented and apartment forms of up to 6 storeys and generally 2.6:1 FSR in the priority growth areas Consideration of taller built forms within the Priority Growth Areas in specific locations (e.g. adjacent to Town Centres and the Downtown Core Area or on some large sites) as described in this policy
Town Centres	A mix of retail, commercial, employment, residential, cultural and community-serving uses as described in individual Town Centre policies	Buildings of up to 6 storeys and generally 3:1 FSR Development of up to 18 storeys and generally 5:1 FSR considered consistent with policies in individual Town Centres

Waterfront Villages	Commercial and residential mixed use with active ground floor uses Tourist accommodation in select villages	Buildings of four to six storeys as specified in policies for individual waterfront villages

1. Town Centres

Town Centres are identified in the Official Community Plan (OCP) as major nodes outside of the Downtown Core. Town Centres are envisioned to be home to significant employment, institutional and cultural anchors and to provide diverse housing options. They are also envisioned to be Major Mobility Hubs where key transit routes and mobility networks meet, providing seamless transitions between travel modes and a high degree of both local and regional connectivity. Significant, programmed public open spaces as well as active transit exchanges are intended to keep Town Centres vibrant and thriving.

The OCP identifies five Town Centres along the identified Transit Priority Network, as illustrated on the map below, including Mayfair, Midtown, Hillside, Jubilee and Oak Bay Junction. This section provides policies that support the unique role and evolution of each Town Centre, as well as general guidance applicable to all.

Town Centres Overview Map



1.1 General Guidance for Town Centres

Town Centres play an important role in realizing the OCP's vision. General guidance applicable to the envisioned evolution of all Town Centres, including for built form, land use and public realm, is outlined in below.

1.1.1 General Built Form Guidance

The OCP envisions higher density, mixed use buildings in all Town Centres. Heights of four to six storeys and taller will be considered, including mid-rise tall buildings of 8-12 storeys and high-rise tall buildings above 12 storeys as specified in subsequent sections. Taller building forms should be strategically located, sited and designed in accordance with OCP policies and emphasize low carbon building forms, including consideration of mass timber structural systems.

1.1.2 General Public Realm Guidance

The OCP generally envisions each Town Centre to have strong internal connectivity, anchored by a comfortable and inviting main street. Home to buildings with a fine-grained rhythm of active frontages typically set close to the street, main streets are supported by pedestrian-oriented streetscapes and public open spaces with a high quality of design.

1.1.3 General Land Use Guidance

Most developments should emphasize multi-unit residential and commercial mixed uses that support daily services for the surrounding community; destinations for the city and neighbouring local areas; and employment hubs. Given their prominent role, commercial uses within Town Centres should generally include office and employment, destination retail and visitor accommodation. Each centre will highlight different uses, as described in subsequent sections, depending on its location in the city and its role the broader network.

1.1.4 General Public Space and Amenities Guidance

Because of the relatively higher densities that may be considered in Town Centres, as well as the presence of relatively large sites, all development should thoughtfully consider opportunities to contribute to City objectives. Detailed opportunities are identified in subsequent sections and information on considering and securing public benefits is provided in Part 4 of this document.

1.1.5 General Mobility Guidance

Redevelopment should support the realization of the City's mobility objectives to more safely, comfortably and directly connect residents and employees with transit hubs, key destinations and amenities, via low carbon and affordable options. Curb space will be prioritized for transit and active transportation uses on arterial routes within Town Centres. As such, vehicle parking and car share vehicles should generally be located within the parkades of development where possible, or on minor side streets.

1.2 Mayfair Town Centre

Mayfair Town Centre is envisioned as a mixed-use node at the northern end of the Midtown area, on the region's regional Rapid Transit spine with connections to the Downtown Core Area, Midtown, Saanich's Uptown and the greater region. A mix of employment, residential, retail, services, and indoor and outdoor amenities are envisioned to create a complete community.

To the west, the Town Centre transitions into light industrial areas, important elements of the Midtown Employment District. These areas provide a key land base for future economic uses including production, servicing, distribution, artisan and high-tech uses. Retention of the potential for current and future light industrial uses, including through sensitive land uses and thoughtful siting and orientation of development within the Mayfair Town Centres is important to supporting the City's economic objectives.



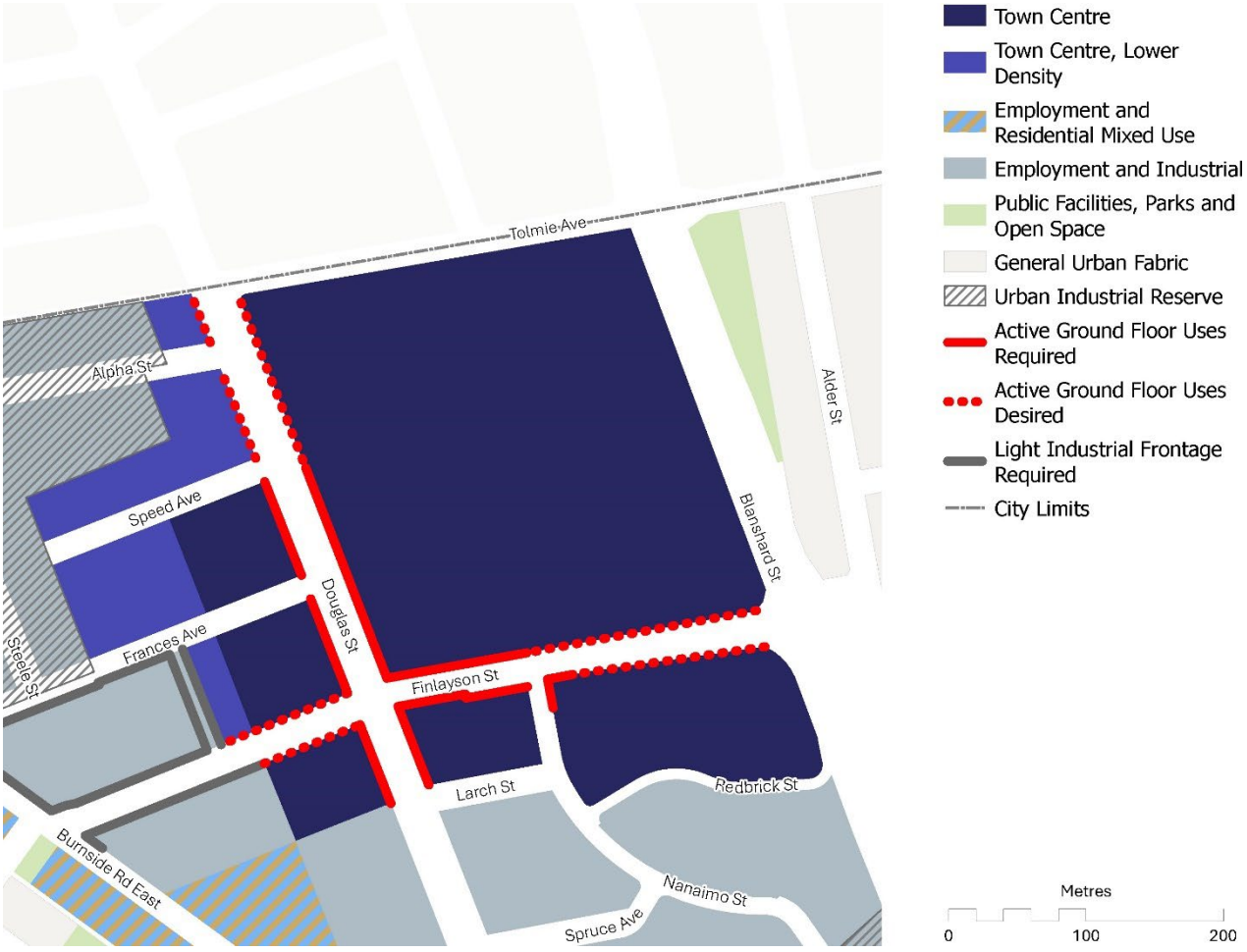
Conceptual illustration of Rapid Transit route (shown as light rail, one option) through a future Mayfair Town Centre, with enhanced public realm, active ground floor uses, and mixed-use development.

1.2.1 General Height and Density Guidance

A mix of four to six storey intensive, mid-rise and high-rise taller building forms are envisioned in the Town Centre, as part of a livable, walkable community.

- Heights of up to 18 storeys and 5:1 Floor Space Ratio may be considered within core parts of the Town Centre (as shown in Figure 1: Mayfair Town Centre Land Use Diagram) where site conditions allow, in order to support housing and sustainability objectives, with consideration for creating a walkable, livable community that provides outdoor spaces and a range of community-serving uses, commerce and employment as envisioned in this policy. Taller buildings should generally be focused closer to Douglas Street to reinforce the role of the Douglass Corridor and transition in scale and intensity to neighbourhoods to the east and west.
- Within transitional areas closer to the Urban Industrial Reserve, as shown in Figure 2: Mayfair Town Centre Land Use Diagram, buildings of generally 3:1 FSR may be considered, expressed as buildings of up to 6 storeys or mid-rise taller buildings within larger sites.
- Rezoning at the Mayfair Shopping Centre site and larger sites along Finlayson Street, west of Douglas Street, should be guided by a comprehensive plan.

Figure 3: Mayfair Town Centre Land Use Diagram



1.2.2 Support Active Ground Floors on Major Corridors

Active ground floor uses should front onto the Douglas Street and Finlayson Street corridors, as shown in Figure 1: Mayfair Town Centre Land Use Diagram. Active ground floor uses should also front onto key sections of the internal circulation network within redevelopment of the Mayfair Shopping Centre site to activate public space and support the Mobility Hub:

- For areas identified as **active ground floor uses required**, a minimum of 1:1 FSR of non-residential uses (including commercial, light industrial, visitor accommodation, cultural or community-serving uses) should be achieved, with active uses on the ground floor. Small to medium sized commercial spaces with a fine-grained rhythm of visually interesting storefronts are encouraged on the ground floor.

- For areas identified as **active ground floor uses desired,** a minimum of 0.5:1 FSR of non-residential uses should be provided on the ground floor, including commercial, retail, light industrial, arts and culture and/or community-serving uses. These sites should establish compatibility with the adjoining light industrial area along Alpha Street. Where the ground floor is not entirely occupied by a commercial space, consider other ground floor uses that generate activity, provide visual interest or incorporate flexibly-designed space that may be appropriate for future commercial or light industrial uses.
- Upper floors may include a range of residential on non-residential uses, including commercial, light industrial or visitor accommodation.

1.2.3 Provide Thoughtful Transitions to Industrial Areas in the Southwest

Within the block bound by Frances Street, Douglas Street, Finlayson Street and Burnside Road, as well as the parcel(s) on the south side of Finlayson Street between Burnside Road and Douglas Street:

- For areas identified as **Industrial Frontage Required** on Figure 1: Mayfair Town Centre Land Use Diagram, provide at least 0.5:1 FSR, and preferably 1:1 FSR light industrial space, including high-quality ground floor light industrial spaces as described in the Employment Lands section of this policy document.
- Seek to provide a transition from the employment uses on the western parts of these blocks, to the mixed uses on the east, including by integrating a mid-block connection that separates purely industrial-employment uses from other uses, including mixed-uses that may accommodate ground floor light industrial spaces (see Policy 1.2.X Organize Large Sites to Improve Connectivity).
- Where the desired transitions are provided and the desired ratio of employment and industrial uses are achieved, flexibility in the development's siting and orientation may be considered.

1.2.4 Incorporate Uses that Complement the Urban Industrial Reserve

In locations adjacent to or across a street from sites in the Urban Industrial Reserve (as identified in the OCP) or otherwise maintaining light industrial uses, seek to provide at-grade complementary uses, such as light industrial space, maker spaces or other employment space. Avoid locating residential uses adjacent to or overlooking light industrial activities.

1.2.5 Enhance the Douglas Corridor to support Convenient and Comfortable Transit Experiences

Development along Douglas Street should be sited to anticipate the emerging and future role of Douglas Street as a regional rapid transit corridor. It should be oriented and designed complement a future transit station at Douglas Street and Finlayson Street. Smaller storefront modules, high quality pedestrian-friendly facades and streetscapes featuring large canopy trees should be integrated for pedestrian and transit user comfort and enjoyment. Plazas should be established near the future Rapid Transit stations on both sides of Douglas Street around the Finlayson Street intersection. Where possible, transit rider facilities should be integrated into the building frontages of new development.

1.2.6 Organize Large Sites to Improve Connectivity

Redevelopment of larger sites should establish an internal block structure, circulation network and interconnected open spaces that logically connect to the area's public realm and mobility networks, conceptually illustrated in Figure 2: Mayfair Town Centre Connections and Public Realm Diagram. New connections should:

- Be logically integrated with the area's public realm, street and pedestrian networks to support residents, employees and visitors
- Improve pedestrian connectivity to nearby parks, open spaces, amenities, and other destinations.
- Align mid-block crosswalks with new through block connections, to provide direct routes for pedestrians.
- Support connections to local cycling and greenway networks, including cycling connections between Oak Street in Saanich and Nanaimo Street in Victoria, and the Galloping Goose and wider Regional Trail Network.
- Provide access for businesses, including light industrial functions

1.2.7 Create a range of Public Spaces to Support Residents, Employees and Visitors

Comprehensive development of large sites should include new, multi-functional public spaces suitable to support anticipated employee, resident and visitor populations with

active and passive recreation for diverse ages, needs and abilities, as conceptually illustrated in Figure 2: Mayfair Town Centre Connections and Public Realm Diagram.

1.2.8 Support Green Infrastructure

New development, open spaces and network connections should contribute to a robust urban forest and green infrastructure as generally identified on Figure 2: Mayfair Town Centre Connections and Public Realm Diagram. Areas occupied by underground structures, including parkades, should generally be limited to the building footprint, to support mature tree canopy in open spaces and boulevards.

Figure 2: Mayfair Town Centre Connections and Public Realm Diagram



Intersection pedestrian improvements

Desired new street-end plaza/ public space

Desired new street-end parklette/public space

Off-corridor pedestrian connection - existing and desired future

Frequent Transit Network

Priority urban forest expansion

Creek enhenacement opportunity

Existing park or green space

1.2.9 Plan for Comprehensive Redevelopment of Large Sites

Redevelopment of large sites, including the Mayfair Shopping Centre site and the sites adjacent to Finlayson Street between Douglas Street and Burnside Road, should be considered through a comprehensive development plan that achieves the objectives of this policy document.

- New development should thoughtfully integrate a mix of commercial, employment, residential and community-serving uses.
- New development on larger sites west of Douglas Street should incorporate and support significant light industrial and employment opportunities

1.2.10 Priority Community Amenities for the Area

The following amenities and community-serving uses are prioritized for the area:

- Outdoor public open spaces that provide recreation opportunities for all ages.
- Indoor community-serving spaces that support uses for residents, visitors and employees, such as medical office, childcare, spaces for arts and culture production, recreational and community-use space, educational space and access to library services.
- Enhancements to nearby parks, trails or other public amenities.
- Provision of non-market and affordable housing.

1.3 Midtown Centre

Adjacent to the Humber Green intersection, Midtown Centre supports a mix of light industrial and office employment, retail, visitor accommodation, arts and residential uses. It is located adjacent to the Industry, Arts and Innovation District along the Douglas Corridor Rapid Transit spine. As a gateway to downtown and an important Mobility Hub in its own right, it is an important location for future employment uses.

The Town Centre area is heavily impacted by busy arterial roads and contains limited tree canopy and greenspace. The internal network of local streets presents the opportunity to be re-imagined as a pedestrian-oriented, traffic-calmed network with ample urban forest, creating an attractive place to work and live.

Adjacent to the Industry, Arts and Innovation District to the south and the broader Rock Bay industrial area to the west, retention of existing light industrial zoning and sensitivity to adjacent industrial areas is important. The Town Centre also contains a number of historic buildings whose preservation influences the character of the area.

Midtown Centre is a Major Mobility Hub along the regional Douglas Street Rapid Transit spine, with additional connections to key regional destinations such as University of Victoria, and to the All Ages and Abilities bicycle network. The Town Centre is expected to develop amenities that allow people to easily and comfortably switch between transport services and modes as identified in the Mobility Hubs section of this document, thereby:

- Acting as a transfer point for transit users arriving from throughout the region to complete their journeys within the city via a transit connection, bicycle, mobility device or on foot.
- Acting as a destination hub for people arriving in the area for the surrounding employment and commercial land uses.
- Providing mobility options for residents in and near the Town Centre, supporting alternative transportation modes that reduce reliance on private vehicles, consistent with reduced parking provision within developments.

1.3.1 General Land Use, Height and Density Policies for Areas East of Douglas Street

A mix of four to six storey intensive, mid-rise and high-rise taller building forms are envisioned in the Town Centre, as part of a livable, walkable centre. As an employment hub,

mixed-use development of up to 5:1 Floor Space Ratio and 18 storeys may be considered east of Douglas Street where at least 2:1 FSR is provided as non-residential, employment-oriented uses such as light industrial, commercial or community-serving uses, with consideration of public benefits consistent with this policy document. Siting and orientation of uses should support the following objectives:

- Frontages facing major streets (Douglas Street, Hillside Avenue, Blanshard Street and Bay Street) should contain non-residential uses in lower floors, including commercial, light industrial or arts, culture and community-serving uses.
- Active ground-floor uses should front key streets as shown in Figure 3: Midtown Centre Land Use Diagram.

1.3.2 General Land Use, Height and Density Policies for Areas West of Douglas Street

Transitioning towards the Rock Bay industrial area, built forms of up to 6 storeys and 3:1 Floor Space Ratio may be considered within this area, with a focus on commercial, light industrial and employment uses. Sites fronting Government Street should maintain and establish light industrial uses as illustrated in Figure 3: Midtown Centre Land Use Diagram. A series of small-scale, pedestrian-oriented building frontages are encouraged to invite customer interest, showcase productive uses and ancillary retail, and support Government Street's role as a pedestrian-friendly active transportation corridor.

Figure 3: Midtown Centre Land Use Diagram



1.3.3 Support Livability for Employees, Residents and Visitors

New development within Midtown Centre should establish siting and built forms that enhance area livability and mitigate impacts on residents from busy streets and nearby industrial activities. This can be achieved in the following ways:

- Incorporate courtyards, open spaces atop podiums, rooftop open spaces, and/or at-grade open spaces oriented to the internal street network east of Douglas Street
- Residential uses are encouraged to orient toward inner courtyards, rooftop open spaces, and quieter streets.

1.3.4 Support a Comprehensive Vision for the Douglas-Bay-Government Triangle

Additional density, height or uses may be considered on condition that they support a comprehensive vision for the constrained triangle between these corridors. This may be

enabled further by site assembly that allows for meeting Development Permit guidelines for livability and building separation, establishment of logical circulation and access, and enhancement of public realm. In addition to other policies in this section, this vision includes:

- Establishment of public space between Government Street and Douglas Street as described in this policy
- Shared access and parking
- Redevelopment of the laneway, with consideration for unidirectional traffic, access to adjacent developments, and enhancements to public realm
- Sufficient building separation to support livability for residents

1.3.5 Develop a Connected System of Public Spaces that Enhance Livability

New open spaces and enhanced public realm are desired to create a livable area for residents, employees and visitors. Consider the following:

- Develop a public space near the intersection of Kings Road and Ross Lane, considering opportunities on both public right-of-way and private lands. This space should be of appropriate size and orientation to support mature urban forest canopy and include public seating and amenities that encourage lingering.
- Enhance the internal streets within the block bounded by Douglas Street, Hillside Avenue, Blanshard Street and Bay Street as a network of low-traffic, pedestrian-friendly or shared streets with high-quality urban forest, integration of rainwater management features, and public realm treatments that establish a sense of shared space between cars, pedestrians and cyclists.
- Establish public space between Government Street and Douglas Street that creates a high-quality, pedestrian-friendly environment. This area should include a well-planted plaza or small park and pedestrian-friendly mobility connections for vehicles and active transportation, as shown in Figure 4: Midtown Centre Connections and Public Realm Diagram.
- Explore opportunities to enhance the Rock Bay Creek corridor with comprehensive redevelopment south of Kings Road.

1.3.6 Support Convenient and Comfortable Transit Experiences

Enhance pedestrian experience and streamline transfers between buses and between transit and active transportation, considering the following:

- Create additional public plaza space around the intersection of Douglas, Hillside, Government and Gorge Road, through reassigning public space to pedestrians and/or acquiring right of way for additional sidewalk width, to support larger transit shelters and allow for street trees, landscaping and drainage. Existing mature trees should be retained and incorporated into a welcoming parklike space.
- Reduce the distance needed for bus transfers by bringing Douglas Street bus stops closer to Hillside/Gorge intersection. Eventually, seek to provide transit waiting facilities integrated into building frontages through redevelopment, to maximize the amount of right of way available to pedestrians. Consider the retention of bus laybys on Douglas Street to facilitate bus driver exchanges at this location.
- Locate bike share corrals so they provide easy, safe access to protected cycling lanes on Government Street and Gorge Road.
- Ensure that the North/South cycling route on Government Street can connect with the East/West route on Kings Street by exploring opportunities for a new crossing of Douglas Street.
- Provide widened, separated sidewalks on Douglas, Hillside and Gorge Road to accommodate increased pedestrian flows and additional infrastructure supporting transit.

Figure 4: Midtown Centre Connections and Public Realm Diagram



Intersection pedestrian improvements

Desired new street-end plaza/ public space

Desired new street-end parklette/public space

Off-corridor pedestrian connection - existing and desired future

Frequent Transit Network

Priority urban forest expansion

Creek enhenacement opportunity

Existing park or green space

1.4 Hillside Town Centre

Hillside Town Centre is centred around Hillside Avenue between Doncaster Drive and Shelbourne Street. The north and east edges of the site abut the municipal boundary between the City of Victoria and the District of Saanich. This town centre is a regional commercial hub defined largely by the Hillside Shopping Centre and other commercial uses along Hillside Avenue.

Hillside Avenue and Shelbourne Street are major arterial streets that carry significant vehicular traffic in addition to Frequent Transit service and (currently limited) bicycle facilities. Both streets offer key connections to regionally significant destinations such as downtown Victoria, Camosun College, the University of Victoria and Royal Jubilee Hospital. Doncaster Drive, Shakespeare Street, and North Dairy Road are important active transportation routes, and provide access to Oaklands Elementary School to the south. The historic Bowker Creek has been diverted into underground infrastructure flowing beneath Doncaster Drive.

The vision for Hillside Town Centre is to create a vibrant, walkable centre that seamlessly integrates diverse residential and mixed-use developments with natural and amenity spaces, offering a variety of housing and employment options, shops and services. The site is designated as a Major Mobility Hub for the surrounding residential, employment and commercial land uses. It will feature a high-quality transit exchange that efficiently links key bus routes with other modes of travel while enhancing connectivity and accessibility. Featuring new through-block public spaces, a daylighted Bowker Creek and connections to the regional sustainable transportation network, Hillside Town Centre is envisioned as a dynamic and inclusive community where residents and visitors can thrive.

1.4.1 General Land Use Policies

- Consider commercial-residential mixed-use buildings as well as stand-alone commercial buildings, indoor community serving uses and outdoor amenities.
- Maintain spaces for a complete range of commercial services including full-service grocery, personal and professional services and medical offices.
- Active ground floor uses should be located fronting Hillside Avenue, key internal circulation routes and open spaces.

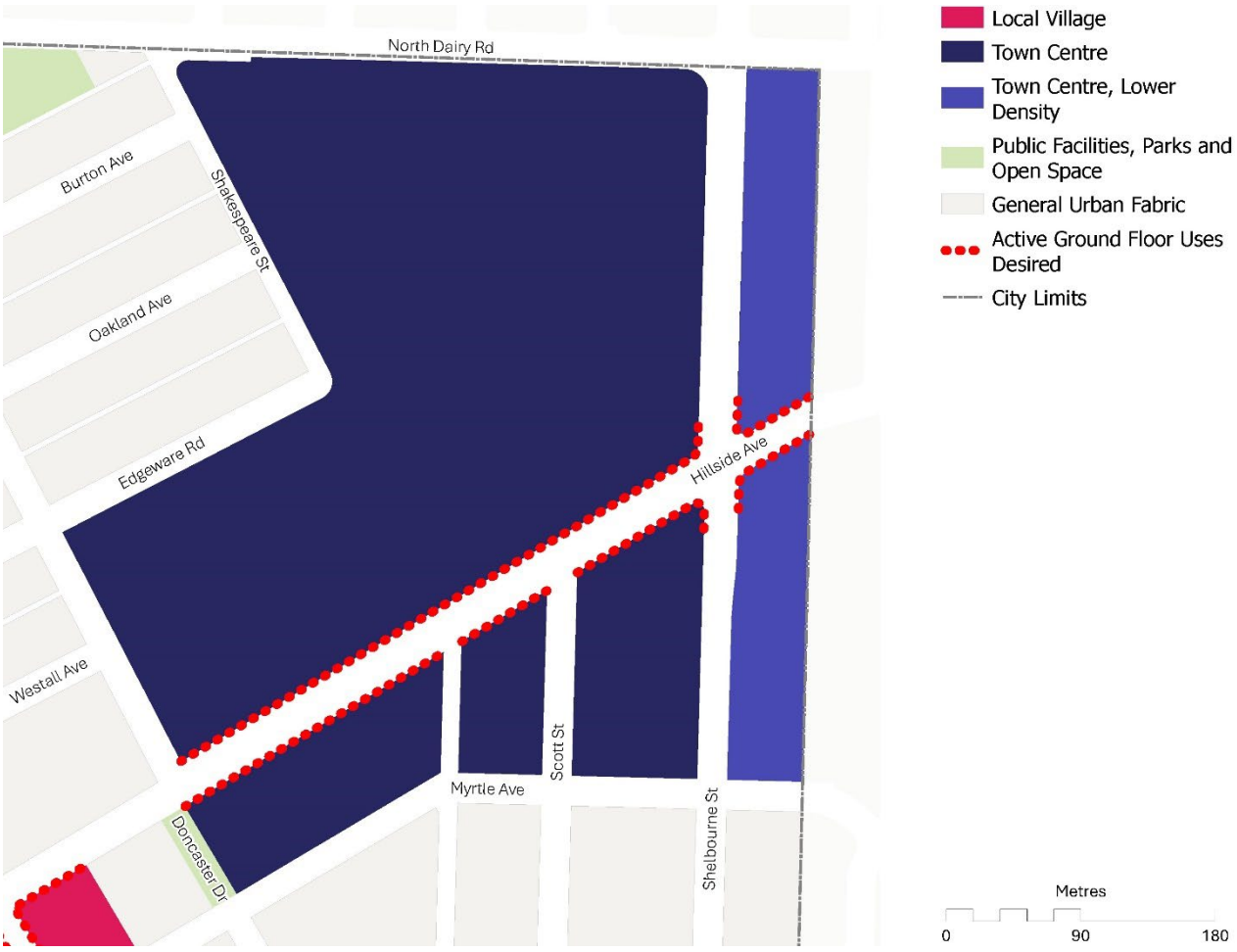
- Stand-alone residential buildings may be located away from major corridors (away from Hillside Avenue and from Shelbourne Street north of Hillside Avenue)

1.4.2 General Height and Density Policies

A mix of four to six storey intensive, mid-rise and high-rise taller building forms are envisioned in the Town Centre, as part of a livable, walkable community. Building heights and densities may be considered as follows, consistent with Figure 5: Hillside Town Centre Land Use Diagram:

- Through comprehensive planning for the Hillside Shopping Centre site that supports indoor and outdoor amenities, enhanced connectivity and environmental and housing benefits, consider development of up to 18 storeys and 5:1 FSR.
- Consider mid-rise and high-rise buildings of up to 18 storeys and 5:1 Floor Space Ratio south of Hillside Avenue and west of Shelbourne Street, with provision of public benefits, and transitioning to a four- to six-storey street wall along the interface with Myrtle Avenue.
- Consider intensive building forms of up to 6 storeys and generally 3:1 Floor Space Ratio east of Shelbourne Avenue.
- Taller buildings should generally be focused closer to Hillside Avenue and the west side of Shelbourne Street, and transition down in scale and intensity towards the surrounding neighbourhoods.

Figure 5: Hillside Town Centre Land Use Diagram



1.4.3 Enhance the Urban Forest Network on Key Streets

Seek to establish linear greenways that support high-quality urban forest, along arterial corridors and along Myrtle Avenue, considering the following:

- Establish treed boulevards along Hillside Avenue, Shelbourne Street and North Dairy Road to soften and beautify these busy corridors and create a more pedestrian-friendly environment.
- Consider a treed median on Hillside Avenue and Shelbourne Street.
- Develop Myrtle Avenue as a slow and shared street or “linear parkway” with generous tree canopy. New development should provide on-site open space along the north side of Myrtle Avenue from Doncaster to Shakespeare Street that supports high-quality tree canopy.

1.4.4 Seek to Daylight and Celebrate Bowker Creek

Design and secure open space and circulation networks to accommodate high-quality, naturalistic daylighting of Bowker Creek, with new open space on the Hillside Shopping Centre site and an expanded greenspace at Doncaster Green.

1.4.5 Support Convenient and Comfortable Transit Experiences

Work with BC Transit and Hillside Shopping Centre to establish a transit exchange at the intersection of Hillside Avenue and Shelbourne Street that supports transit use and convenient connections to the regional sustainable transportation network. Consider:

- Plaza spaces adjacent to transit stops, and at the intersections of Shelbourne Street and Hillside Avenue and Shelbourne Street and North Dairy Road
- Strong integration of pedestrian and cycling facilities including comfortable bus waiting areas, both short-term and secure long-term bicycle parking facilities, public washrooms and wayfinding
- Carshare availability and bicycle parking at locations that interface with new public open spaces
- Bus layover facilities outside of the public right of way, at the Hillside Shopping centre site
- Consolidating entrances for vehicular access, located away from the transit exchange.

1.4.6 Enhance Pedestrian and Active Transportation Safety, Comfort and Connectivity

- Seek opportunities to enhance road safety at intersections while improving access to businesses along Hillside Avenue.
- Consider improvements to pedestrian and cyclist facilities at the intersection of Hillside Avenue and Doncaster Drive to better facilitate active transportation access to the town centre, north towards Saanich, and south towards Oaklands Elementary School.

Policies for the Hillside Shopping Centre Site

1.4.7 Facilitate Comprehensive Planning and Incremental Redevelopment of Hillside Shopping Centre

To ensure the sustainable and integrated redevelopment of the Hillside Shopping Centre site, a comprehensive long-term phased development plan should be prepared considering this policy document and other relevant policies. The plan will guide the transformation of the site over time, balancing immediate development opportunities with long-term community needs. Consider the following:

- Facilitate the incremental redevelopment of the site, prioritizing the redevelopment of surface parking lots before existing mall buildings and considering the surrounding street network, existing stores and parking areas to ensure continuity of retail services during development.
- Given the *Town Centre* urban place designation in the context of Victoria's urban structure and CRD's regional spatial structure, as well as the size of the site and the magnitude of potential redevelopment, future redevelopment that departs from this and supporting City policies is expected to make a case for public benefit and policy alignment at both the urban and the regional scales.

1.4.8 Achieve a Range of Land Uses that Support a Complete Community

Provide a range of commercial retail offerings, from small, local-serving businesses to large-format retail, as well as significant opportunities for diverse housing options in a diversity of building forms. Consider innovative mixed-use forms that bring large-format retail and housing together.

1.4.9 Support Built Form Responsive to Context and Internal Open Space Network

Taller buildings should generally be focused closer to the centre of the site and near major arterial corridors, and transition down in scale and intensity towards residential areas to the west and north. Building massing should respond to natural features, parks and other open spaces.

1.4.10 Develop a Well-Connected Network of Streets and Open Spaces

Develop an internal street and open space network that is informed by and integrated with surrounding mobility networks and the blue-green network. Consider the following:

- Avoid development sites with frontages longer than 100 meters unless accommodating mixed-use forms with large-format retail or indoor shopping malls.
- Prioritize organizing commercial retail uses around streets, public open spaces or arcades rather than in indoor shopping malls, where possible.

1.4.11 Emphasize Livability and Access in Siting Residential and Commercial Uses

The location and orientation of uses within the site and individual buildings should emphasize livability for residential units and convenient access to employment and retail destinations. Consider the following:

- Focus employment-oriented uses nearer the Mobility Hub at Hillside Avenue and Shelbourne Road
- Orient retail uses towards Hillside Avenue and towards a primary internal circulation or open space
- Locate residential uses adjacent to open spaces and existing residential areas, and away from busy arterial streets where possible.
- Consider the inclusion of ground-oriented housing units, including townhouse-style units that support diverse household types with multiple bedrooms and access to private or shared outdoor spaces.

1.4.12 Integrate Green Spaces and Natural Systems into Redevelopment

Integrate a network of open spaces and natural systems that support a daylighted Bowker Creek, a quality urban forest and opportunities for passive recreation. Consider the following:

- Establish a central open space (such as a central green, pedestrian mall, plaza, and/or linear parkway) anchored by a daylighted Bowker Creek, either along Doncaster Drive and/or at an alternative location within the site
- Preserve and expand the urban forest with new development
- Incorporate ecological features into site planning, with a focus on green rainwater infrastructure that supports and celebrates a healthy Bowker Creek watershed

1.4.13 Create Multi-Function Open Spaces to Meet Diverse Needs

Create multi-functional green spaces and open spaces that provide passive and active recreation to meet the needs of future residents, employees and visitors of diverse ages and needs

1.4.14 Support Sustainable Mobility Networks

Coordinate with BC Transit to develop facilities that support a Major Mobility Hub, as identified in this policy document.

1.4.15 Extend Active Transportation Networks

Improve active transportation connectivity across the site, taking cues from the surrounding network to establish comfortable east-west and north-south pedestrian and cycling connections across the site, considering alignment with Edgeware Road and Shakespeare Street and supporting enhancements to Doncaster Drive.

Figure 6: Hillside Town Centre Connections and Public Realm Diagram



Intersection pedestrian improvements

Desired new street-end plaza/ public space

Desired new street-end parklette/public space

Off-corridor pedestrian connection - existing and desired future

Frequent Transit Network

Priority urban forest expansion

Creek enhenacement opportunity

Existing park or green space

1.5 Jubilee Town Centre and Fort at Richmond Village

Jubilee Town Centre and Fort at Richmond Village are within a transit-rich environment proximate to key Frequent Transit routes that link to the broader region, including key destinations such as downtown Victoria and the University of Victoria. It also lies adjacent to the Royal Jubilee Hospital, which generates the need for nearby medical offices and retail services for employees and visitors. It is served by a mix of retail uses along Fort Street and nearby Oak Bay Avenue. The urban environment is proximate to Bowker Creek, a key feature of the future blue-green network; recreational facilities at Oak Bay Recreation Centre; and outdoor amenities such as Willows Beach.

As this area grows, it will be important to provide a range of indoor and outdoor recreation, social, and amenity spaces to meet the needs of current and future residents and employees; maintain and expand the range of shops and services available locally; and enhance pedestrian, active transportation and transit-supportive amenities. Increased density should lead to increased transit ridership and improved service provision.

The site lies on the Victoria boundary, and there may be an opportunity to partner with neighbouring municipalities to broaden the potential catchment area of the mobility hub. With the hospital as a regionally important employment destination and traffic generator, increasing transit use by employees and enhancing pedestrian and cycling connections between the hospital campus and the surrounding town centre is encouraged.

A Mobility Hub in this location is projected to:

- Act as a destination for people arriving from the surrounding neighbourhoods, to visit or work within the commercial area
- Act as a destination for people arriving from throughout the wider region to visit or work at the hospital.
- Provide sustainable mobility options for residents within the Town Centre and surrounding neighbourhood, reducing reliance on private vehicles and parking provision within developments.

1.5.1 Land Use, Height and Density Policies for Fort at Richmond Village

Support a vibrant village area centred on the Fort Street and Richmond Road intersection, with opportunities for employment, medical offices and residences throughout the village

and along the Richmond Corridor adjacent to the Royal Jubilee Hospital. Consider commercial-mixed use buildings as well as stand-alone commercial buildings of four to six storeys, subject to the following:

- **Active ground floor uses** are desired in areas indicated in Figure 7: Jubilee Town Centre and Fort at Richmond Village Land Use Diagram.
- Consider a range of uses in upper floors, including medical office, commercial, residential, and visitor accommodations.
- Consider development of up to 6 storeys and 3:1 Floor Space Ratio.

1.5.2 Land Use, Height and Density Policies for the Jubilee Employment District

- On the Jubilee Hospital Site, consider a variety of built forms supporting health care and related functions and consistent with the Jubilee Hospital Master Plan, as updated.
- In the Employment and Residential Mixed Use areas along the west side of Richmond Road as indicated in Figure 7: Jubilee Town Centre and Fort at Richmond Village Land Use Diagram, consider mixed-use buildings that support diverse hospital-adjacent non-residential uses on the ground floor, such as commercial, medical office or employment space, with a least 0.5:1 FSR of non-residential space provided. Residential or commercial uses may be supported on upper floors.

1.5.3 Height and Density Policies for Jubilee Town Centre

A mix of four to six storey intensive, mid-rise and high-rise taller building forms are envisioned in the Town Centre, as part of a livable, walkable community adjacent to Royal Jubilee Hospital. Building heights, densities and land uses may be considered as follows:

- Within the Fort at Foul Bay Shopping Centre and adjacent sites within the block bounded by Lee Avenue, Fort Street, Foul Bay Road and Bouchier Street, additional height and density should be considered through comprehensive planning that supports indoor and outdoor amenities, enhanced connectivity, and environmental and housing benefits, considering:
    - A mix of building heights and types, including both 4 to 6 storey buildings and taller buildings, should be included within this block.
    - A minimum of 0.5:1 Floor Space Ratio of employment space is desired within the shopping centre site, considering its proximity to the Royal Jubilee Hospital.

- In other parts of the Town Centre, heights and densities ranging from six storeys and 3:1 FSR up to 18 storeys and 5:1 FSR may be considered where site conditions allow, in support of the broader policy objectives of this section.

1.5.4 Land Use Policies for Jubilee Town Centre

- Consider a mix of retail commercial and employment uses, residential uses, indoor community serving uses, and outdoor amenities.
- Maintain commercial spaces suitable for a complete range of commercial services including full-service grocery, personal and professional services, and medical offices.
- Locate active ground floor uses along Fort Street as indicated in Figure 7: Jubilee Town Centre and Fort at Richmond Village Land Use Diagram, and along key public spaces and circulation routes within the larger Fort at Foul Bay Shopping Centre site.

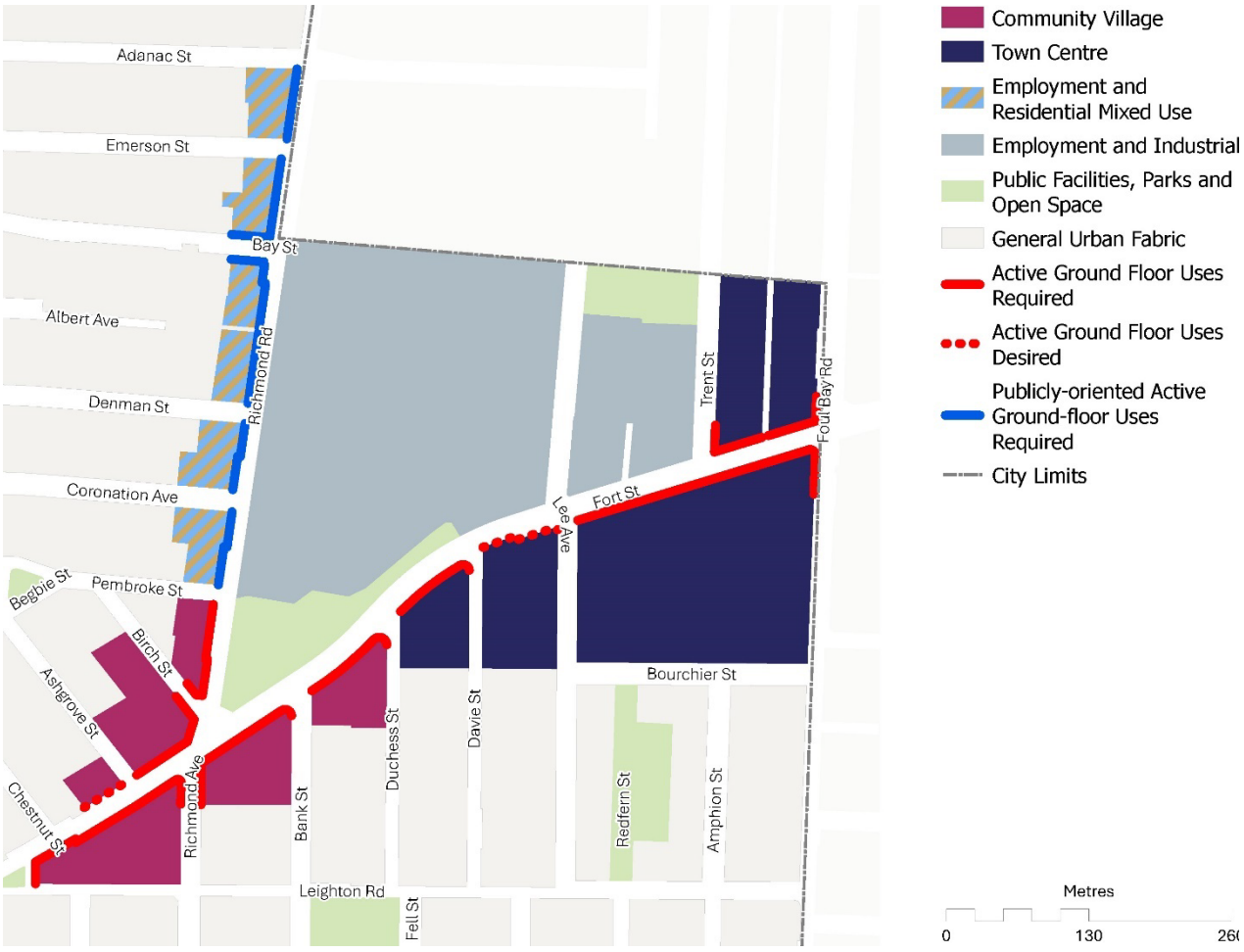
1.5.5 Establish a Network of Connections and Open Spaces

With redevelopment at the shopping centre site and adjacent sites, extend and connect pedestrian and active transportation networks into the site and to nearby parks, open space and amenities as conceptually shown in the *Connections and Public Realm Diagram*.

Open spaces on the shopping centre site should include:

- a pedestrian plaza associated with a transit exchange near the intersection of Fort Street and Foul Bay Road, which is well-lit and provides weather protection, trees and landscaping
- a network of pedestrian-friendly streets and walkways
- a green space which provides residents with passive and active recreation close to home

Figure 7: Jubilee Town Centre and Fort at Richmond Village Land Use Diagram



1.5.6 Integrate and Ecology and Natural Systems into Site and Public Realm development

- The open space and connectivity network should support a robust urban forest and green infrastructure. Areas occupied by underground structures including parkades should be limited to building footprints wherever possible, to support mature tree canopy in open spaces and boulevards.
- Integrate ecological services that support urban forest, rainwater infiltration, and mitigation of urban heat island effects into landscapes and development

1.5.7 Create a Network of Green, Pedestrian-Friendly Connections

Through improvements in the public realm and private lands, enhance area streets as tree-lined greenways or linear parks as indicated conceptually in Figure 8: Jubilee Town Centre and Fort at Richmond Village Connections and Public Realm Diagram, including but not limited to:

- Amphion Street
- Pembroke Street
- Bouchier Street (with redevelopment), with through-block connections to the west
- Leighton Road
- Trent Street
- Lee Avenue north of Fort Street

1.5.8 Enhance Area Green Spaces for Passive and Active Recreation and Ecology

As the residential, employee and visitor population of the area increases, enhanced open spaces are desired to provide for diverse recreational needs, robust urban forest canopy, and ecological systems.

- Enhance Redfern Park as development brings growing population into the area
- Seek to expand and enhance Begbie Green as a more multi-functional green space for area residents
- Seek partnerships to better connect, enhance and program the natural space in the 'Hospital Green' area, considering an expansion of the space to the north towards the historic Administration Building. Consider opportunities for seating/picnicking, passive recreation, public gathering, children's play areas, and exercise areas while maintaining natural habitat and ecology. Create high-quality connections, both along Fort Street and through the Hospital site, drawing people between Richmond Road and the future gateway plaza at Davie Street.
- Seek to expand and enhance smaller parks and greens along Shelbourne Street (e.g. Shelbourne Green)

1.5.9 Create High-Quality Connections to an Enhanced Bowker Creek Corridor

Work with neighbouring municipalities, the Capital Regional District and other partners to acquire and develop a high quality, connected series of green spaces along Bowker Creek as envisioned in the Bowker Creek Master Plan. Support a naturalized meandering creek, aquatic and terrestrial habitat, floodwater mitigation, passive recreation, and active transportation.

1.5.10 Support Convenient and Comfortable Transit Experiences

Establish an efficient transit exchange in the area of Fort Street and Foul Bay Road intersection consistent with the principles for Major Mobility Hubs identified in this Policy document.

- Seek to integrate Mobility Hub facilities into large sites (Royal Jubilee Hospital and the shopping centre at Fort Street and Foul Bay Road) to act as community resources and allow for maximum site use.
- Consider location of bus layover facilities at a larger site such as Royal Jubilee Hospital.
- Establish enhanced connections to area open spaces and amenities:
    - Develop an east-west active transportation connection along Pembroke Street, through Jubilee Hospital and connecting to Leighton Road
    - Develop high-quality north-south pedestrian connections to Bowker Creek to the north, Leighton Road and Oak Bay Avenue to the south, and Oak Bay Recreation Centre to the east.
    - Consider additional crossings of Fort Street, including at Trent Street, to provide more direct connections to the Hospital Campus and Bowker Creek

Conceptual illustration of a transit-supportive plaza and pedestrian mews at Fort Street and Foul Bay Road.



- Partner with Jubilee Hospital to preserve and enhance cycling access, provide end of trip facilities including secure bicycle parking, and support employee transit programs.

1.5.11 Enhance Safety and Comfort for Pedestrians and Active Transportation

- Enhance the intersections at Fort Street and Richmond Road and Fort Street and Foul Bay Road to support pedestrian safety and comfort, transit, and local-serving businesses.
- Seek opportunities to acquire further public right of way on Fort Street and Foul Bay Road to improve public realm with more street trees and greater separation between pedestrians and traffic, improve the pedestrian experience, support Victoria's All Ages and Abilities cycling network, and ensure the network connects with Oak Bay's cycling infrastructure plans.

1.5.12 Priority Community Amenities for the Area

The following amenities and community-serving uses are prioritized for the area:

- Indoor and outdoor community uses that complement those offered at Oak Bay Recreation Centre, to support the recreation and social needs of current and future residents of all ages
- Dedicated childcare space
- Access to library facilities
- Protection and adaptive reuse of buildings of heritage merit within Fort at Richmond Village

Figure 8: Jubilee Town Centre and Fort at Richmond Village Connections and Public Realm Diagram



1.6 Oak Bay Junction Town Centre

Located around the intersection of Fort Street, Pandora Avenue and Oak Bay Avenue, Oak Bay Junction is a key intersection of three lines on the Frequent Transit Network. Unique historic buildings on the northwest side of the intersection provide links to Victoria's urban past, while an evolving mix of businesses to the east, south, and west provide goods and services. Nearby Stadacona Park and several smaller green spaces provide space for recreation and nature.

The future evolution of this area should knit together disparate commercial and residential areas to create a sense of place centred on a pedestrian-friendly intersection surrounded by comfortable plaza and green spaces, street trees, and quality commercial and mixed-use developments. A Mobility Hub would enhance the ease of accessing and transferring between transit routes, along with enhanced pedestrian and active transportation connections to and through the area and to nearby destinations including parks, Oak Bay Avenue village, and an envisioned Pemberton Trail to the south.

To the north, the large block bounded by Belmont Avenue, Begbie Street, Fern Street and Fort Street contains a significant number of primarily rental housing units, as well as a long-term care facility, with limited formal greenspaces or connections through the block. The older rental buildings provide important market-affordable homes for long-term tenants, and avoiding displacement is a priority. Over time, there are opportunities to establish an interconnected network of green, treed through-block walkways, considering existing mature tree canopy and topography, while adding housing and public open space.

The priorities for the Major Mobility Hub here are to act as:

- a centralized location for nearby residents to access mobility networks, transfer between transit routes and modes
- an origin and destination for residents, visitors and employees of an emerging town centre.

1.6.1 General Land Use Policies

- Establish a mix of commercial and retail uses, community-serving uses, and residential uses within and surrounding the Town Centre

- In the areas along Fort Street, Pandora Avenue and Oak Bay Avenue identified in the *Land Use Diagram*, locate active ground floor uses at grade to support retail diversity, pedestrian activity and interest.
- Provide a mix of commercial unit sizes that includes larger-scale commercial units which can accommodate shops that support daily needs, including a full-service grocery store.
- A coordinated plan for the block bounded by Fort Street, Oak Bay Avenue, and Morrison Street is encouraged:
    - Redevelopment of this area should ensure no net loss of overall commercial space and should support at least one commercial unit which can accommodate a full-service grocery store, if demand has not been met elsewhere in this Town Centre.
    - Centralized shared parking for vehicles, bicycles and other devices is encouraged to support the transit exchange and to maximize site use for housing, employment and other priorities.

1.6.2 General Height and Density Policies

A mix of four to six storey intensive, mid-rise and high-rise taller building forms are envisioned in the Town Centre, as part of a livable, walkable community.

- Heights of up to 18 storeys and 5:1 Floor Space Ratio may be considered within the Core Area of the town centre identified in Figure 9: Oak Bay Junction Town Centre Land Use Diagram, with a coordinated plan for the block bounded by Fort Street, Oak Bay Avenue, and Morrison Street.
- Within the surrounding town centre and residential areas, generally consider development of four to six storeys and 3:1 Floor Space Ratio. Additional height and density may be considered to support the policy objectives for this Town Centre, with an emphasis on retaining or replacing rental homes with affordability and providing high-quality public green spaces and pedestrian connections.
- Seek to maintain and adaptively reuse buildings of heritage merit within the Town Centre.

Figure 9: Oak Bay Junction Town Centre Land Use Diagram

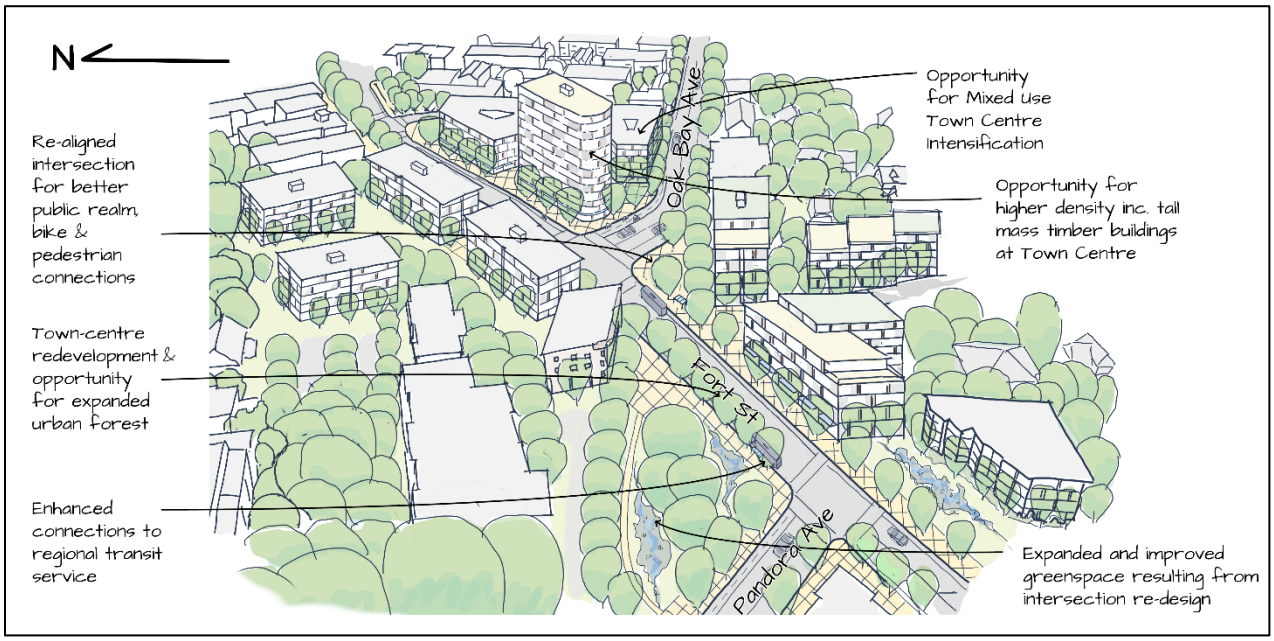


1.6.3 Reconfigure the Oak Bay Junction Intersection to Support a High Quality Public Realm

Consider reconfiguration of the Oak Bay Avenue – Fort Street – Pandora Avenue intersection to support pedestrian comfort and safety, ease of access to transit, and simplify traffic flow for vehicles:

- Establish a public plaza on the southeast side of the intersection with seating, plantings and mobility hub facilities
- Establish an enlarged green space or small park at the northwest corner of the intersection, with enhanced tree canopy
- Consider the integration of green rainwater management features into open spaces
- Develop a transit (bus) exchange with bus shelters upgraded and relocated closer to the intersection to simplify transfers for transit riders and improve user experience

- Install separated bicycle lanes on Pandora and Oak Bay Avenue to connect with the existing network on Fort Street
- On the south side of the intersection, ground floor commercial units fronting on the plaza space are encouraged.
- Additional street trees and boulevards should be provided on Fort, Oak Bay Ave and Pandora to buffer pedestrians from traffic, improve canopy cover and drainage.



Reconfiguration of the Oak Bay Junction intersection can create a more pedestrian-friendly place supporting public space, urban forest, commerce and transit.

1.6.4 Expand and Enhance Green Spaces and Urban Forest

- Within the large block bordered by Begbie Street, Fort Street, Belmont Street and Fern Street:
    - Seek to develop a pedestrian and greenspace network that is integrated with the broader active transportation network, establishes pedestrian connections to key destinations, and responds to existing mature trees and topography.
    - Create a public open space or small park to serve area residents
- Establish mature tree canopy and green features consistent with the *Greenways and Street Parks Policy*, considering streets and pathways identified in Figure 10: Oak Bay Junction Town Centre Connections and Public Realm Diagram.

- Seek opportunities to expand and enhance Fern Park with any adjacent redevelopment

1.6.5 Enhance Connections between the Town Centre and Stadacona Park

- Enhance pedestrian and active transportation connections between the town centre and Stadacona Park
- In cooperation with private owners, enhance Pandora Avenue between Stadacona Village and Stadacona Park to create a more pedestrian-friendly main street experience across from the park

1.6.6 Priority Community Amenities for the Area

The following amenities and community-serving uses are prioritized for the area:

- Enhanced plazas, green spaces and pedestrian connections
- Centralized parking for bicycle and mobility devices, supporting the transit exchange
- Community-serving uses which may include childcare, health and medical services, and access to library services
- Retention and re-use of key buildings of heritage merit

Figure 10: Oak Bay Junction Town Centre Connections and Public Realm Diagram



Intersection pedestrian improvements

Desired new street-end plaza/ public space

Desired new street-end parklette/public space

Off-corridor pedestrian connection - existing and desired future

Frequent Transit Network

Priority urban forest expansion

Creek enhenacement opportunity

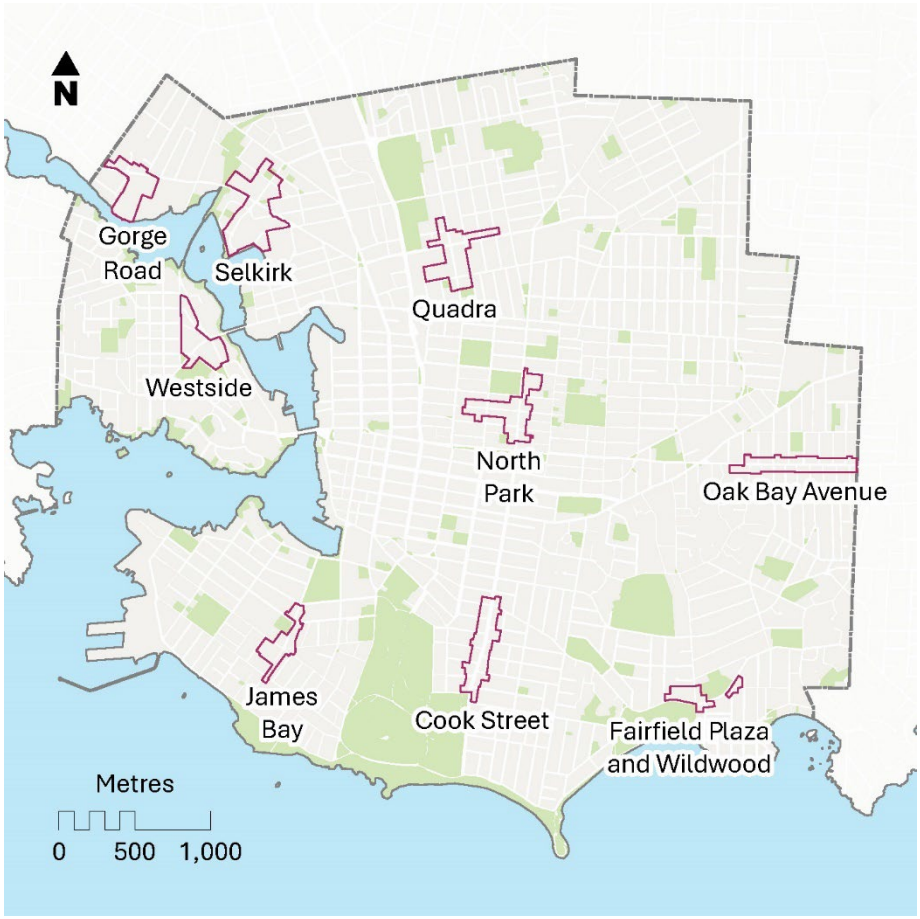
Existing park or green space

2. Community Villages

Victoria has a strong and historic network of well-connected villages. These are the hearts of Victoria's neighbourhoods, typically centred around a two to three block village main street. The eclectic identity of each local area is most prominently visible within its community village. As the city grows, these areas are intended to be preserved and enhanced as unique local places that serve the surrounding community and provide opportunities for diverse local economic development.

The OCP identifies 10 Community Villages, as illustrated on the map below. This section provides policies for each Community Village, as well as general guidance applicable to all.

Community Villages Overview Map



2.1 General Guidance for Community Villages

Community Villages are an important part of Victoria's past and play a key role supporting the OCP's Vision 2050. General guidance for their envisioned evolution, including for built form, land use and public realm, is outlined in the OCP and summarized below for convenience. Additional, more detailed policy directions that are applicable to all villages are also provided in this section.

Policies Specific to Community Villages

2.1.1 General Built Form Guidance

The OCP generally seeks to maintain the low-rise form that exists along many village main streets today, with buildings typically up to four storeys. Taller buildings may be supported as follows:

- Developments with buildings of up to six storeys, as specified in individual village policies, may be considered where they provide new open spaces or plazas, enhance and respond to existing public spaces, establish local-serving commerce and pedestrian-friendly streetscapes in areas where these were not well-developed, or that otherwise support the objectives identified for individual Community Villages, where site conditions allow.
- Mid-rise tall buildings, of generally 8 to 12 storeys, may be contemplated in developments that provide public benefit. Taller building forms should be strategically located, sited and designed in accordance with OCP's policies and emphasize low carbon building forms.

2.1.2 General Land Use Guidance

Development in Community Villages should emphasize a mix of uses with daily services for the surrounding community as well as cultural uses and destinations for the city and neighbouring local areas. Commercial main streets should be lined with **active ground floor uses** which generate foot traffic and pedestrian interest. These uses may include retail stores, food and drink establishments, personal services, theaters, cultural venues and entertainment, as well as some professional, medical and personal services. Less active commercial uses, such as offices, are encouraged to be on upper floors or facing side streets; they may be permitted at grade as long as they are not the dominant use along the frontage.

POLICIES FOR ALL VILLAGES

These policies apply to Community, Local, Historic and Waterfront Villages, together with policies for individual villages. Each policy should be considered in context, including the current and expected future role of a village within the larger city.

2.1.3 Maintain a Fine-Grained Main Street Rhythm

New developments are encouraged to maintain small footprint buildings and sites (generally 15 m to 30 m wide). Limited or no on-site parking, with appropriate Transportation Demand Management measures, is encouraged to support this fine grained rhythm and maximize space for buildings and public open spaces, while reducing curb cuts along the main street.

2.1.4 Forms that Support Diverse Businesses and Ownership Models

Small format ground floor uses and small-footprint building forms are encouraged to better support a diversity of smaller, local businesses. Development should consider a diversity of commercial unit sizes, including the inclusion of micro commercial spaces (as small as 150-300 square feet) for emerging businesses.

2.1.5 Adaptive Re-use of Properties with Heritage Merit

Adaptive re-use and conversion of buildings with heritage merit is encouraged to conserve, protect and continue to use the existing building, and to add interest and character to the village. Where residential buildings of heritage merit can't be conserved in situ, seek to relocate buildings to an appropriate contextual environment.

2.1.6 Commercial Space Requirements and Guidance

Developments within 36 m of commercial main streets should include a minimum density of commercial, artisan, cultural or community-serving space on the ground floor to support a vibrant village and a diversity of shops and services to serve current and future populations. For different villages, the desired commercial space is:

- Within Community Villages, at least 0.4:1 Floor Space Ration to accommodate a diversity of commercial unit sizes and business types that can provide goods, services and social opportunities for daily living

- Within Local, Historic Villages and Waterfront Villages, at least 0.35:1 Floor Space Ratio to accommodate a diversity of smaller commercial units

Retail unit sizes and siting may vary, but should consider the following:

- Create pedestrian interest by locating smaller storefront modules (generally no more than 9 m in width) along commercial main streets where active ground floor uses are required.
- Where individual village policies or retail demand identify opportunities for larger commercial spaces (e.g. grocery or hardware store), appropriately-sized sites are encouraged to accommodate such spaces.
- Developments that contain (a) medium- or large-scale commercial unit(s) are encouraged to create pedestrian interest by incorporating a mix of smaller commercial unit sizes where possible.
- While a diversity of retail unit sizes is encouraged, a commercial-retail space should generally be at least 10 m deep, excepting micro spaces, as described above.
- Where key side-streets, such as important mobility routes or street plazas, intersect with the main street, commercial frontages should wrap around the corner and/or include space for additional commercial-retail units facing these side streets.

2.1.7 Alternative Approaches for Ground Floor Uses:

Where retail demand is anticipated to remain saturated into the future, as demonstrated by a retail study at the time of rezoning, alternatives to active ground floor uses may be considered, including:

- Zoning that is permissive of less active commercial uses (e.g. office spaces).
- A lower total density of ground floor commercial space, achieved through providing fewer or smaller/shallower commercial units.
- Where shallower units are considered, commercial spaces should not in any case be less than 6 m in depth.
- Inclusion of work-live uses at ground level.
- Orientation of public-facing uses such as amenity spaces for residents, bicycle parking, patio seating or other uses which generate activity and casual surveillance (“eyes on the street”) along the frontage.
- Inclusion of ground floor spaces that are designed to be flexible or modular and could be adapted from residential to commercial use in future.

2.1.8 General Public Realm, Connections and Open Space Guidance

The OCP envisions each village to have a comfortable and inviting main street with logical mid-block connections, plazas and public gathering spaces and, where relevant, good internal connectivity.

2.1.9 Integrating Plazas and Public Spaces

Where appropriate, developments should consider opportunities to integrate or provide plazas and public open space to support current and future community gathering in each village context. Specific locations for plaza spaces are identified in subsequent sections for individual villages. The following should be considered for all plaza design and orientation:

- Locate side-street plazas to support vibrancy and comfort, considering existing pedestrian networks, adjacent land uses and building frontages and access to sunlight.
- Locate and design planters, trees, street furnishings, access points, utilities and other frontage works to support and complement existing, planned or anticipated plaza space.
- While vehicular access is generally desired off the lower-order street, exceptions may be considered on a case-by-case basis where a side street plaza is anticipated, and where laneway access does not exist.
- Where right-of-way and/or lot depths are constrained such that it is challenging to provide generous sidewalks and patio seating, consider corner locations for setback private patios, Privately-owned Public Spaces (POPS), curb extensions and/or side street plazas in the right-of-way.

Additional criteria for plaza location and design may be provided in other City policy and guidelines.

2.1.10 Create High Quality Pedestrian Experiences and Urban Forest

Support regulations and guidelines for land use and public realm to create high-quality pedestrian environments which provide sufficient space for mature tree root zones and canopies.

- Consider the undergrounding of utilities to improve the public realm, enhance sidewalk accessibility, and provide space for mature tree canopies. Particular attention should be paid to places where the achievable right-of-way is constrained,

where constrained development sites or heritage buildings limit the ability to fully respond to public realm and urban forest objectives.

2.1.11 Create a Vibrant, Interesting and Unique Sense of Place

Encourage and support public art programs through community action, existing grant programs and redevelopment, to create events, murals, art installations and other artistic and cultural expressions identified by the community. Seek to involve, empower, and reflect Indigenous and multi-cultural experiences and perspectives.

2.1.12 Support Improved Transit Experiences

Provision of amenities should consider opportunities to support improved transit experiences as applicable to village context, whether it is a Major or Minor Mobility Hub or located on a transit route. Improvements may include enhanced transit stops, supporting services and facilities including public parking for bicycles and mobility devices, as defined in the Mobility Hub section of this Policy.

2.1.13 Create and Design Laneway Access

Where appropriate to context, vehicle and servicing access should be from laneways parallel to commercial main streets in order to improve access to mixed-use properties and minimize the need for curb cuts along a commercial main street.

2.1.14 Support Access and Loading for Businesses and Customers

Manage on-street vehicle parking in and near villages to support business access and vitality (e.g. short-term parking that encourages customer turnover, and loading spaces), while supporting all modes of travel.

2.2 Cook Street Village

Cook Street Village is a cherished destination for Fairfield residents and visitors from across the region, known for its unique, diverse array of pedestrian-oriented shops and services and its proximity to iconic landmarks such as Beacon Hill Park and the Dallas Road waterfront. Its distinctive character is defined by a lush canopy of mature horse chestnut trees planted in wide boulevards, complimented by an eclectic mix of shops, restaurants and cafes that spill onto tree-lined sidewalks. The series of T-intersections along Cook Street provide views of the village, showcasing the lively street life emanating from its many establishments.

Cook Street Village will continue to thrive as a vibrant, eclectic and pedestrian-oriented hub that celebrates its unique character while embracing sustainable growth and change. A diversity of architectural styles and building forms will enhance the visual appeal and charm of the village, while preserving its sunny, open streetscape and protecting its iconic tree canopy.

The village will feature a safe, comfortable and slow-traffic environment and new public and semi-private spaces that foster public gathering and community connection. Front patios and display areas will further animate the streetscape, while thoughtful growth will support businesses by adding new housing and residents, ensuring a steady customer base within the village.



Cook Street Village presents a fine-grained rhythm of storefronts, small public spaces, and broad treed boulevards that have developed over time.

As the village evolves, accessibility will remain a priority, with improved spaces for pedestrians and those with disabilities, including innovative on-street parking solutions. Curb bulb-outs and safe pedestrian crossings at T-intersections will reinforce Cook Street Village's identity as a walkable, community-focused destination.

2.2.1 General Land Use Policies

- Ground floor spaces within the village should include active ground floor uses along Cook Street as well as Fairfield Road.
- Small format ground floor commercial uses along Cook Street are encouraged to better support a diversity of smaller, local businesses and to maintain the existing narrow shop front pattern.
- Recognize and support the need for a larger commercial retail space (e.g. in the range of 10,000 to 15,000 sq ft [approx. 930 to 1,400 sq m]) to accommodate a full-service grocery store

2.2.2 General Height and Density Policies

- South of Southgate Street or Oscar Street, consider mixed use development up to four storeys and generally 2.5:1 FSR within Cook Street Village. Buildings of up to 5 storeys may be considered where the additional height allows for massing that better accommodates tree canopy and access to sunlight at street level within the anticipated density range.
- North of Southgate Street or Oscar Street, consider mixed-use development up to six storeys and generally 3:1 Floor Space Ratio where site conditions allow.

2.2.3 Support Existing and Future Tree Canopy

- New buildings fronting onto Cook Street should incorporate measures to support existing and future mature large canopy boulevard trees, and support other livability and built form objectives, through a combination of ground floor setbacks and upper storey stepbacks.
- Consider undergrounding utilities to support the unique tree canopy found within Cook Street village and facilitate quality development.

2.2.4 Balance Ecology and Public Gathering within the Right of Way

The unique broad boulevards of Cook Street Village should maintain a balance of healthy ecological features and space for public gathering:

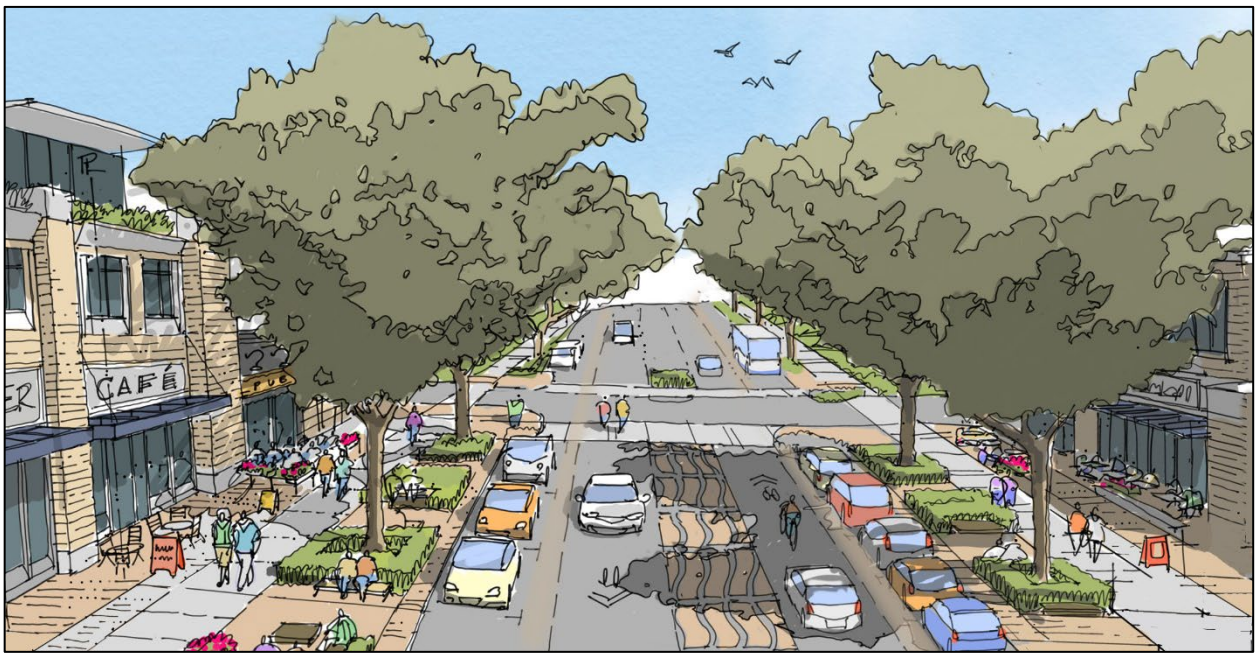
- Consider incorporation of seating, hard surfaces and other landscape features and pedestrian amenities within the boulevard zone, balanced with planted soft-scape spaces including rain gardens located and designed to protect the trunks and root zones of boulevard trees.
- Patio seating for public use, not exclusive to patrons of a business or containing business branding, should be considered within boulevards.

- Planted spaces should incorporate a diversity of plantings which enhance colour and three- to four-season ambiance, which are responsive to the climate of Vancouver Island and which consider allergens.
- Create a diversity and sequence of small, intimate 'outdoor rooms' within the village defined by different materials, varied and colourful plantings, along with pedestrian lighting, seating and other furnishings, located along Cook Street and quieter side streets. Diverse spaces may meet the needs of different users (e.g., a child-friendly space; an allergy-free space), while all spaces should be welcoming and physically accessible.

2.2.5 Create Public Gathering Spaces on Public and/or Private Land

Create one or more gathering spaces within the village that support business activity, social interaction and community markets, festivals and events, and urban forest. Consider the following opportunities:

- Consider Oliphant, Sutlej, Pendergast and/or McKenzie Streets for side street parks/plazas:
    - Consider pilot, partial or time-limited side-street closures
    - Assess the relative effectiveness and impact of each closure and determine preferred location(s) for a future permanent closure if deemed viable and desirable.
    - Work with the community to develop 'tactical urbanism' (temporary streetscape) designs and approaches.
- Consider opportunities for a plaza space at the southeast corner of Cook Street and Oxford Street with redevelopment
- Identify opportunities to create a green space for seating and lingering within Beacon Hill Park near the intersection of Cook Street and May Street or Cook Street and Park Boulevard. The space would provide for passive use which maintains existing tree canopy, and considers incorporation of distinct surface treatments, soft landscaping, street furniture and an improved and more inviting entrance to Beacon Hill Park.
- Where appropriate, vacant sites, surface parking areas and immediately adjacent public spaces are encouraged to be used for special markets and events.



Broad boulevards and extensive tree canopy present opportunities for a mix of public seating and soft landscape (conceptual illustration).

2.2.6 Consider Mid-block Passthroughs and Courtyards

Incorporate mid block pedestrian pass-throughs and courtyards in appropriate locations, to help break up the mass of larger buildings, provide increased retail frontage and enhanced east-west pedestrian connectivity.

2.2.7 Establish Pedestrian Crossings, Gateways and Traffic Calming

- Consider opportunities for adding additional crosswalks while minimizing impacts to on-street parking and commercial vehicle loading within the village.
- Establish transit-supportive public features, such as small plazas, comfortable seating areas, weather protection, and wayfinding signage at the Fairfield Road and Cook Street intersection to support transit and serve as a gateway to the established area of the village further south.
- Establish village gateways at Southgate Street and at May Street or Park through enhancement of existing crosswalks, bulb outs and pedestrian islands, and incorporation of special pavers, pavement markings, signage, public art, landscaping, pedestrian activated signals and other features, as appropriate, to announce the village and slow motor vehicle traffic.

2.2.8 Connect the Village to Parks, Schools and Nearby Destinations

- Enhance Pendergast Street and Oscar Street as comfortable walking and cycling connections linking from James Bay, Beacon Hill Park and the Vancouver Street corridor to the west, to Fairfield at Moss Village and Sir James Douglas Elementary School to the east.

Figure 11: Cook Street Village Land Use Diagram



2.3 Fairfield Plaza Village & Wildwood Village

The current shopping plaza and adjacent service station currently serve the neighbourhood with a mix of local-serving businesses convenient to surrounding neighbourhoods and the Fairfield Road Frequent Transit route with service to downtown Victoria and University of Victoria. The village is adjacent to Ross Bay Cemetery, a designated cultural landscape, which is a key component of the context and character of the area.

The current plaza, which replaced market gardens and greenhouses in 1958, is economically vibrant, with a mix of retail offerings including a full-service grocery store but does not include significant public space.

Fairfield Plaza Village is expected to expand and evolve to continue to serve community needs, considering the establishment of new public spaces that provide a community focal point, with the integration of housing with a full range of commercial services.

The nearby Wildwood Village area contains small historic storefront buildings near Hollywood Park and is of heritage merit for its commercial buildings and one of the few cottage court developments in Victoria. This area may accommodate some additional business and housing opportunities while maintaining its historic character and avoiding displacement.

2.3.1 General Land Use Policies

- Accommodate diverse local-serving businesses meeting daily needs, by providing smaller commercial spaces along with space sufficient to accommodate a full-service grocer which serves the surrounding area (but is not a regional destination).
- Redevelopment of the Fairfield Plaza shopping centre site should maintain or increase commercial space to support retail and services for a growing neighbourhood. A design and use program to support small, local-serving and existing business is encouraged.
- Encourage new housing which complements the neighbourhood, accommodates a range of income levels, lifestyles and age groups, and allows people to age within their community.

2.3.2 General Height and Density Policies for Fairfield Plaza Village

- On the Fairfield Plaza site, consider mixed-use development of 3 to 5 storeys up to approximately 2:1 floor space ratio to support the objectives of this policy.
- On other lots fronting Fairfield Road within Fairfield Plaza Village, consider buildings of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow, as shown in Figure 12: Fairfield Plaza Village & Wildwood Village Land Use Diagram
- On other lots fronting only onto St. Charles Street, consider mixed-use development of up to 4 storeys and generally 2:1 Floor Space Ratio where site conditions allow, as shown in Figure 12: Fairfield Plaza Village & Wildwood Village Land Use Diagram.

2.3.3 General Height and Density Policies for Wildwood Village

- In Wildwood Village area, consider mixed-use development up to 4 storeys and generally 2:1 FSR, with the retention of heritage and of relatively affordable rental housing as the primary desired public benefits.

Figure 12: Fairfield Plaza and Wildwood Villages Land Use Diagram



2.3.4 Site Planning and Interface Considerations for the Fairfield Plaza Site

Redevelopment of the Fairfield Plaza site should be guided by a comprehensive plan that creates a full-service commercial village with high-quality public spaces and the addition of housing opportunities.

- Taller buildings should be located along Fairfield Road, subject to consideration of a shadow study and mitigation of impacts on public open space.
- Mitigate impacts from commercial loading on adjacent residential properties.
- Support the development of a Mobility Hub that connects area residents and commercial destinations with the designated Frequent Transit route on Fairfield Road. Integrate transportation demand management best practices to reduce the impacts of automobile use and parking on the site and neighbourhood, and to reduce overall greenhouse gas emissions.

- Enhance or integrate bus stops as part of new development.

2.3.5 Create Quality Space for Public Gathering

- Redevelopment of Fairfield Plaza should incorporate a logical extension of the surrounding public street and open space network.
- Incorporate a significant public plaza space into a redevelopment of the Fairfield Plaza site, secured for public use, to encourage community gathering. This space should include publicly-accessible seating, large canopy trees, a combination of hard and soft landscaping, and elements that foster rest, play, shade and social activity, (e.g. a play structure for children, water feature, etc.). The plaza should feature visual and pedestrian connection to the public street network.



A well-planted streetscape and diversity of shopfronts is desired with any redevelopment of Fairfield Plaza.

- On the Fairfield Plaza site, seek to locate long-term parking beneath buildings while considering the location of convenience short-term parking for customers at grade, integrated with the internal circulation network.



Conceptual Illustration of a re-imagined Fairfield Plaza with public open space.

2.4 Gorge Road Village

Gorge Road Village serves as an evolving focal point for the neighbourhood, located near planned access to the waterfront, the Gorge Road transit and active transportation route, and pedestrian connections to the north. The Gorge Road corridor further hosts a number of hotels that grew up around the original Island Highway and play an important role outside the downtown core for Victoria's tourism industry.

The land slopes southward towards the Gorge Waterway, which features intact remnants of coastal forest ecology. The slope provides opportunities for views, including towards the Olympic Mountains. The Gorge Road Hospital site spans from Gorge Road to the waterfront and is an important asset in Victoria's health care system, providing both out-patient and residential care.

Evolution of this village can provide the growing neighbourhood with diverse shops and services, as well as social gathering opportunities. A full-service grocery store is desired in this area.

2.4.1 General Land Use Policies

- Development within the village should include active ground floor uses at grade along Gorge Road as indicated in Figure 13: Gorge Road Village Land Use Diagram.
- A commercial space of appropriate size, dimensions and orientation to accommodate a small-to-medium sized grocery store is encouraged within the village, particularly with the redevelopment of any larger site.
- Retain hotel / tourist accommodation uses and zoning where they exist, maintaining the role of the Gorge Road corridor within Victoria's tourism economy.
- See also Specific Policies for the Gorge Road Hospital Site (below).

2.4.2 General Height and Density Policies

- Mixed-use buildings of up to 5 storeys and generally 2.5:1 FSR where site conditions allow may be supported along Gorge Road within the village
- A mix of building types and open space may be considered at the Gorge Road Hospital Site consistent with policies below.

2.4.3 Enhance Public Realm in the Village

Develop a small landscaped open space at the north end of the Gorge Road Hospital site to support the sociability of the village

2.4.4 Develop Publicly Accessible Open Space along the Waterfront

- Develop a waterfront open space and continuous walkway consistent with the policies for the Gorge Road Hospital site, below, and broader OCP policies for the Blue-Green network.
- Near the village, support the development of a public open space and viewpoint within the right of way at the south end of Harriet Road

Figure 13: Gorge Road Village Land Use Diagram



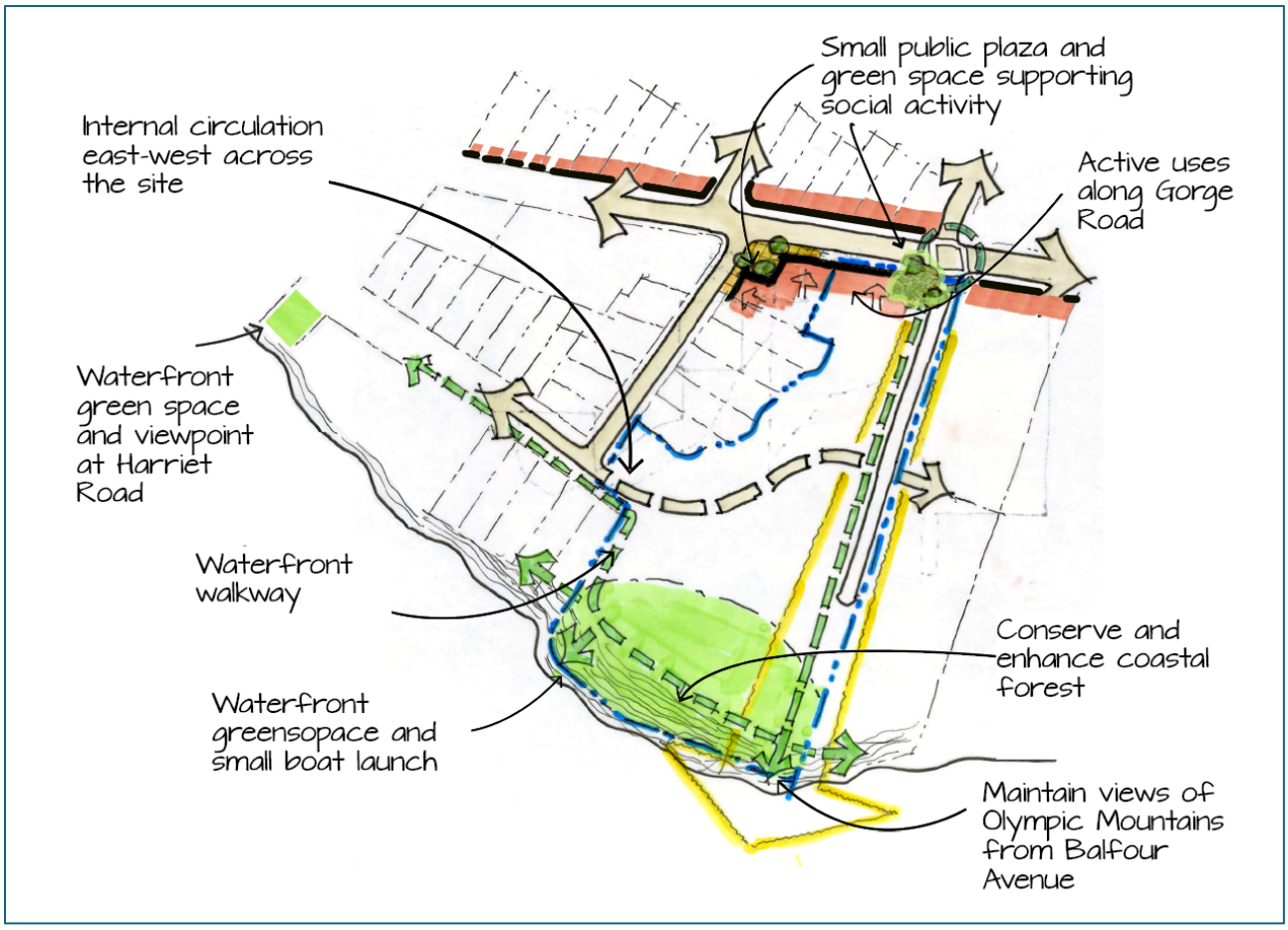
2.4.5 Specific Policies for the Gorge Road Hospital Site

With a significant rezoning or redevelopment at the Gorge Road Hospital Site, the following policies should be considered:

- Consider Expanded Health Care, Community and Housing Uses
  - Support continued medical and community-serving uses, including medical offices, seniors' and supportive housing, care facilities and childcare.
  - If the site transitions away from a purely health care use, Public Benefits including affordable housing should be considered. A mix of health care, residential and commercial uses including multi-unit residential buildings, may be considered.
- Support the Evolution of the Gorge Road Village

    - Encourage at-grade land uses and public realm design along the Gorge Road frontage that support the urban village. This may include a range of active ground floor active commercial uses, medical offices, public seating and open spaces.
- Contextual Siting and Design of Buildings
    - Building heights and scale should be sympathetic to the scale, character and context of the area which is primarily low-to-midrise in scale
    - Provide opportunities for strategic intensification that supports housing affordability and/or affordable housing objectives.
    - Maintain public views from north of the Balfour-Gorge intersection and Balfour Street north of Balfour Place towards the Olympic Mountains.
    - Establish internal circulation east-west across the site, with the potential to connect with the established street network and with the potential to link to future east-west connections, and north towards Balfour Avenue.
    - Maintain a view that includes greenery from the water and from parks and public spaces on the south side of the Gorge.
- Enhance the Waterfront for Public Use and Ecology
    - Through partnership and/or redevelopment, establish a waterfront pathway from Lotus Street east towards Arbutus Park, with a connection from the waterfront northward in line with Balfour Street
    - Through partnership and/or redevelopment, establish a waterfront park and small boat launch
    - Conserve the native coastal forest and aquatic ecosystems
    - Seek opportunities to improve tree canopy

Figure 14: Gorge Road Village Connectivity and Public Realm Diagram



2.5 James Bay Village

A long-established commercial center in the city, James Bay Village, hosts a diverse collection of neighbourhood-serving shops, services and amenities. The village is located adjacent to Irving Park and along key east-west and north-south pedestrian routes connecting the Inner Harbour / Legislative precinct to the Dallas Road waterfront, and Beacon Hill Park to Fisherman's Wharf Park.

James Bay Village is envisioned to continue to expand retail space to better serve the needs of the current community and a growing population; to add vibrant indoor and outdoor community programming space; to add enhanced streetscapes with trees and a plaza; and to see an enhanced Irving Park as a multi-generational gathering spot for locals and a green respite within the city. Enhanced mobility is desired for all users, including the significant number of seniors and those with mobility limitations who call James Bay home, with a range of options including walking, rolling, transit and driving. The village should also continue to accommodate regular markets and events, which are currently held at the corner of Menzies and Superior Streets.

A number of buildings of heritage merit can be found within the village, dating to the development of James Bay as an urban neighbourhood in the late 1800s and the evolution of the commercial node here. These include commercial buildings near Menzies and Simcoe Street and Menzies and Niagara Streets, as well as residential houses along Menzies Street, including at 512 Simcoe Street (which prominently anchors the "Five Points" intersection) and further south.

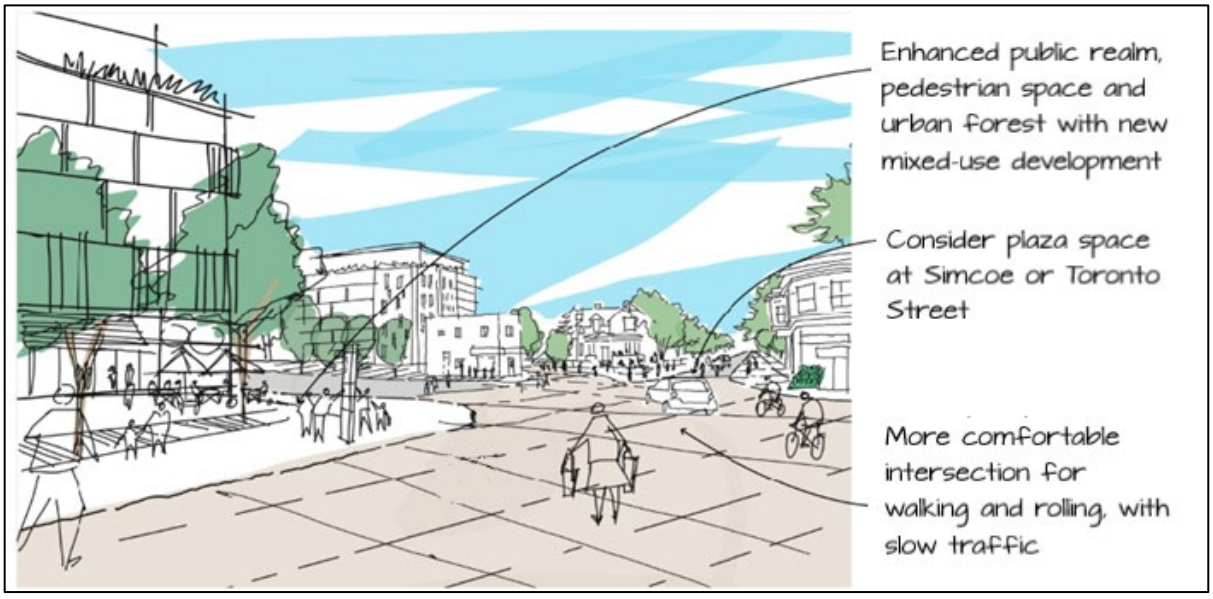
2.5.1 General Land Use, Height and Density Policies

- Consider development up to 6 storeys and generally 3:1 Floor Space Ratio where site conditions allow, within the village.
- Locate commercial uses at grade within the village and north towards Quebec Street.
- Development should include active ground floor uses fronting onto Menzies Street, with storefronts wrapping around side street corners, as well as along Simcoe, Toronto and Michigan streets as shown in the *Land Use Diagram*.

2.5.2 Create a Pedestrian-Friendly Place at Five Corners Intersection

Foster the Five Corners area as an iconic pedestrian focused village center for the neighbourhood with enhanced public realm, pedestrian space, urban forest and new mixed-use development.

- Consider partial, seasonal or full closure of Simcoe or Toronto Street east of Menzies, as a plaza space.
- Encourage plaza space and/or generous public space and landscape, framed by shops and services at the northwest and/or southwest corners of the Five Points intersection, when new development is proposed.



Conceptual illustration of Five Points Intersection looking east on Simcoe Street.

2.5.3 Create a 'Gateway' to the Village

Establish a 'gateway' to James Bay Village adjacent to the Legislature through improvements in the right of way and adjacent public and private lands, enhancing pedestrian connectivity and to create space for public gathering.

2.5.4 Create Space for Public Events

Seek to create or maintain space that can accommodate public gatherings and seasonal events (e.g. Farmers' market, Holiday markets), which are currently held at the northwest corner of Menzies Street and Superior Street. Public space should accommodate markets

while keeping Menzies Street open for through traffic, as one of the few routes into and out of James Bay neighbourhood.

2.5.5 Create a Coherent Sense of Place between the Village and Irving Park

Enhance Irving Park as an inviting space whose edges establish a sense of pedestrian continuity with the broader village, complementing the commercial offerings in the village and inviting people to linger.

2.5.X Support Cohesive Pedestrian Connections through the Village

Establish high-quality pedestrian connections north-south along Menzies Street from the Inner Harbour to the Dallas Road waterfront, and east-west along Simcoe Street from Beacon Hill Park to Fisherman's Wharf Park.

Figure 15: James Bay Village Land Use Diagram



2.6 North Park Village

At the heart of the North Park neighbourhood, North Park Village runs along Cook Street with shops extending into multiple side streets. A diversity of larger and smaller businesses helps meet daily needs and provide places for sociability for area residents. On the south end of the Village, Franklin Green Park provides a playlot and other amenities that complement nearby large parks, while one block east lies Haegert Park and nearby community gardens. The north end of the village is book-ended by the large Island Health site, which provides key community functions and consists largely of low-density buildings and surface parking.

North Park Street serves a role as a secondary east-west commercial street, with comfortable patios east of the village and a mix of uses, including light industrial businesses, to the west reflecting the neighbourhood's historic evolution.

Cook Street is designated as a Frequent Transit candidate in the City's Official Community Plan, while east-west active transportation connections including Caledonia and Pembroke Streets link the village to the City's All Ages and Abilities network.



North Park Village is characterized by a fine-grained rhythm of small and medium footprint buildings and varied shop fronts.

While close to Downtown, North Park Village is envisioned to retain its local-serving, inclusive character for the diversity of people who call the area home. This vision includes retaining a mix of small- and medium-footprint buildings while providing opportunity for complementary redevelopment that incorporates a mix of commercial unit sizes and supports a centrally located plaza as a vibrant neighbourhood gathering space.

The Village is envisioned to develop a more pedestrian-friendly, accessible streetscape with enhanced urban forest canopy, better connections to area parks, and opportunities for community placemaking. Along North Park Street west of the village, new buildings are

expected to provide ground-floor spaces for artisan, light industrial and “maker” spaces that support economic vitality and can accommodate arts and culture performance, production, learning, and sale.

2.6.1 General Land Use, Height and Density Policies

- Consider new primarily mixed-use development of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow, within the Community Village Areas as shown in Figure 16: North Park Village Land Use Diagram.
- Include active ground floor uses along Cook Street, North Park Street and Mason Street as shown in Figure 16: North Park Village Land Use Diagram, to support a vibrant village and enhance pedestrian activity near Franklin Green Park.
- Integrate housing for a variety of households and incomes into mixed-use developments where possible, including rental-tenure housing and non-market or affordable housing.

Figure 16: North Park Village Land Use Diagram



2.6.2 Retain and Develop Light Industrial and Artisan Spaces

The current and future potential for light industrial, artisan and "maker" spaces should be preserved along North Park Street within areas identified for Industrial, Employment and Residential Mixed Use in Figure 16: North Park Village Land Use Diagram, given the limited opportunities for such spaces in the region, and their value to artists, creative businesses and employment.



Conceptual illustration: North Park Street envisioned as a place where artisan or light production and residential uses mix.

- Within the light industrial employment area west of the village, consider mixed use development of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow, with high-quality light industrial spaces included on the ground floor. At least 0.5:1 Floor Space Ratio of light industrial space is desired.
- Building and industrial space design should be consistent with the policies for Industrially Zones Sites outside of the Urban Industrial Reserve section of this policy document.

2.6.3 Encourage Small-Footprint Mixed Use Buildings and Commercial Spaces

- Encourage small-footprint (15-30m wide) mixed-use infill buildings of four to five storeys, with limited or no parking on site, where the existing small-lot pattern of development can be maintained.
- Encourage small format ground floor uses to better support a diversity of smaller, local businesses and to maintain and create a narrow shop front pattern. Consider the inclusion of "micro" commercial spaces (as small as 150-300 square feet) for emerging businesses.

2.6.4 Establish a Public Gathering Space

Encourage of the creation of a public plaza within the right of way through partial, temporary or permanent closure of a side street. Any adjacent redevelopment should support an

existing or future plaza through the location and design of store fronts, patio seating, frontage works and street furnishings.

2.6.5 Establish a Laneway Parallel to Cook Street

Seek right-of-way to create a north-south laneway between North Park and Grant Streets, east of Cook Street, to support vehicular and pedestrian circulation for lots fronting onto Cook Street. Consider placemaking features within and adjacent to the lane to make it inviting and attractive.

2.6.6 Enhance Pedestrian Comfort and Safety

Identify opportunities to enhance or add crossings and other interventions to support pedestrian safety.



Maintain a fine-grained rhythm of small and medium footprint buildings and storefronts in North Park village (conceptual illustration).

2.6.7 Support Access by Bicycle and Mobility Device

Create more bike parking within and near the village at public sites, including Royal Athletic Park and the Save On Food Memorial Arena, through the renewal of Crystal Pool, through reallocation of curb space, and through redevelopment.

2.6.8 Placemaking, programming, and partnerships

- Consider community-led placemaking initiatives, partnerships, and public investments that provide opportunities for local artists and entrepreneurs, including through temporary or seasonal markets, or more permanent fixtures like kiosks and food trucks.

- Recognizing that North Park Village and the surrounding area provide valuable services to community members experiencing housing insecurity or health issues, seek to maintain and support these services in a manner that advances the well-being of the entire community, focused on a sense of safety and inclusion for all.



Explore opportunities to create a side-street plaza for community gathering (conceptual illustration).

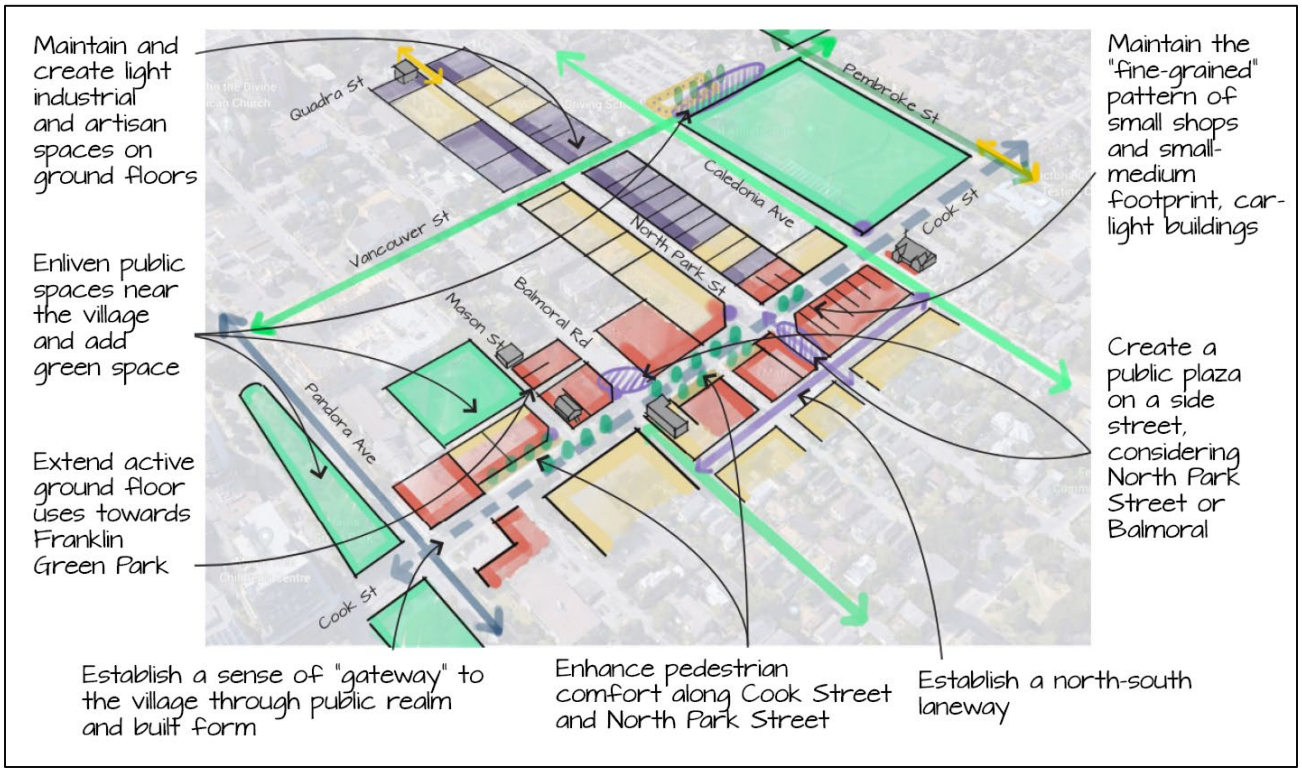
2.6.9 Specific Policies for the Island Health Site

Significant rezoning or redevelopment of the Island Health site should be informed by a comprehensive development plan. The following policies should be considered.

- General Land Use, Height and Density Policies
  - Consider a range of health care, social and community-serving, and related commercial uses.
  - The site may also consider the integration of primarily non-market housing.
  - Consider a range of building types and scales that support these land uses.
- Interface with Cook Street
  - The design of building frontages and public realm along Cook Street is encouraged to complement the character of the Urban Village to the south as well as the park across the street. Consider locating active, publicly-oriented or commercial-type uses fronting onto Cook Street, with space for large-canopy street trees.
  - Support the function of Cook Street as a desired Frequent Transit route.
- Public Benefits, Open Space and Circulation
  - Provide on-site indoor and outdoor spaces that serve employees, visitors and any residents on the site, appropriate for the uses and intensity of development on the site.

- Extend and connect open space, mobility and pedestrian networks into the site, allowing for east-west movement and developing Cameron Street as a greenway with generous tree canopy, facilitating north-south movement connecting with Kings Park.
- Develop frontage along Cook Street that is supportive of multi-modal transportation objectives, with high-quality public realm.
- Expand and enhance urban forest canopy, seeking to retain mature trees and to locate additional large canopy street trees at the edges of the site and integrate urban forest and green infrastructure into the site's open space network.

Figure 17: North Park Village Connections and Public Realm Diagram



2.7 Oak Bay Avenue Village

Oak Bay Avenue Village is a well-loved commercial area that provides a diversity of services, including full-service grocery, medical services, and restaurants and cafes that support daily living and social connections. The village is characterized by an east-west main street with relatively constrained right of way and constrained sidewalks in many areas. Side streets meet at T-intersections providing the opportunity for views into and out of the village. There is limited public realm devoted to outdoor seating or public gathering. While the

village does not have a predominant architectural character, there are a number of smaller commercial buildings of heritage merit along the commercial street.

The village is envisioned to continue to evolve over time with expanded commercial spaces to meet the needs of current and future residents in the area. High-quality sidewalks, an expanded urban forest canopy, more comfortable pedestrian crossings, safer multi-modal access, and public spaces are envisioned to encourage pedestrian activity, lingering, socializing, and community gatherings.

2.7.1 General Land Use Guidance

- Locate active ground floor uses fronting on Oak Bay Avenue, as well as on key side streets on the north side of the village, in particular where side-street plazas are envisioned; and fronting Richmond Avenue, as shown in Figure 18: Oak Bay Avenue Village Land Use Diagram.
- West of Richmond Avenue within the village, ground floors may contain more varied commercial uses, including employment and medical offices.
- Ensure that the village maintains a commercial space sufficient to accommodate a full-service grocery store.

2.7.2 General Height and Density Guidance

- Consider buildings of up to four storeys and generally 2:1 Floor Space Ratio where site conditions allow.
- For sites fronting onto or located west of Richmond Avenue, consider buildings of up to six storeys and generally 3:1 Floor Space Ratio where site conditions allow.

2.7.3 Public Realm and Connectivity

- Establish one or more side street closures (plazas) on the north side of Oak Bay Avenue. Potential locations include: Amphion Street, Fell Street, Bank Street. These may include partial, periodic/seasonal or full street closures, and/or Privately Owned Public Spaces (POPS) oriented to corners.
- With new development, seek to establish east-west laneways parallel to Oak Bay Avenue where feasible, providing for access to parking, loading and service areas.
- Focus public spaces on the north side of Oak Bay Avenue, including locations at corners (including in POPS) or side street plazas, with consideration for access to sunlight.

- Consider undergrounding of utilities to support tree canopy and establish consistent street scape with Oak Bay Avenue in the District of Oak Bay, to the east.
- Where sidewalk widths and/or lot depths are constrained, consider patio seating located at corners, fronting onto side streets, and/or in ground floors set back beneath upper storeys.

Figure 18: Oak Bay Avenue Village Land Use Diagram



2.8 Quadra Village

Quadra Village is a vibrant and multicultural village beloved by area residents and others across the region. Its unique atmosphere is defined by a rich diversity of businesses and small storefronts along the main streets, with frequent entries, large shopfront windows and patio cafés, creating a sense of vibrant activity. In addition to large and small businesses, several community and cultural assets contribute to cultural vibrance and community cohesion, including the Roxy Theatre, the Norway House, the Quadra Village Community

Centre, the former Blanshard Elementary School site on Kings and the historic Warehouse School on Quadra Street.

Quadra Village is also defined by major local and regional corridors. Both Hillside Avenue and Quadra Street are important transit routes connecting to Downtown, the University of Victoria and the broader region. The Kings-Haultain connector (east-west) and Vancouver Street (north-south) provide safe cycling opportunities to and through Quadra Village and the surrounding neighbourhood.

Waters of the former "Rock Bay Creek" flow within underground infrastructure beneath the village, near Kings Road and under Wark Street Park and Evergreen Terrace.

Maintaining opportunities for small, diverse and start-up businesses along with a full-service grocery store is important for the community. There is a desire for a broader range of good and services, including supports such as childcare, community programming for all ages, medical services, and arts and culture offerings.

Key Objectives for the village include:

- Connected Public Realm and Open Spaces: Create a series of interconnected, accessible open spaces and pedestrian pass-throughs, an improved "Quadra Mews", enhanced sidewalks on Quadra Street and Hillside Avenue, and enhanced crossings in and near the village, through public and private investments and new development. Open spaces should include a range of experiences from urban plaza to green parklike space.
- Housing Choice: Create opportunities to add a mix of housing in and near the village that supports people of different incomes, lifestyles, and household types.
- Sustainable Mobility: Support growth and change that encourages walking, cycling, transit, and shared mobility options (e.g., car share, bike share). Ensure access for deliveries, commercial needs, and those with mobility challenges.
- Incorporating Nature: Consider opportunities to bring experience of nature into the area, including mature urban forest canopy, public and private landscapes, and opportunities to daylight or celebrate Rock Bay Creek (which once flowed through the area and has been redirected to a series of storm sewers).
- Incremental Change: Create opportunities for smaller footprint buildings rather than assemblages of existing smaller lots, in order to retain the local-serving nature of the Village.

- Arts and Culture: Support the retention and attraction of arts and culture spaces for performance, production, learning and sale, and affordable living opportunities as an important aspect of the community, consistent with City strategies.

2.8.1 General Land Use Policies

- Locate active ground floor uses along Quadra Street, Hillside Avenue, and fronting on plazas and public space within the village as shown in Figure 19: Quadra Village Land Use Diagram.
- Where active ground floor uses are not required, integrate other desired uses in accordance with policy 2.8.3.
- Flexibility may be considered for larger sites as described in policy 2.8.4 *Specific Considerations for the East Side of the Village*.

2.8.2 General Height and Density Policies

- Consider development of up to five storeys and generally 2.5:1 Floor Space Ratio where site conditions allow.
- Consider taller buildings on larger sites, with consideration of public benefits.

2.8.3 Integrating Arts and Culture Supportive Uses

Maker spaces for artisan and small-scale production are encouraged, particularly along Quadra Mews. Flexible or work-live uses are encouraged on upper floors, or at the 950 Kings Road site.

Figure 19: Quadra Village Land Use Diagram

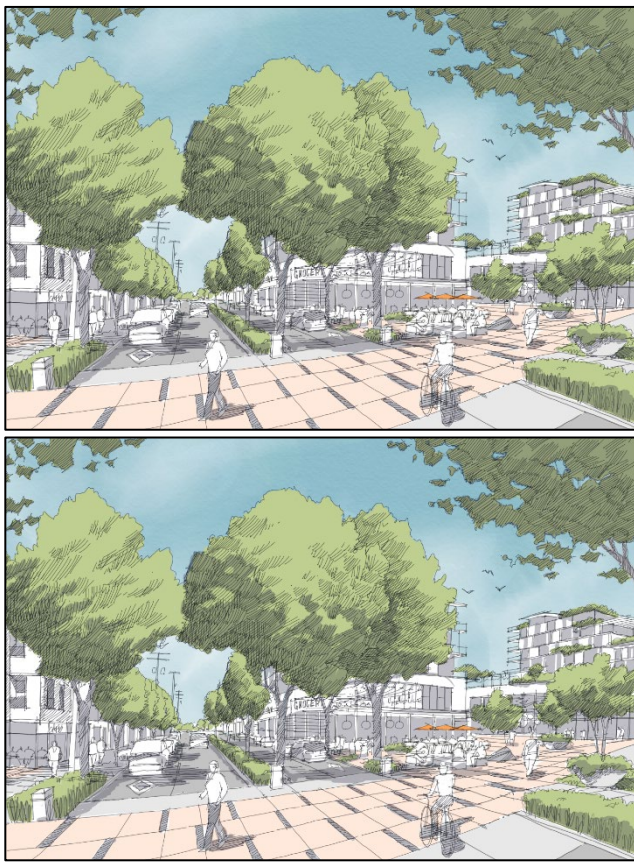


2.8.4 Specific Considerations for the East Side of the Village

Recognizing the opportunity in size and location of the large sites on the east side of Quadra Street, in the block bounded by Quadra Street, Hillside Avenue, Fifth Street, and Kings Road, consider the following in any redevelopment:

- Opportunities to integrate a central gathering space (public plaza) that incorporates seating, activity, landscaping and trees, fronted by active ground floor uses, with consideration for access to sunlight in different seasons.

- Ensure permeability through the site with east-west pedestrian connections and connections to adjacent development to the north.
- Seek to maintain a mix of business sizes and spaces that support a full-service grocery store, one or more mid-sized uses (e.g., pharmacy, medical office, hardware store), small-scale businesses and services (e.g. medical offices, education, childcare) and arts uses.
- Flexibility in building height and density may be considered to achieve the above and the desired public benefits described below. Taller buildings should be sited with consideration for sunlight access and comfort within public gathering space.



With comprehensive redevelopment of a large site, create a plaza space fronted by active ground-floor uses and a mix of building forms and scales. (conceptual illustration).

2.8.5 Specific Considerations for the West Side of the Village and Quadra Mews

Development on the west side of Quadra Street should reflect and complement the existing, fine-grained pattern, characterized by small-lot commercial buildings (generally 15m-30m wide) containing small commercial units.

The lane directly west of Quadra Street and north of Kings Road is envisioned as a multi-use, pedestrian-friendly "Quadra Mews" with enhanced landscapes, private patios and storefronts. The realization of the Quadra Mews is guided as follows:



The fine-grained rhythm of small buildings and storefronts allow a diverse business mix to evolve.

Development, Use and Activity

Properties on the west side of Quadra Street, particularly between Kings Road and Hillside Avenue that back onto the envisioned Mews, should seek to support the vision for the Mews as described in the policies below, including by:

- Hosting eclectic, active, 'back-of-house is front-of-house' uses that can evolve over time.
- Establishing active ground floor uses fronting the lane, such as commercial, artisan or production spaces, or patios secondary to the Quadra Street frontage.
- Enlivening and activating the Mews in the short-term, including through public realm improvements and seating areas or temporary uses on existing private lands.



New development can build on the existing pattern of small- and medium-footprint buildings, and support connections through blocks.

Built Form and Public Realm Approach

Support the design for the Mews described in Policy 2.8.5 Create a Pedestrian Friendly, Active Quadra Mews:

- On the east side of the lane, setbacks or additional right-of-way requests should be considered to allow for entrances and patios to positively interface with the lane.
- Development at 950 Kings should establish publicly useable open spaces and/or buildings with active ground floor uses and pedestrian-scale architecture adjacent to the envisioned Quadra Mews. Arts, artisan production and work-live spaces are encouraged.

2.8.6 Create a Pedestrian-Friendly, Active Quadra Mews

Support the evolution of the lane to the west of the village into a pedestrian-friendly "Quadra Mews". Alternative approaches to frontage works may be considered to balance desired functions of the lane. Elements that should be considered as part of the Quadra Mews include the following.

- A continuous pedestrian sidewalk along the west side of the lane connecting the Summit Long Term Care to Kings Road.
- Street trees, preferred on the west side of the lane to provide shade and canopy.
- Boulevards/rain gardens to mitigate drainage issues.
- On-street parking (short-term parking) for business access.
- Public seating areas.
- Space for auto and bicycle circulation and access to individual sites, emphasizing slow movement.



Quadra Mews as a lively, slow, pedestrian-friendly laneway where active ground-floor uses, patio seating, and "back of house" uses such as access and loading can mix (conceptual illustration).

2.8.7 Create an Interconnected Series of Public Green Spaces and Plazas

Seek to establish a series of mid-block connections, street crossing and public open spaces as identified in Figure 20: Quadra Village Connections and Public Realm Diagram. In addition to open spaces on private lands described in this policy document, consider:

- Through partnership with the Greater Victoria School District, seek to preserve, program, and enhance green space for public use on the City-owned Warehouse School site at 2549 Quadra Street.
- Seek to preserve, program and enhance a green space for public use at the former Blanshard School site consistent with the *Specific Policies for 950 Kings Road* in this document.
- Retain and enhance pedestrian connectivity by seeking permeability of larger sites, with through-block pedestrian connections between streets and to adjacent larger developments.

2.8.8 Consider Opportunities to Daylight and Celebrate Rock Bay Creek

Consider opportunities on public and private lands to daylight or celebrate the former Rock Bay Creek with any major public or private redevelopment adjacent to Kings Road. Consider:

- Opportunities for naturalistic daylighting in existing and new parks, public spaces and private open spaces.
- Siting of buildings and open space to maintain future opportunities.
- Design of the King's Road right of way and frontages.
- Integration of rainwater management and interpretative features that enhance water quality and celebrate the watershed.

2.8.9 Support Kings Road as an Evolving Public Space

On Kings Road west of Quadra Street, seek to create an inclusive public space that supports local business, considers mobility needs, and provides opportunities for everyday gathering, smaller and larger events and community celebrations.

- Through the programming of this space, welcome people with diverse needs and interests. Support cycling and rolling access to the village with end-of-trip facilities (e.g., quality covered bicycle parking, maintenance station, public seating).

- Consider, plan, and design infrastructure for temporary or partial closures on Kings Road for festivals and markets, including opportunities for live music and a farmers' market.
- Maintain access for businesses and residents, including to laneways.
- In the long term, seek to formalize a more permanent space that complements the village, the AAA mobility route, and adjacent green spaces and housing. Build on 'what works' in interim placemaking projects with future capital investments by the community, public, or private sectors.



Seek to maintain and renew a performing arts venue in Quadra Village, with adjacent plaza space serving patrons, pedestrians and transit users.

2.8.10 Support Convenient and Comfortable Transit and Pedestrian Experiences

- Seek to create a smaller plaza space near the southeast corner of Hillside Avenue and Quadra Street, providing space for pedestrians and transit users along with mobility hub facilities, public seating, and gathering for patrons of arts and culture venues.
- Upgrade transit shelter facilities so they are appropriate to Frequent Transit levels of service on both Hillside Avenue and Quadra Street.
- Identify opportunities to improve the pedestrian environment along Hillside Avenue and balance the needs of pedestrians, transit users, business access, and automobiles.

2.8.11 Priority Community Amenities for the Area

- The following amenities and community-serving uses are prioritized for the area:

- Provision of a medium-sized cultural venue consistent with direction in City policies such as the *Arts and Culture Master Plan* and the *Music Strategy*, as a public amenity in partnership with an arts organization and as part of redevelopment involving the Roxy Theatre site or adjacent sites.
- Spaces for arts production, display, or education.
- Public open spaces as generally described in this plan.
- Services such as community centre facilities, childcare, health and medical offices, access to library services, or other services that meet a community need.

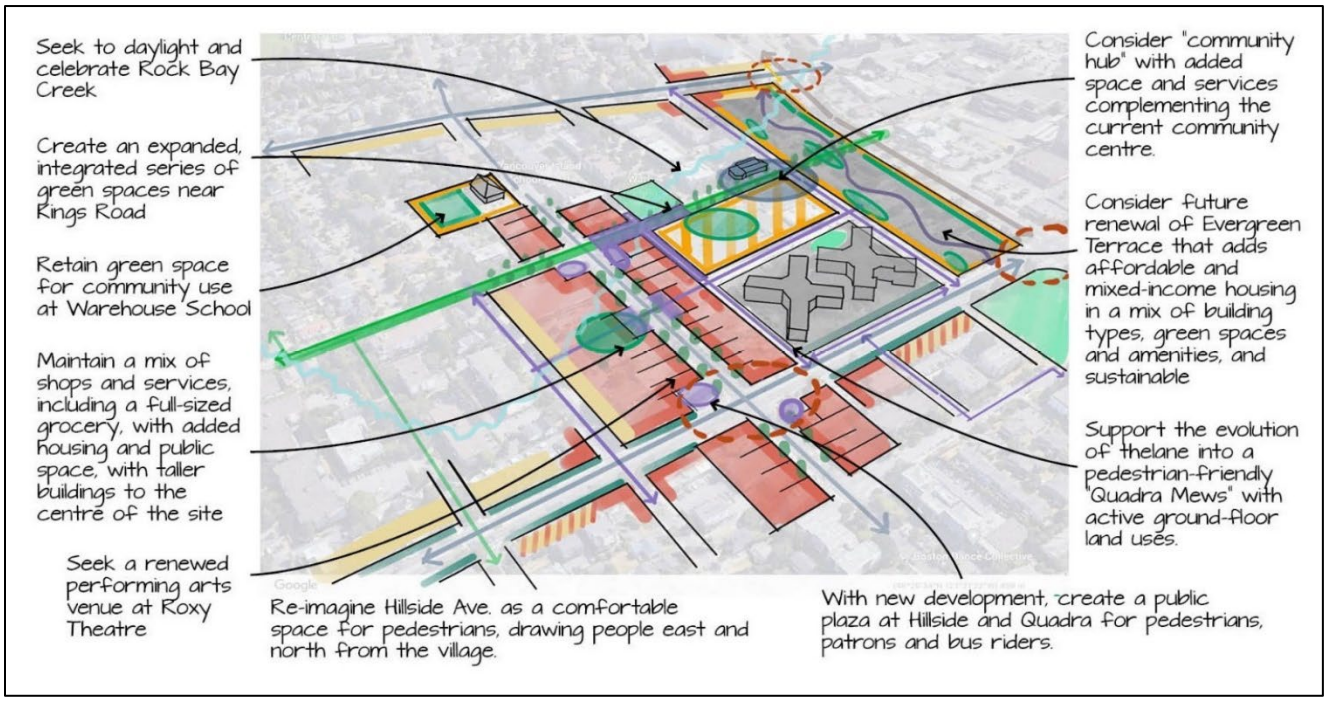


Seek to maintain and renew a performing arts venue in Quadra Village, with adjacent plaza space serving patrons, pedestrians and transit users.

- Retention of community gathering spaces at the Norway House (1110 Hillside Ave.)
- Non-market and affordable housing.

- Through partnerships, seek community space to complement the uses at the Quadra Village Community Centre and provide a full range of programming for the community. Consider desired activities such as gym space, family meals and food security programs, youth spaces, and childcare.
- Support initiatives and development that retain or enhance the area's cultural assets like the Roxy Theatre and nearby dance studios, consistent with Create Victoria, the *Arts and Culture Master Plan*, other policies and needs assessments.
- Support community-led placemaking initiatives, partnerships, and public investments that:
  - Provide opportunities for local artists and entrepreneurs, including through temporary or seasonal markets, or more permanent fixtures like kiosks and food trucks.
  - Provide gathering places in and near the village, with a focus on Kings Road.

Figure 20: Quadra Village Connections and Public Realm Diagram



2.8.12 Specific Policies for 950 Kings Road

As a large site containing a former elementary school, green spaces, and significant frontages along Kings Road and Quadra Mews, a comprehensive plan should be prepared for rezoning or redevelopment at 950 Kings Road. The following principles should guide consideration of any redevelopment:

Development, Use and Activity

Consider a diversity of densities and built forms, with residential and community serving uses:

- Encourage the inclusion of uses that provide services to the community, such as medical offices, childcare, arts or other community-serving uses.
- Consider a range of housing types for different incomes, with a significant amount of housing that meets the needs of very low and/or low to moderate income households in a mixed-income setting.
- Integrate community-serving commercial uses that address needs of area residents (e.g. medical office, childcare).

- Through partnership with entities like the Quadra Village Community Centre, consider expansion of secured community-serving space.
- Locate commercial, community-serving and other active uses on the ground floor facing newly established green space, Kings Road and the Quadra Mews as described below.
- While the concepts focus on maintaining green space adjacent to Kings Road, consider at least one active use that creates "eyes on the street" for the Kings Road area.
- Flexibility in building height and density may be considered to achieve the objectives of this policy document.

Circulation and Interface with Public Realm

Establish comfortable, well-connected pedestrian circulation through and adjacent to the site:

- Establish a comfortable, continuous north-south pedestrian connection by integrating street trees and open spaces on the west side of the Mews.
- Establish north-south visual connectivity through the site between the Summit Health Facility, Kings Road, Wark Street Park and new open space.
- Establish strong pedestrian connections, including an E-W landscaped pathway along the boundary of 950 Kings and the Summit Health care facility.

Public Space

Seek the creation or dedication of a larger public green space as a public amenity through redevelopment or partnership opportunities. Open space should generally seek to:

- Be green and landscaped, with canopy tree plantings.
- Be equivalent in size to the current landscaped open space on the southern part of the 950 Kings site.
- Front onto Kings Road for visibility and public access.
- Function as one part of a larger whole with Kings Road and Wark Street Park when public celebrations or festivals occur.
- Be programmed for everyday uses that complement Wark Street Park and green spaces at Evergreen Terrace, considering ideas suggested by the community (e.g., picnic seating, activities for teens and youth such as climbing and skating, space for informal sports or popup music and outdoor movie nights).

- Establish connectivity for pedestrians coming from the Summit Health facility.

2.9 Selkirk Village

Selkirk Village provides a mix of retail spaces, office and light industrial employment, and residential uses oriented towards a public waterfront. To the north, the Cecelia Road area west of Jutland Road is primarily a light industrial area but includes the Burnside Gorge Community Centre, the historic Burnside School building, affordable housing, and connections to Cecelia Ravine and adjacent parklands. The policies for Selkirk Village support:

- Better integrating the village with surrounding areas through pedestrian-friendly streetscapes and attractive storefronts facing Gorge Road and Jutland Road
- Better orienting the village to Gorge Road transit and active transportation infrastructure.
- Strengthening connection between water and village centre, protecting access to future waterborne mobility networks.
- Maintaining and intensifying light industrial and employment uses both in Selkirk Village and adjacent light industrial areas.
- Expanding retail offerings in the village to better support the needs for daily living, including a full-service grocery store.
- Considering active ground floor uses around the Jutland-Cecelia intersection complementing nearby homes and the Burnside School building.
- Adding a diversity of homes.
- Establishing better connections to surrounding residential areas, the Galloping Goose Regional Trail, Arbutus Park and the Rock Bay area.

2.9.1 General Land Use Policies

- Mixed-use development may be supported along Jutland Road, considering:
    - Parcels designated Community Village in Figure 21: Selkirk Village Land Use Diagram should include active ground floor uses.
    - On parcels designated Employment and Residential Mixed Use, light industrial or commercial uses should be located at ground level.

    - On parcels designated Industrial Employment and Residential Mixed use, light industrial uses should be located at ground level consistent with policies for industrially-zoned sites in this policy document.
    - Seek to locate active ground floor uses fronting an enlarged Manchester Green with any redevelopment of 3015 Jutland Road.
- On an appropriate site, a commercial space of sufficient size to support a small-to-medium format, full-service grocery store is desired.
- Maintain the Industrial and Employment areas adjacent to Selkirk Village for light industrial uses, with opportunities for diverse employment in upper storeys.
- Light industrial spaces should be developed consistent with policies for industrially-zoned parcels in this policy document.
- With any future redevelopment of the Greater Victoria School District works yard, consider a mix of light industrial employment uses with the potential for residential uses, with connectivity established throughout the site. Building frontage on Cecelia Road opposite the Burnside School site should consider storefront-type buildings that establish pedestrian interest and comfort.

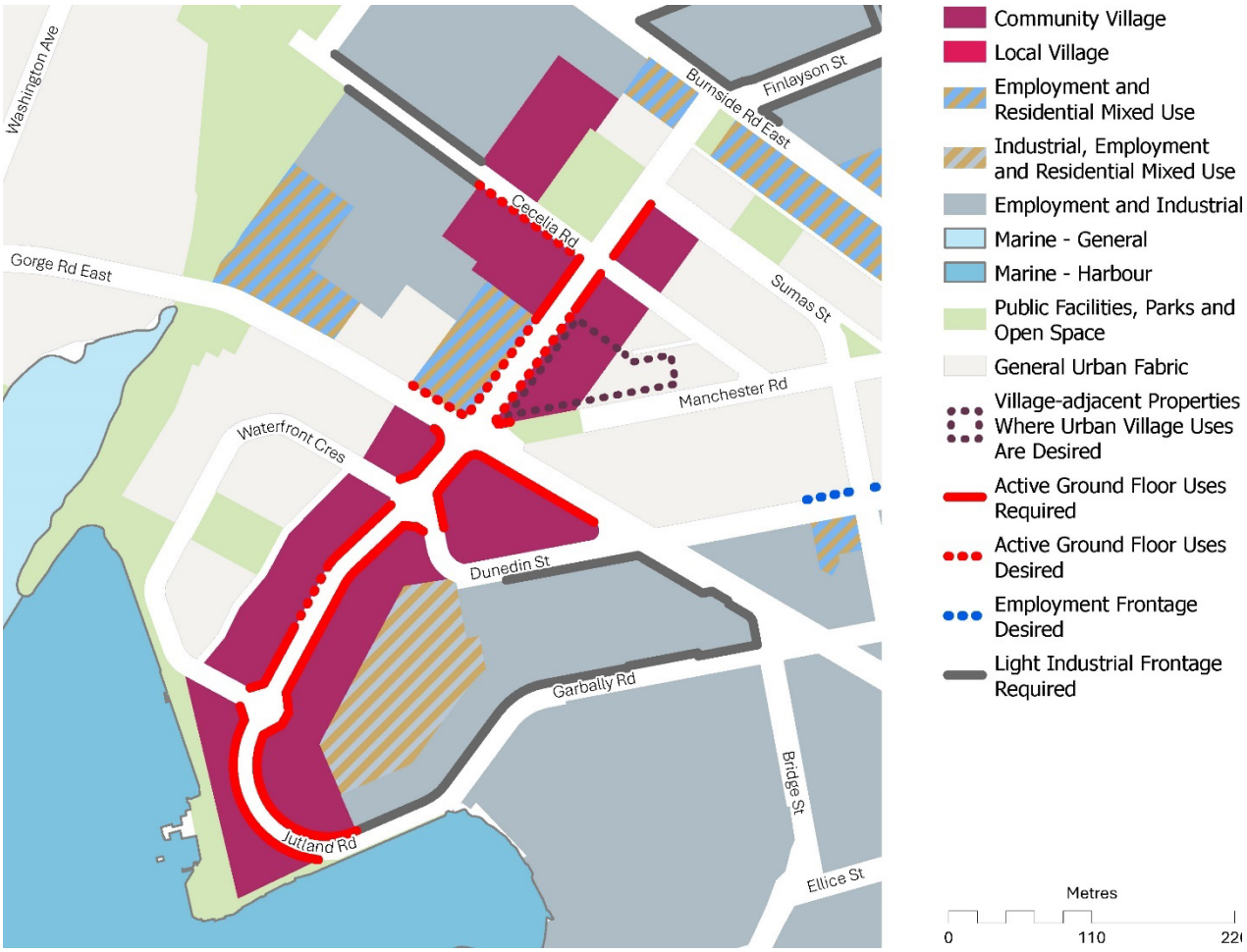
2.9.2 General Built Form and Density Policies: South of Gorge Road

- South of Gorge Road, consider buildings of up to 6 storeys and generally 3:1 Floor Space Ratio where site conditions allow, on parcels designated Community Village, Industrial Employment and Residential Mixed Use, or Employment and Industrial.
- South of Gorge Road within areas designated as Community Village or Industrial Mixed Use, additional height and density may be considered where public benefits are provided consistent with the Public Benefits section of this Policy and where desired commercial or light industrial spaces are provided.

2.9.3 General Built Form and Density Policies: North of Gorge Road

- North of Gorge Road within parcels designated as Community Village or Employment Residential Mixed Use, consider buildings of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow
- North of Gorge Road, consider buildings of up to 6 storeys and generally 3:1 Floor Space Ratio at 3015 Jutland Road for the provision of non-market housing and active ground floor use.
- When considering building form and height, site and orient buildings with residential uses to avoid creating conflicts (noise impacts, overlook, etc.) between residential units, light industrial uses, and the marine industrial uses to the south.

Figure 21: Selkirk Village Land Use Diagram



2.9.4 Extend Pedestrian-Friendly Main Streets

- Create a pedestrian-oriented main street character with active and attractive shop fronts along Jutland Road between Gorge Road and the four corners of the Jutland Road-Cecelia Road intersection.
- Enhance Cecilia Road west of Jutland Road as a pedestrian-oriented street through the design of streetscape and building frontages, whether for industrial or active ground floor uses. Where possible, locate loading, parking and access from the rear or interior of developments.

2.9.5 Enhance and Activate Manchester Green

Expand and enhance the Manchester Green open space with adjacent rezoning and redevelopment.

2.9.6 Enhance Connections Between the Village, Surrounding Green Spaces and Waterfront



Extend pedestrian-oriented main street north along Jutland Road, with a focus at the intersection with Cecelia Road (conceptual illustration looking south).

- Enhance accessible connections to Cecelia Ravine green spaces and the Galloping Goose Regional Trail.
- With new development, create a street or lane connecting Dunedin Street to Garbally Road, building on the design features of Selkirk Village and supporting light industrial uses at grade.
- Enhance pedestrian connections along the waterfront, northwest towards Arbutus Park and southeast towards Bridge Street.
- Preserve waterfront access that could be utilized in future for connections to a waterborne mobility network such as water taxis or seabus.

Figure 22: Selkirk Village Connections and Public Realm Diagram



2.10 Westside Village

Westside Village is located between the higher-density Dockside and Core Songhees area to the east and residential areas to the west, on the edge of what was historically the Songhees Reserve. It is located between the larger, multi-purpose Vic West Park and smaller green spaces of Triangle Park and Alston Green. To the west and northwest, the village blends into areas of light industrial zoning and use that reflect the historic evolution of Vic West.

The village area is within a short distance of Downtown Victoria and both the Gorge and Inner Harbour waterfront, ideally positioned for access to employment and amenities. It is also connected to east-west transit and active transportation corridors. The village's commercial area currently is focused on a large, primarily internally-oriented shopping centre that provides a range of goods and services for daily living, with additional commercial uses along Tyee Road and Bay Street.

The vision for the village includes:

- Maintaining and expanding commercial offerings to serve a growing neighbourhood, complementing offerings in the evolving Roundhouse area
- Developing a pedestrian-focused main street along Wilson Street, as well as along Tyee Road and Bay Street as secondary locations
- Development of further high-density housing
- Inclusion of indoor community and recreational amenities to support the area's population
- Enhancement of pedestrian and active transportation connections to the surrounding neighbourhood, nearby parks, the evolving Roundhouse area, and the All Ages and Abilities Network

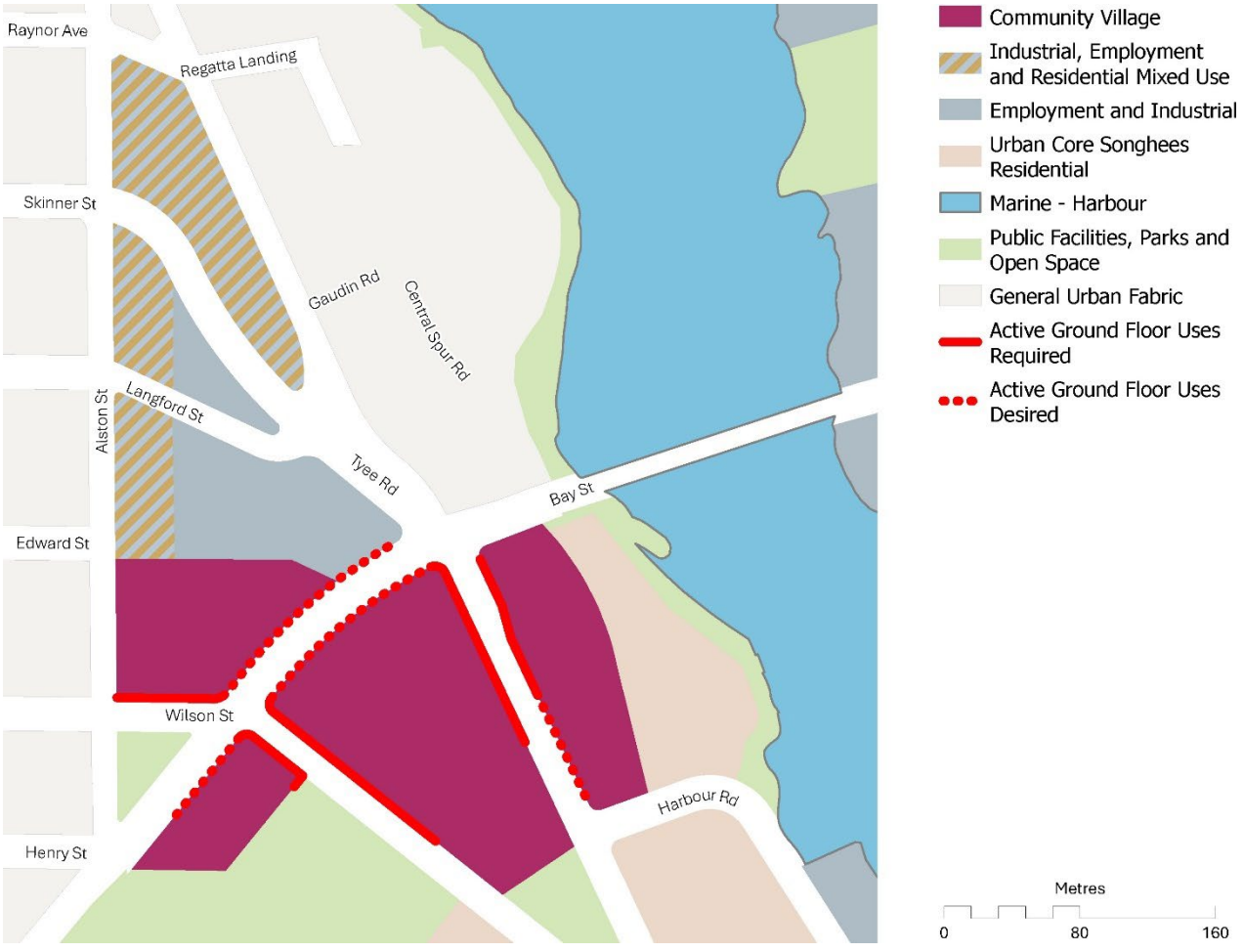
Policies for Westside Village east of Bay Street

2.10.1 General Land Use Policies

- East of Bay Street, consider a mix of residential and commercial uses, with no net loss of commercial space.

- Locate active ground floor uses fronting onto Wilson Street with an emphasis on smaller commercial units, supporting the vision of Wilson Street as the primary main street of the village.
- Develop Tyee Road as a second commercial street with active uses and multiple storefronts at grade along Tyee Road. Consider a range of uses including retail but also food services, personal and medical services, and limited professional services.
- On the Da Vinci Centre site, support new development that may include residential use in upper storeys with the following objectives:
    - Maintaining or expanding community-serving uses.
    - Creating an attractive interface with Vic West Park
    - Active ground floor uses along Wilson Street that reinforce its role as a commercial main street.

Figure 23: Westside Village Land Use Diagram



2.10.2 General Height and Density Policies

- Consider buildings of up to 6 storeys and generally 3:1 Floor Space Ratio.
- Consider additional height and density consistent with the surrounding context, with the provision of public benefits consistent with the Public Benefits section of this document and the desired amenities for Westside Village.
- In considering added height, consider potential shading impacts to public space along Wilson Street and in Vic West Park.

2.10.3 Develop Wilson Street as a Pedestrian-Oriented Main Street

Develop Wilson Street as the area's primary commercial main street between Alston Street and Tyee Road. In addition to active ground floor uses, consider a series of smaller storefronts, active commercial uses at grade, space for patio seating, and high-quality pedestrian realm as follows:

- Develop smaller storefront modules, with patio and public seating across from Vic West Park.
- Create a high-quality public realm consistent with the *Public Realm Guidelines for Villages*.
- Consider enhanced street crossings.
- Maintain and improve the pedestrian connection through the shopping centre site from Wilson Street to Tyee Road.
- Manage on-street parking on Wilson Street to provide short-term, high-turnover parking for businesses and park users.
- Enhance pedestrian comfort at the Wilson Street-Bay Street intersection to better connect to the residential neighbourhood to the west.

2.10.4 Support Ease of Transit Access

Include public realm enhancements and on-site facilities that support the Village's role as a Mobility Hub.

2.10.5 Priority Community Amenities for the Area

The following amenities and community-serving uses are prioritized for the area:

- Explore partnership opportunities for new community centre space in or near Westside Village to promote neighbourhood development and meet the social, recreational or other programming needs of residents.
- Consider uses such as medical offices, childcare, and space for recreation or community programming.
- Consider features which support urban food production for residents, including edible landscaping, allotment or rooftop garden areas.

Policies for Areas West of Bay Street

The area bounded by Alston Street, Wilson Street, Bay Street, and Tyee Road is envisioned to maintain its function as an employment area supporting light industrial zoning and artisan production, while enhancing the character of Wilson Street as an emerging pedestrian-oriented high street. Diverse employment uses are encouraged in upper floors, along with residential uses oriented towards Alston Street and the residential neighbourhood to the west.

2.10.6 General Land Use Policies

- Coordinated planning is encouraged for the properties south of Skinner Street and west of Bay Street:
    - Locate light industrial spaces at grade in those parcels zoned for industrial use or areas identified to include an industrial use in Figure 23: Westside Village Land Use Diagram.
    - At least 0.65:1 – 1:1 Floor Space Ratio of light industrial space is desired in these areas, including within that part identified as Community Village.
    - Ground floor light industrial spaces should be designed consistent with the policies for industrially-zoned parcels in this policy document.
    - Commercial and retail uses are encouraged along Wilson Street and parts of Bay Street. Frontages along Wilson Street in particular should include smaller storefront modules to create pedestrian interest and support the vision of Wilson Street as an evolving pedestrian-friendly main street.
- Residential uses south of Skinner Street should be limited to:
    - Upper floors of the western side of sites designated as Industrial, Employment and Residential, taking advantage of the grade change across these sites and fronting onto Alston Street.

    - Those areas identified as “Community Village” in Figure 23: Westside Village Land Use Diagram
- In the block bounded by Alston Street, Skinner Street and Tyee Road, light industrial uses should be located at grade facing Tyee Street. Upper-floor residential or employment uses may be located above, taking advantage of the grade to front onto Skinner Street.

2.10.7 General Density, Built Form and Siting Policies

Consider density up to 3:1 FSR, with flexibility in the design of buildings to accommodate a range of uses including light industrial, artisan and “maker" spaces:

- Langford Street between Alston Street and Skinner Street should support light industrial frontage and functions, including “back-of-house” uses such as loading and truck access that may coexist with customer-serving uses while creating a safe and interesting pedestrian environment.
- Building frontages along the east side of Alston Street should maintain a sensitive transition to the neighbourhood, taking advantage of the grade changes from east to west, and should present residential, or work-live frontages at grade along Alston Street.

2.10.8 Establish a Finer-Grained Circulation Network for Business Access and Connectivity

- Where possible, integrate an internal circulation network within the site that accommodates loading and access for businesses while also accommodating safe pedestrian circulation and access.
- A north-south pedestrian connection is desired climbing the slope between Skinner Street and Tyee Road, with redevelopment, to increase permeability of the block to pedestrians.

Figure 24: Westside Village Connections, Frontage and Public Realm Diagram

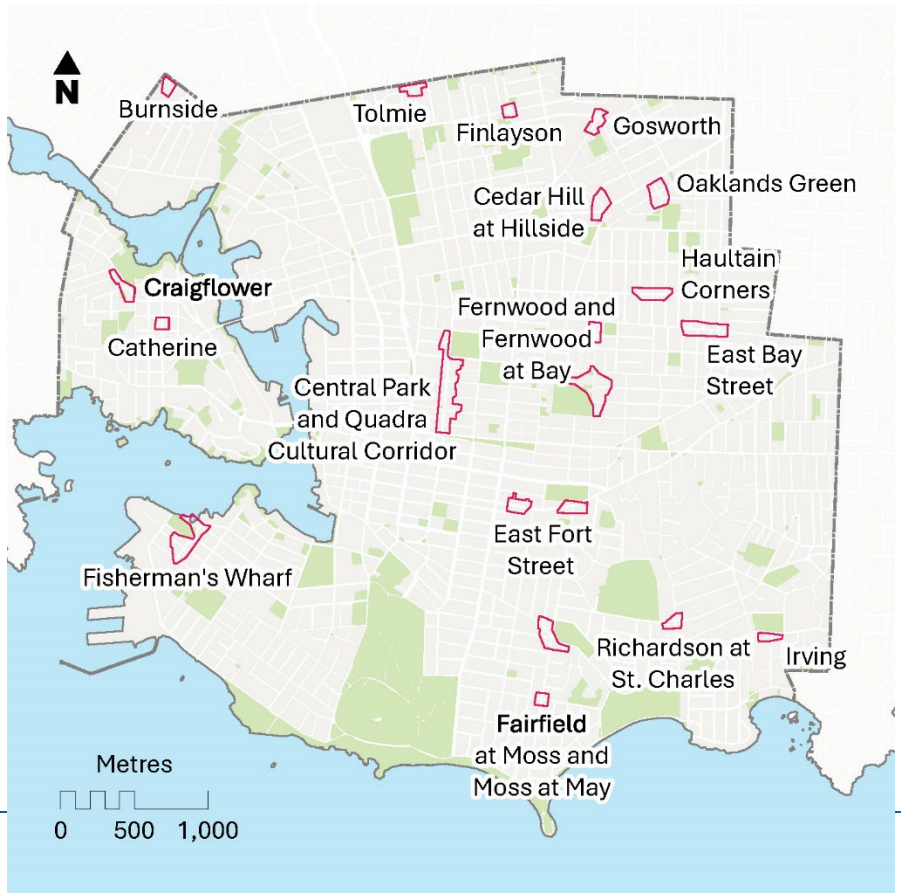


3. Local and Historic Villages

3.1 General Guidance for Local and Historic Villages

Local and Historic Villages are generally smaller than Community Villages, ranging from smaller "commercial corners" to more comprehensive places like Fernwood Village, nestled within Victoria's residential neighbourhoods. Some are historic, having grown with Victoria's past streetcar network, and some are aspirational. These villages do not generally provide the full range of shops and services (for example, a full-service grocery store), larger gathering spaces or mobility hubs found in Community Villages. However, they are important places for small businesses, socializing, expressing and celebrating community, close to home. As the city grows, these areas are intended to be preserved and enhanced as unique local places that serve the surrounding neighbourhood.

Local and Historic Villages Overview Map



POLICIES FOR ALL LOCAL AND HISTORIC VILLAGES

3.1.1 General Built Form Guidance

The OCP generally seeks to maintain the low-rise form that exists along many village main streets today, with buildings typically up to four storeys. Intensive forms up to six storeys may be supported where identified in the policies for individual villages, generally where consistent with surrounding residential densities or related to transit networks.

3.1.1 General Land Use Guidance

Development in Local and Historic Villages should emphasize primarily smaller commercial spaces which can accommodate retail and services for the surrounding community. Commercial main streets should be lined with active ground floor uses which generate foot traffic and pedestrian interest. These uses may include retail stores, food and drink establishments, personal services, theaters, cultural venues and entertainment, as well as some professional, medical and personal services. Less active commercial uses, such as offices, are encouraged to be on upper floors or facing side streets; they may be permitted at grade if they are not the dominant use along the frontage.

3.1.2 General Policies for Local and Historic Villages

See Section 2.1 for additional policies for Local and Historic Villages

3.2 Burnside Village

This village straddles the municipal boundaries of Saanich and Victoria, mostly located within Saanich. The village is associated with the area where historically Victoria streetcar lines met the Interurban Rail. The vision for this area is to support, in collaboration with Saanich, the revitalization of the Burnside Corridor into a village which supports business diversity, pedestrian comfort and sustainable mobility, while complementing the offerings of Gorge Road Village almost 1 km to the south.

3.2.1 General Land Use, Height and Density Policies

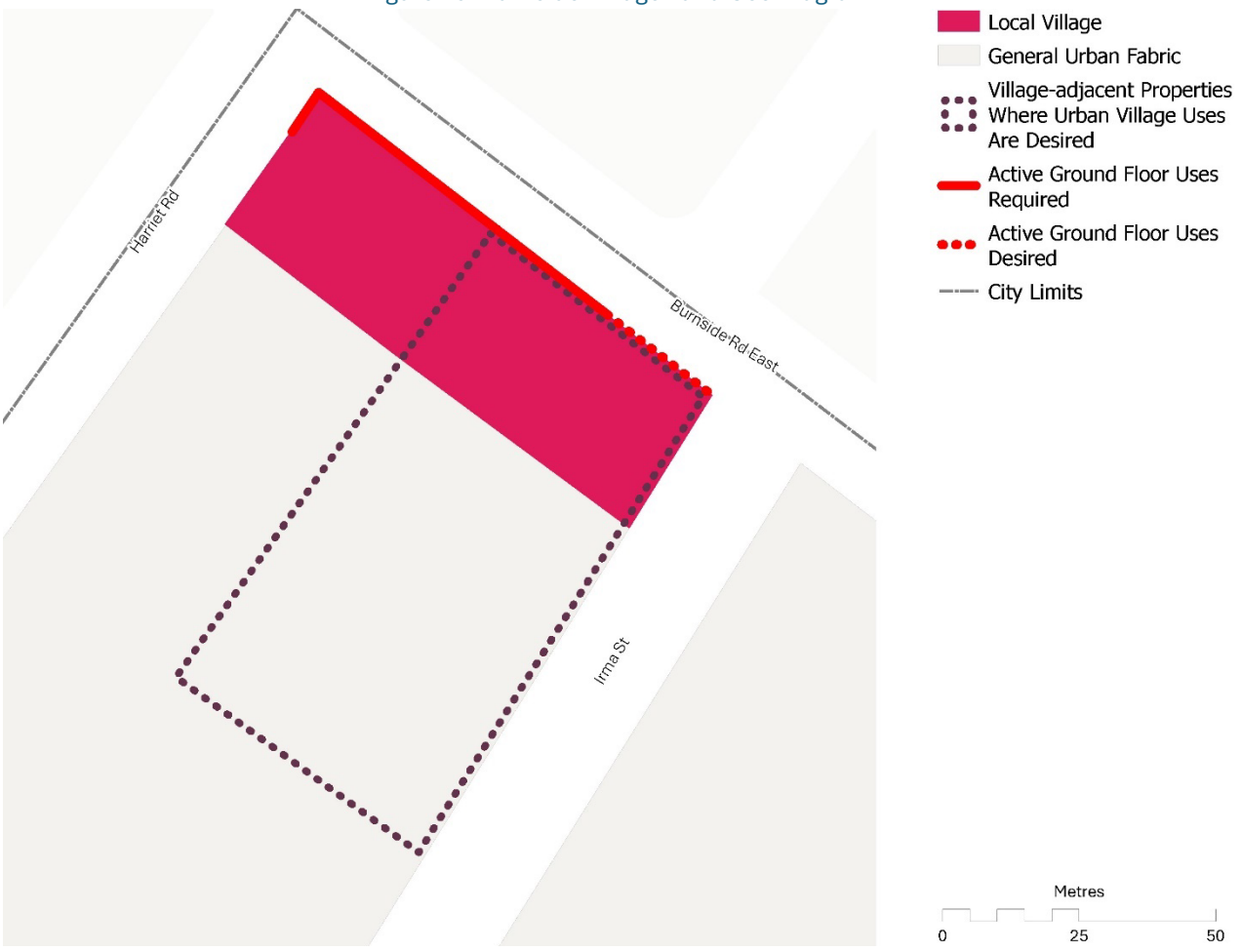
- Locate active ground floor uses near the Harriet at Burnside intersection, with a mix of commercial or employment uses extending towards Irma Street.
- Consider residential or commercial uses in upper floors.

- Consider buildings of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow.

3.2.2 Connections and Public Realm Policies

Develop a distinct streetscape for the Harriet-Burnside intersection, in collaboration with Saanich, as a welcoming element for Burnside Village.

Figure 25: Burnside Village Land Use Diagram



3.3 Catherine Village

Located at a high point in the Victoria West neighbourhood with views south to the Olympic Mountains, this small commercial node has served as a location for local-serving businesses over the years. As the residential population grows, this node has the potential to accommodate a few more small businesses and develop a pedestrian-friendly streetscape that invites social activity. The presence of Bella Street laneway, one of the few laneways in Vic West, allows for unique expressions of building frontage and public space.

3.3.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting onto Catherine Street, with primarily residential uses in upper floors.
- Consider densities and built forms up to 4 storeys and generally 2:1 Floor Space Ratio where site conditions allow.

3.3.2 Activate Bella Street

- The design of building frontages should activate Bella Street adjacent to Catherine Street as a unique place, by including features such as entries, patios, balconies, and windows fronting the laneway.

3.3.3 Public Realm Policies

- Explore a design for Bella Street that creates opportunities for community gathering and enhances sense of place, while supporting safety and access to businesses and residences.

Figure 26: Catherine Village Land Use Diagram



3.4 Cedar Hill at Hillside Village

Located along the Hillside Frequent Transit route, this village grew up at the terminus of one of Victoria's historic streetcar lines. It has the potential to provide a greater diversity of local-serving retail and services for the surrounding neighbourhoods.

The village area includes diverse building forms that showcase the development of the area and Hillside corridor over time, including historic commercial and residential buildings. Development should take its cues from both the historic development pattern and relationship to the evolving transit network, while maintaining heritage merit properties through conservation, conversion and adaptive reuse.

3.4.1 General Land Use, Height and Density Policies

- Locate active ground floor uses along Cedar Hill Road and Hillside Avenue.
- Consider development of up to 4 storeys and generally 2:1 Floor Space Ratio.
- In areas closer to Hillside Avenue, consider development of up to 6 storeys and generally 3:1 Floor Space Ratio where site conditions allow, with consideration of public benefits.

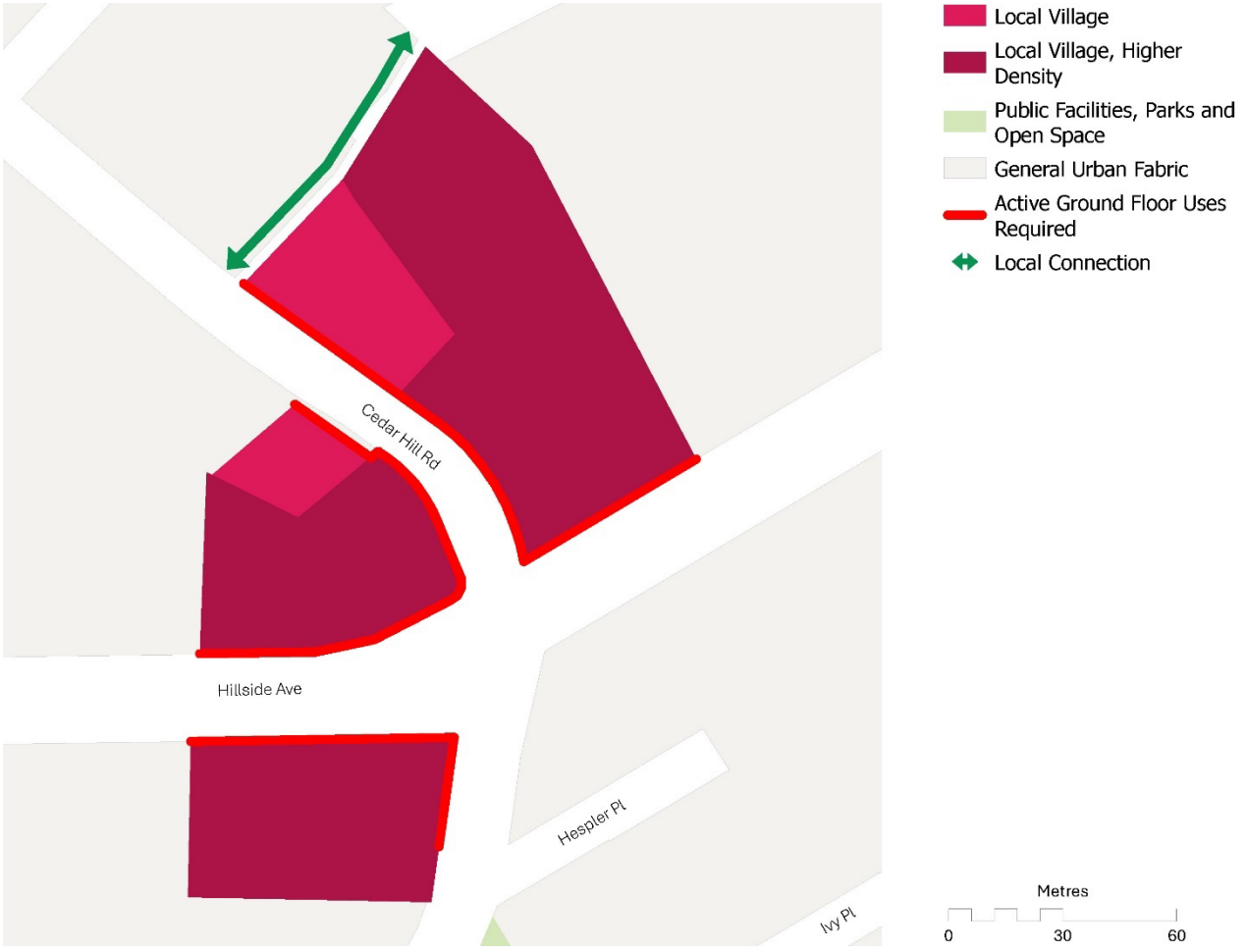
3.4.2 Support Ease of Access to Frequent Transit

- Include features in the public realm and new development that support Frequent Transit, such as enhanced pedestrian waiting areas and publicly available parking for bicycles and mobility devices.

3.4.3 Connections and Public Realm Policies

- Enhance the east-west route aligned with Westall Avenue, as a tree-lined, pedestrian and active transportation connection.

Figure 27: Cedar Hill at Hillside Village Land Use Diagram



3.5. Central Park Village and Quadra Cultural Corridor

The emerging village along Quadra Street across from Central Park is envisioned to activate the corridor with services, amenities, and features that serve the local community and visitors to the nearby community assets, including parks, recreational facilities and the Memorial Arena. It is part of a larger commercial and cultural node extending south to Pandora Avenue.

The Quadra Street Corridor is a prominent north-south connector in the city and was identified as an important asset to North Park and surrounding communities. It is described as an emerging cultural corridor, rich with arts and culture assets that stretch from Quadra Village through North Park and into the Downtown Core with prominent landmarks such as The First Metropolitan Church building and Alix Goolden Hall. The corridor provides several opportunities to increase housing choice in diverse locations. And, as a Frequent Transit route that connects Victoria's downtown to Saanich, it presents opportunities to align land use, mobility, and climate action objectives, while developing complete communities along the way.

Existing cultural and heritage assets include prominent church buildings between Pandora Avenue and North Park Street, as well as more modest masonry commercial buildings that can be preserved, enhanced, and built upon in the coming decades.

3.5.1 General Land Use Policies

- On both sides of Quadra Street between Bay Street and Pembroke Street, new development should feature cultural, community-serving, commercial, artisan or 'maker' spaces on the ground floor fronting Quadra Street. Upper floor uses may feature a range of uses including residential uses.
- Locate active ground floor uses in areas adjacent to Central Park identified as shown in Figure 28: Central Park Village and Quadra Cultural Corridor Land Use Diagram.
- Include light industrial spaces within new development in the half-block along the north side of North Part Street, east of Quadra Street, as shown in Figure 28: Central Park Village and Quadra Cultural Corridor Land Use Diagram, to support production, artisan and diverse business uses. At least 0.5:1 Floor Space Ratio of light industrial space is desired.

3.5.2 General Height and Density Policies

- Development of up to 5 storeys and generally 2.5:1 Floor Space Ratio may be considered in those areas identified as Community Village in Figure 28: Central Park Village and Quadra Cultural Corridor Land Use Diagram.
- Development of up to 6 storeys and generally 3:1 Floor Space Ratio may be considered fronting onto the east side of Quadra Street between Mason Street and Pembroke Street.
- Consistent with the location adjacent to the Downtown Core Area, consider additional height and density along the east side of Quadra Street, south of Pembroke Street, where new development provides significant public benefits in the form of heritage retention, housing benefits and/or arts, culture and community space.

3.5.3 Support Arts, Culture and Heritage

- Support the retention and renewal of arts, community, cultural and heritage assets along the Quadra Street Corridor, and the location of new cultural spaces in this area.
- New development should complement and frame heritage landmarks identified in this policy document.

3.5.4 Connections and Public Realm Policies

- Develop facilities and streetscapes along Quadra Street that support its function as one of the region's priority transit routes.
- Encourage public art that celebrates Quadra Street's unique role as a cultural corridor.
- Seek to maintain and enhance on-site landscapes and formalize through-block walking routes that highlight heritage assets.

Figure 28: Central Park Village and Quadra Cultural Corridor Land Use Diagram



3.6 Craigflower Village

Craigflower village is a local-serving gathering space with a strong relationship to the surrounding neighbourhood and Banfield Park. It contains several buildings with potential heritage merit, including the commercial building at 414-424 Craigflower Road which forms the heart of the village. Craigflower Village is envisioned to expand incrementally by adding more spaces for businesses and homes within a pattern of modestly scaled buildings with small, pedestrian-oriented storefronts.

3.6.1 General Land Use, Height and Density Policies

- Maintain and establish active ground floor uses fronting onto Craigflower Road, with frequent storefront modules.
- Consider densities and built forms up to four storeys and generally 2:1 Floor Space Ratio.

3.6.2 Maintain and Integrate Built Heritage

- The protection, enhancement and continued use of the historic commercial buildings within the village is encouraged with opportunities for increased density on site.
- The retention and reuse of houses of heritage merit is encouraged. Consider conversion of existing houses of heritage merit to commercial use.

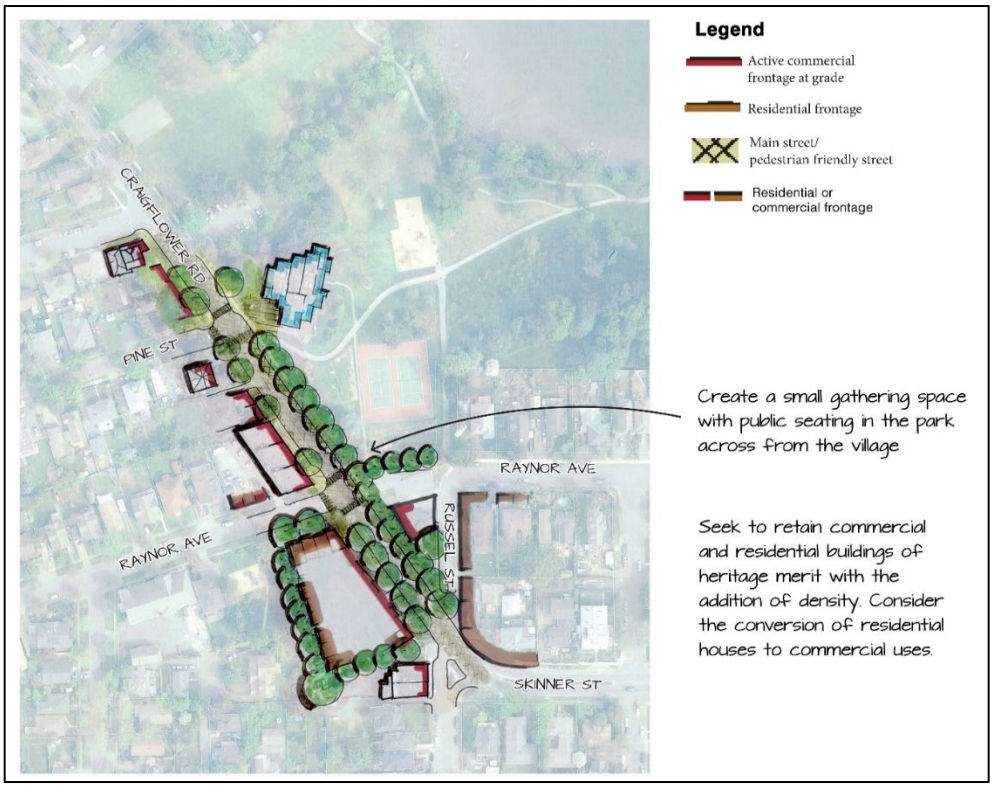
3.6.3 Establish Gathering Space Complementing the Village

Explore the establishment of a small gathering space with features such as picnic tables, benches and public art in Banfield Park directly across from and visually connected to the village, in a location which has access to sunlight in all seasons.

Figure 29: Craigflower Village Land Use Diagram



Figure 30: Craigflower Village Connections and Public Realm Diagram



3.7 East Bay Street Village

East Bay Street village can accommodate a growing range of small- and medium-sized businesses to support daily living and social opportunities within walking distance of Fernwood, Oaklands and Jubilee neighbourhoods, and the employment centre at Royal Jubilee Hospital. This village can complement offerings in nearby Haultain Corners and Fernwood Village, according to a 2023 retail study.

Bay Street, the commercial main street of this village, is identified as a future Frequent Transit candidate as well as a route for emergency response and freight movement in the City's OCP. It connects Royal Jubilee Hospital and the Shelbourne Corridor in the east to the Rock Bay employment area and the Vic West neighbourhood. It meets several important north-south connectors along the way, including Shelbourne Street and Fernwood Road (see the Mobility section for more). As an important truck route west of Shelbourne Street that supports industry, Bay Street is also impacted by heightened traffic noise.

The village contains a modest collection of commercial buildings, both older and newer, as well as at least one house of heritage merit. The street is characterized by a generally constrained right of way, narrow sidewalks, limited tree canopy, and T-intersections formed by north-south streets, presenting challenges to pedestrian crossing. It also provides opportunities for sunlight access and visual connections with surrounding residential areas.

The vision for East Bay Street Village is to:

- Establish a village which supports the current and future needs of residents in the Fernwood and Oaklands areas, with smaller and medium-sized commercial spaces complementing Fernwood Village and Haultain Corners.
- Enhance the Bay Street corridor as a comfortable space for pedestrians, with safe crossings, comfortable streetscapes, and a healthy tree canopy, while supporting its role as an important route for transit and emergency response.
- Create new public spaces for community gathering, exploring options at corners and through side-street closure.

3.7.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting onto Bay Street.
- Consider residential or commercial uses in upper floors.

- Consider buildings of up to 4 storeys and generally 2:1 Floor Space Ratio.
- Adjacent to the intersection of Shelbourne Street and Bay Street, consider buildings of up to 5 storeys and generally 2.5:1 Floor Space Ratio.

3.7.2 Connections and Public Realm Policies

- Enhance north-south pedestrian connections across Bay Street.
- Consider the establishment of a side street plaza on the north side of Bay Street. Potential locations include Scott Street or Shakespeare Street. These may include partial, periodic/seasonal or full street closures, and/or Privately Owned Public Spaces (POPS) oriented to corners.
- Where generous sidewalk and patio areas cannot be provided along Bay Street due to constrained right-of-way and lot depths, consider corner setbacks and/or curb extensions to accommodate private patios. Focus public seating areas on the north side of Bay Street, including locations at corners (including in POPS) or side street plazas, with consideration for access to sunlight.



East Bay Street village with enhanced public realm (conceptual illustration).

Figure 31: East Bay Village Land Use Diagram



3.8 East Fort Street Village

East Fort Street Village consists of two distinct nodes.

East of Cook Street towards Linden Avenue, the village is envisioned as an extension of the popular Fort Street commercial corridor. This area is an excellent example of how gradual development and densification can account for and integrate residential heritage properties. Several heritage houses have been converted into commercial uses, contributing to the feel and varied fabric and experience of the area. This village would maintain heritage houses, with new commercial spaces created at grade as infill development occurs to provide added vibrancy, shops and employment opportunities.

Near Moss Street and Fort Street, a second village node would provide shops, services and social opportunity convenient for residents of Fernwood, Rockland and Fairfield neighbourhoods. It is located along the North-South Moss Street greenway, and close to Central Middle School and the current location of the Art Gallery of Greater Victoria.

3.8.1 General Land Use, Height and Density Policies

- In new buildings, locate active uses on the ground floor along Fort Street, with opportunities for residential or commercial uses above.
- Continued commercial use of heritage houses is encouraged.
- Consider new developments of up to four storeys and generally up to 2:1 FSR as site conditions allow.
- Prioritize the retention, enhancement and continued use of heritage-designated and heritage-merit properties within the village, with opportunities for heritage-conserving infill development.
- Consider new developments of up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow, on parcels on the south side of Fort Street east of Pentrelew Place, as well as at 1155 Fort Street.

3.8.2 Conserve and Enhance Built Heritage

- Prioritize the retention, enhancement and continued use of heritage-designated and heritage-merit properties within the village, with opportunities for heritage-conserving infill development.
- New developments should be sensitive to existing heritage designated buildings, with consideration of qualities like setbacks, landscape, exterior materials, and

rhythm of window placement, without mimicking heritage buildings or creating a false sense of history.

3.8.3 Enhance Connections

Enhance north-south pedestrian connections From Moss Street to Camosun Street, and from Meares Street to Fort Street.

Figure 32: East Fort Street Village Land Use Diagram



3.9 Fairfield at Irving Village

A small commercial node developed here at the end of the former streetcar line that connected to downtown via Cook Street Village, across the street from Margaret Jenkins Elementary School and fields. The heritage merit commercial property located at 1835 Fairfield continues to be a vibrant commercial space. Development of this village should be sensitive to the historic commercial property and the relationship with the school and green space.

Fairfield Road and Foul Bay Road are designated Frequent Transit routes that will better connect this village to downtown, Royal Jubilee Hospital, the University of Victoria and other key destinations.

The vision for this village is to expand over time with a broader range of local-serving businesses and opportunities for social gathering in a part of the city currently lacking in walkable commercial opportunities.

3.9.1 General Land Use, Height and Density Policies

- Locate active ground floor uses facing Fairfield Road, with residential or commercial uses above.
- Consider buildings of up to 4 storeys and 2:1 Floor Space Ratio.
- Consider additional height and density on larger sites, with conservation of the heritage-merit commercial building.

3.9.2 Enhance the Public Realm

Enhance pedestrian comfort and integrate transit-supportive infrastructure into the public realm, including sheltered waiting areas and wayfinding signage.

Figure 33: Fairfield at Irving Village Land Use Diagram



3.10 Fairfield at Moss Village and Moss at May Village

Fairfield at Moss Village provides a unique hub of neighbourhood-serving business, gathering and activity developed over time in relationship with École Sir James Douglas Elementary school, the Fairfield-Gonzales Community Centre, and the United Church. Outdoor and indoor spaces at the school and community centre support community gatherings such as the Moss Street Market. It is on the Fairfield Road frequent transit line and along the Moss Street active transportation route.

Further south, a small commercial node at Moss and May grew up around the streetcar line that ran from downtown to the Gonzales area via Cook Street Village and May Street. It provides a "commercial corner" in the southern half of the Fairfield neighbourhood which otherwise lacks commercial destinations.

Despite the loss of key properties (the United Church building at 1303 Fairfield Road and the original Fairfield Elementary School), the village contains a number of commercial-style buildings and residential houses that exhibit heritage merit. Development should respond to the local context and seek to preserve and enhance properties with significant heritage merit.

The vision for this area includes:

- Support the expansion of Fairfield at Moss Village with a variety of small businesses and active public realm.
- Enhance connections between the village, the elementary school and the community centre
- Support informal gathering and outdoor dining with a small plaza space at the east end of Oscar Street.
- Include public realm and amenities that support the future Frequent Transit route on Fairfield Road.

3.10.1 General Land Use, Height and Density Policies

- Active ground floor uses should be established fronting Fairfield Road, Moss Street, the eastern end of Oscar Street, and May Street.
- Consider development of up to 4 storeys and 2:1 Floor Space Ratio.

- Additional density of up to 5 storeys and 2.5:1 Floor Space Ratio may be considered on the north side of Fairfield Road between Moss Street and Cornwall Street, as well as on sites east of Moss Street if land assembly results in sites of sufficient size.

3.10.2 Enhance Pedestrian Comfort

Prioritize pedestrian comfort and safety within the village. Explore opportunities to enhance the pedestrian crossing at Fairfield Road and Moss Street, considering a 'pedestrian scramble' intersection.

3.10.3 Provide Public Spaces for Community Gathering

- Consider opportunities to expand and enhance an attractive small plaza space near the intersection of Moss Street and Oscar Street to support community gathering with features including public seating and furnishings, a mix of hard and soft landscape, and canopy trees.
- Encourage the continued use of the adjacent public spaces at École Sir James Douglas Elementary for community uses.



Small storefronts and adjacent public space establish a pedestrian-friendly character for the village.

Figure 34: Fairfield at Moss Village and Moss at May Village Land Use Diagram



Figure 35: Fairfield at Moss Village Connections and Public Realm Diagram



3.11 Fernwood and Fernwood at Bay Villages

Fernwood Village surrounds the intersection of Fernwood Road and Gladstone Avenue, with Fernwood Square providing a central gathering place for much of the community. What now serves as a heart of the neighbourhood, the area first developed in the 1890s and early 1900s as a terminus of the streetcar line connecting the neighbourhood to downtown. Many of the commercial and service buildings from that era still stand today and are home to local businesses, restaurants, and cultural institutions. Fernwood Square saw significant revitalization starting in the 1990s and the square is now an active and beloved village and public space.

Much of Fernwood's identity is embedded in its ample collection of turn of the century commercial and residential buildings. The community would like to see these assets preserved, enhanced, and complemented, drawing from the more visible settlement history, as well as Indigenous, immigrant, and environmental histories that are less visible today.

To the north, a cluster of commercial uses is desired near the intersection of Bay Street and Fernwood Road to accommodate a broader range of uses, including medium-sized commercial uses, at the intersection of these two transportation routes, creating pedestrian interest and foot traffic along Fernwood Road.



A fine-grained rhythm of small storefronts characterize the historic village.

3.11.1 General Land Use Policies

- Active ground floor uses should be located fronting Fernwood Road and Gladstone Street as shown in Figure 36: Fernwood and Fernwood at Bay Villages Land Use Diagram.
- In areas where active ground floor uses are desired but not required, as indicated in Figure 36: Fernwood and Fernwood at Bay Villages Land Use Diagram, ground floors

may include a range of uses that create a publicly-oriented interface with the public realm, as described in the general policies for villages.

- On the larger sites along Gladstone Street at the east end of the village, incorporate active ground floor uses on the western part of sites, in order to extend the village, while supporting added residential space on the larger site.
- Encourage small format ground floor uses to better support a diversity of smaller, local businesses and to maintain the existing narrow shop front pattern. Consider the inclusion of small commercial spaces (as small as 150-300 square feet) for emerging businesses.



Enhanced streetscape and active ground-floor uses create a lively community place along Gladstone Street, west of Fernwood Square.

3.11.2 General Height and Density Policies

- Consider buildings of up to 4 storeys and generally 2:1 Floor Space Ratio
- On sites north of Denman Street, consider mid-rise development up to 5 storeys and generally 2.5:1 Floor Space Ratio where site conditions allow.
- On larger sites at the east end of the village (1320 and 1315-1323 Gladstone Ave.), consider mid-rise development of up to 6 storeys where public benefits in the form of affordable housing are included.

3.11.3 Maintain and Enhance Cultural and Heritage Assets

- Ensure the spire of the current Belfry Theatre building remains a prominent feature of the Village.
- Retain the existing heritage buildings and assets in the village while considering sensitive additions, encourage additions to the Victoria Heritage Register and heritage designation of individual properties, and ensure new development is responsive to the context of heritage features.
- Consider the adaptive re-use of existing residential houses for commercial or community uses, including, where appropriate, houses with heritage merit to encourage their conservation.
- Consider future expansion of the Belfry Theatre on adjacent property.

3.11.4 Enhance Public Spaces

- Support community-led placemaking initiatives, partnerships, and public investments that:
    - Enliven Gladstone Street east of Fernwood Square with publicly-accessible seating and spaces
    - Activate the stretch of Gladstone from Fernwood Square to the Fernwood Neighbourhood Resource Group (NRG) and provide opportunities for local artists and entrepreneurs, including through temporary or seasonal markets, or more permanent fixtures like pedestrian-scale lighting, kiosks, and sidewalk enhancements.



Fernwood Square is a beloved public space for community celebration and informal gathering.

- Together with the community, prepare a design and seek funding for a refresh of Fernwood Square
- Continue to facilitate truck and delivery access to the Belfry Theatre and Fernwood Square businesses and seek opportunities to improve turning movements and facilitate the expansion of the Square if redevelopment occurs.

- Continue to monitor the success of the current partial closure and traffic calming measures along Gladstone Avenue east of Fernwood Road and explore opportunities for a full and/or more permanent closure.
- Consider future enhancements to Gower Park that:
    - Support active mobility connections through the park.
    - Complement activity in the surrounding village (e.g., seating areas).
- With any redevelopment of the Fernwood Neighbourhood Resource Centre at 1240 Gladstone Avenue, formalize open space and recreation functions that contribute to the enjoyment of Stephenson Park by people of all ages (such as skate park functions).



Public realm improvements at Fernwood Village better connecting Fernwood Square to eastern parts of village (conceptual illustration).

3.11.5 Enhance Pedestrian Comfort and Connections

- Seek to widen sidewalks and/or remove obstacles to pedestrian movement along Fernwood Road, considering:
    - Removal of on-street parking
    - Undergrounding of utilities where feasible, considering constrained rights-of-way and presence of heritage buildings.

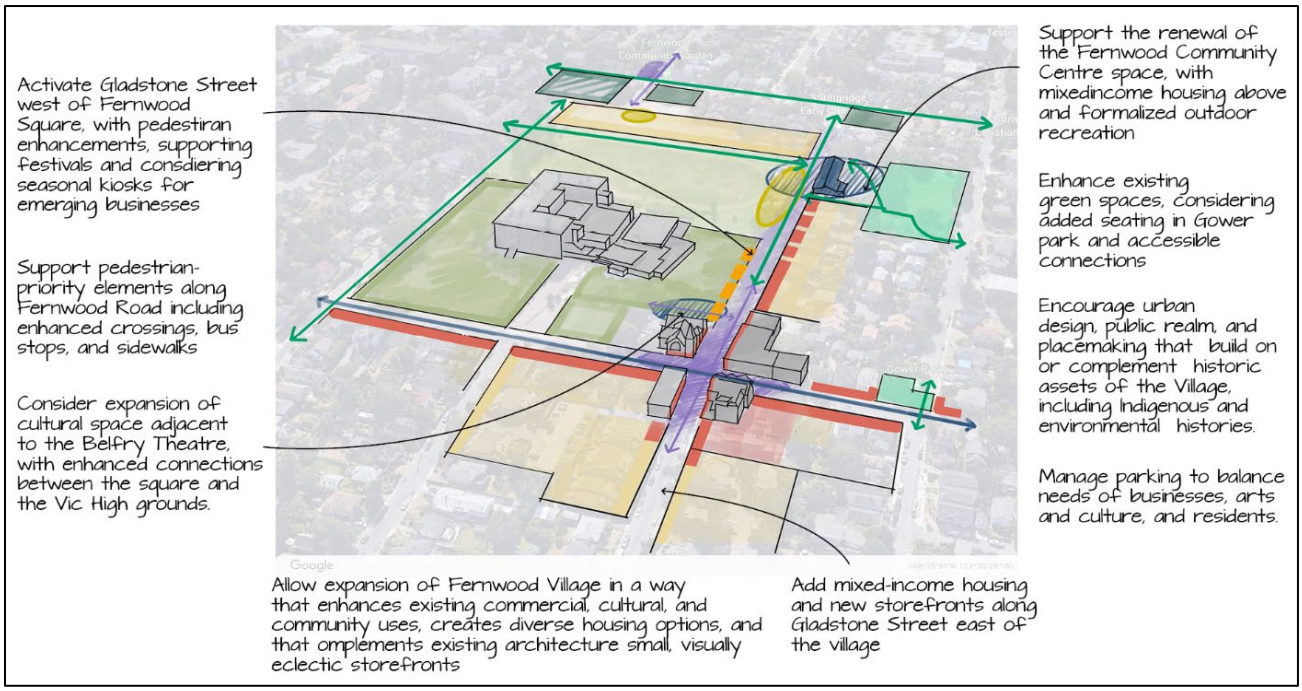
- Renewed right-of-way with new development
- Partnership with the School District for areas adjacent to Victoria High School.

- Seek improvements to pedestrian connections, including the Fernwood-Gladstone intersection, and bus waiting areas.
  - In the short-term, consider features to improve pedestrian comfort and safety at the crossing of Fernwood Road at Gladstone Avenue that reflect and enhance design contextual to the historic village.
  - In the long-term, consider additional improvements for comfort, safety, and enhanced sense of place at the crossing of Fernwood Road at Gladstone Avenue, considering raised intersection that continues the design themes of Fernwood Square.

Figure 36: Fernwood and Fernwood at Bay Villages Land Use Diagram



Figure 37: Fernwood Village Connections and Public Realm Diagram



3.12 Finlayson Village

Finlayson Village represents an opportunity to establish a "commercial corner" within an area that has limited local business nodes. There is a desire for local-serving small businesses as well as public space which support socializing in this node, which is located along a transit and active transportation corridor.

The heritage register property at 1302 Finlayson was built in 1925 as a local grocery store with the family operating it living above. Since then, it has continued to operate in this manner with commercial on the ground floor and residential above. This was a common set up throughout Victoria and modern development in this village should be responsive to that context.

3.12.1 General Land Use, Height and Density Policies

- Locate active ground floor uses in the village.
- Consider development of up to four storeys and generally 2:1 Floor Space Ratio.
- Development on assembled sites may consider buildings of up to 5 storeys and 2.5:1 Floor Space Ratio.

3.12.2 Enhance Public Space and Connections

- Consider enhancements to Highview Street and/or Lang Street, considering added greenery, gathering space, and better connecting pedestrians to Highview Park and to Summit Park.

Figure 38: Finlayson Village Land Use Diagram



3.13 Fisherman's Wharf Park Village

Fisherman's Wharf Park Village extends the length of Erie Street and along St. Lawrence Street north of Simcoe Street. The village frames Fisherman's Wharf Park, a community park in James Bay with sweeping views of Victoria's inner harbour. Today, the mix of commercial and industrial uses along Erie Street forms the backbone of this village, while the future vision includes a new cluster of shops and services along St. Lawrence Street between Erie Street and Simcoe Street. The expanded offerings in this village, located one kilometre from James Bay Village, are meant to serve the needs of the current community and growing population in a part of the James Bay neighbourhood.

During the late 19th and early 20th centuries, the area around Fisherman's Wharf was a bustling hub of maritime commerce. Buildings included fish packing and processing facilities, warehouses and other wharf-side structures like docks, boathouses and small-scale repair shops. A small, now-buried stream once flowed through this area, contributing to the natural landscape before the land was urbanized.

As Victoria grew and shipping and industrial operations moved to larger, more modern facilities elsewhere, the area around Fisherman's Wharf shifted away from predominantly industrial uses. Many of the maritime commercial and industrial buildings fell into disrepair, and the area became underutilized. From the late 20th century onwards, the redevelopment of Fisherman's Wharf and its surroundings aimed to preserve the charm of the area while reimagining it for residential, commercial, and recreational uses. Today, the charm of this area lies in its balance of the old and the new.

3.13.1 General Land Use Policies

- Maintain areas with industrial zoning, for a mix of industrial, commercial and residential uses as shown in Figure 39: Fisherman's Wharf Park Village Land Use Diagram. Ground floor light industrial uses may support employment, arts, and artisan uses that activate the street and enhance the vibrancy of the village area. A minimum of 0.5:1 FSR of light industrial space is desired.
- Include active ground floor uses fronting onto Eerie Street and St. Lawrence Street, as shown in Figure 39: Fisherman's Wharf Park Village Land Use Diagram.
- Encourage small format ground floor commercial and light industrial spaces that are modular and adaptable (as small as 150-300 square feet) to better support a

diversity of smaller, local businesses and to maintain the existing narrow shop front pattern.

- Consider upper-floor residential, commercial, or light industrial uses.
- Light industrial spaces should be designed consistent with the guidance in the Employment Lands section of this policy, with consideration for transparency and accessibility at the ground level to showcase productive uses and foster public engagement.

3.13.2 Maintain and Adapt Buildings of Heritage Merit

- Preservation and re-use of commercial heritage buildings is encouraged with redevelopment that adds density.
- Support the adaptive reuse of residential buildings of heritage merit for commercial or community purposes, where appropriate, to ensure their conservation and continued vitality.
- Encourage flexibility in the use of heritage buildings, allowing for commercial activities that complement the residential character of the village. Encourage additions to the Victoria Heritage Register and heritage designation of individual properties, and ensure sensitivity to the heritage context, with a focus on preserving and enhancing the historical value of the area.

3.13.3 General Height and Density Policies

- Consider development of up to four storeys and generally 2:1 Floor Space Ratio as indicated in Figure 39: Fisherman's Wharf Park Village Land Use Diagram. Additional height or density may be considered to facilitate heritage conservation.
- Consider development of up to six storeys and generally 2.5:1 Floor Space Ratio where site conditions permit, in the following areas as shown on Figure 39: Fisherman's Wharf Park Village Land Use Diagram:
    - West of St. Lawrence Street and south of Erie Street, with the exception of 39/41 Ontario Street.
    - East of St. Lawrence Street north of Michigan Street.
- Maintain outward views towards the Inner Harbour from Fisherman' Wharf Park when considering development on the upland properties of Fisherman's Wharf.

3.13.4 Establish a Linear Parkway along St. Lawrence Street

Add streetscape features that transform St. Lawrence Street into a linear parkway celebrating the history and the ecological significance of the historic stream, integrating green stormwater infrastructure (GSI). Consider the following features:

- A continuous canopy of native or drought-tolerant trees for shade, and biodiversity.
- A wetland node or rain garden at the southeast entrance to Fisherman's Wharf Park to highlight the transition from urban to natural spaces where a historic stream connects to the waterfront.
- Bioswales or rain gardens along or near the historic stream's pathway to channel and slow down stormwater flow and improving groundwater recharge.
- Public art along the historic stream's pathway.
- Permeable materials to increase the potential for rainwater infiltration.



St. Lawrence Street as a slow, pedestrian-friendly street with a mix of new and heritage buildings supporting new businesses and homes (conceptual view north towards Fisherman's Wharf Park).

3.13.5 Enhance Fisherman's Wharf Park to Complement the Village

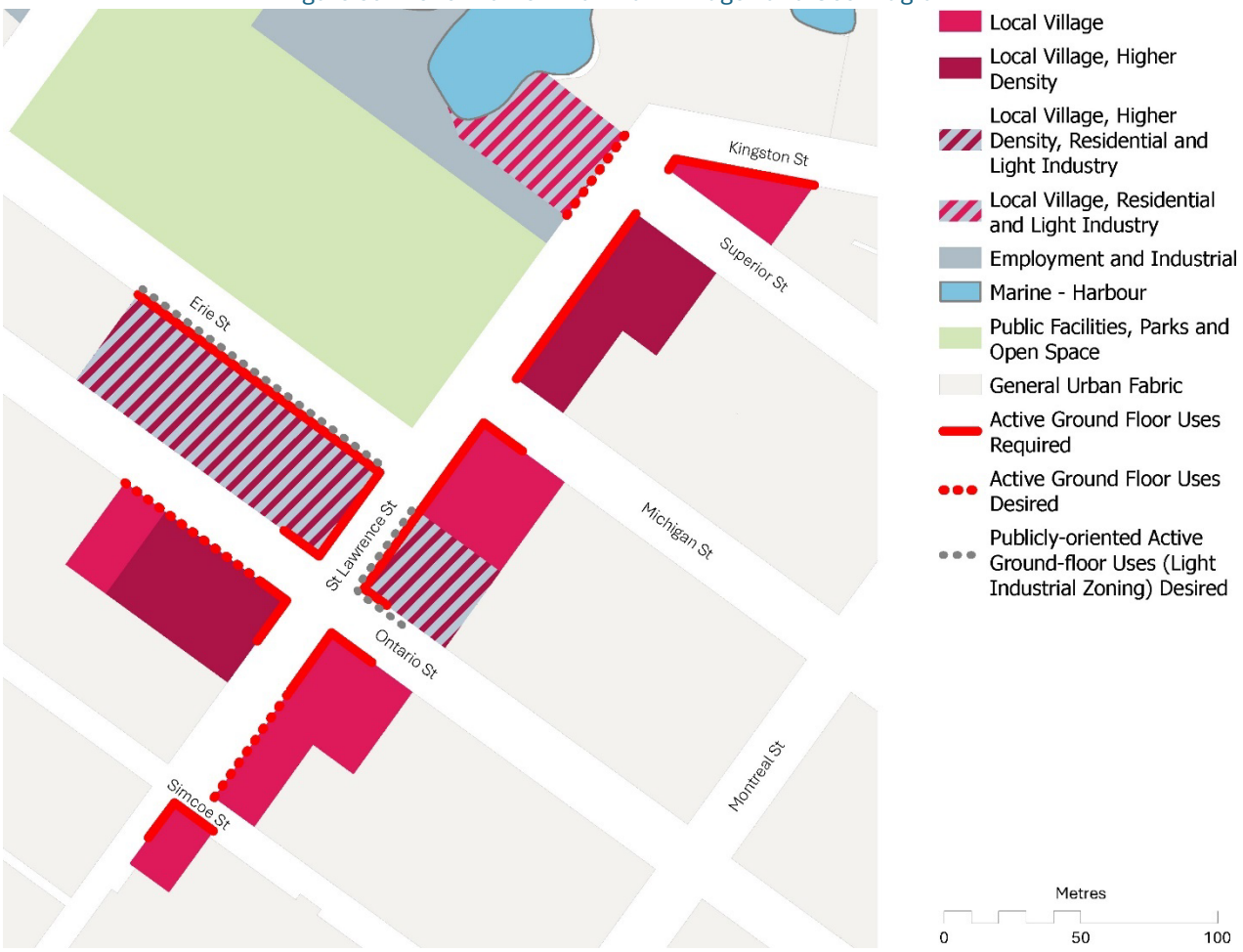
Consider future enhancements to Fisherman's Wharf Park that celebrate the character of the local area, provide recreational opportunities for locals and visitors of all ages, improve access to the waterfront and improve comfort and safety for everyone.

3.13.6 Enhance Community Connection to the Waterfront

Expand opportunities to access the waterfront through:

- Considering an extension of the David Foster Pathway across Heron Cove and Fisherman's Wharf Park, connecting the pathway to the village at Erie Street.
- Enhancing waterfront public areas adjacent to Fisherman's Wharf Park.
- Creating seating areas with water views in Fisherman's Wharf Park and/or near the waterfront
- Preserving waterfront access that could in the future be utilized for connections to a waterborne mobility network such as water taxis or seabus.

Figure 39: Fisherman's Wharf Park Village Land Use Diagram



3.14 Gosworth Village

Cedar Hill Road is one of the oldest thoroughfares in this part of the City, and the mix of historic development along this stretch exemplifies how it has changed over time from a connector for farmers to a busy street with a mix of building types along it, including properties of heritage merit. Cedar Hill Road provides local bus service between downtown and the University of Victoria area.

A small node of commercial activity has evolved at the corners of Gosworth Road and Cedar Hill Road, close to the Kiwanis Village area and near major parks and recreation spaces at Oswald Park and at Cedar Hill Park and Recreation Centre in Saanich. With the expected addition of affordable and senior's residences at Kiwanis Village and the popularity of nearby green spaces, a local village is desired here to provide shops, services and social opportunities for current and future residents.

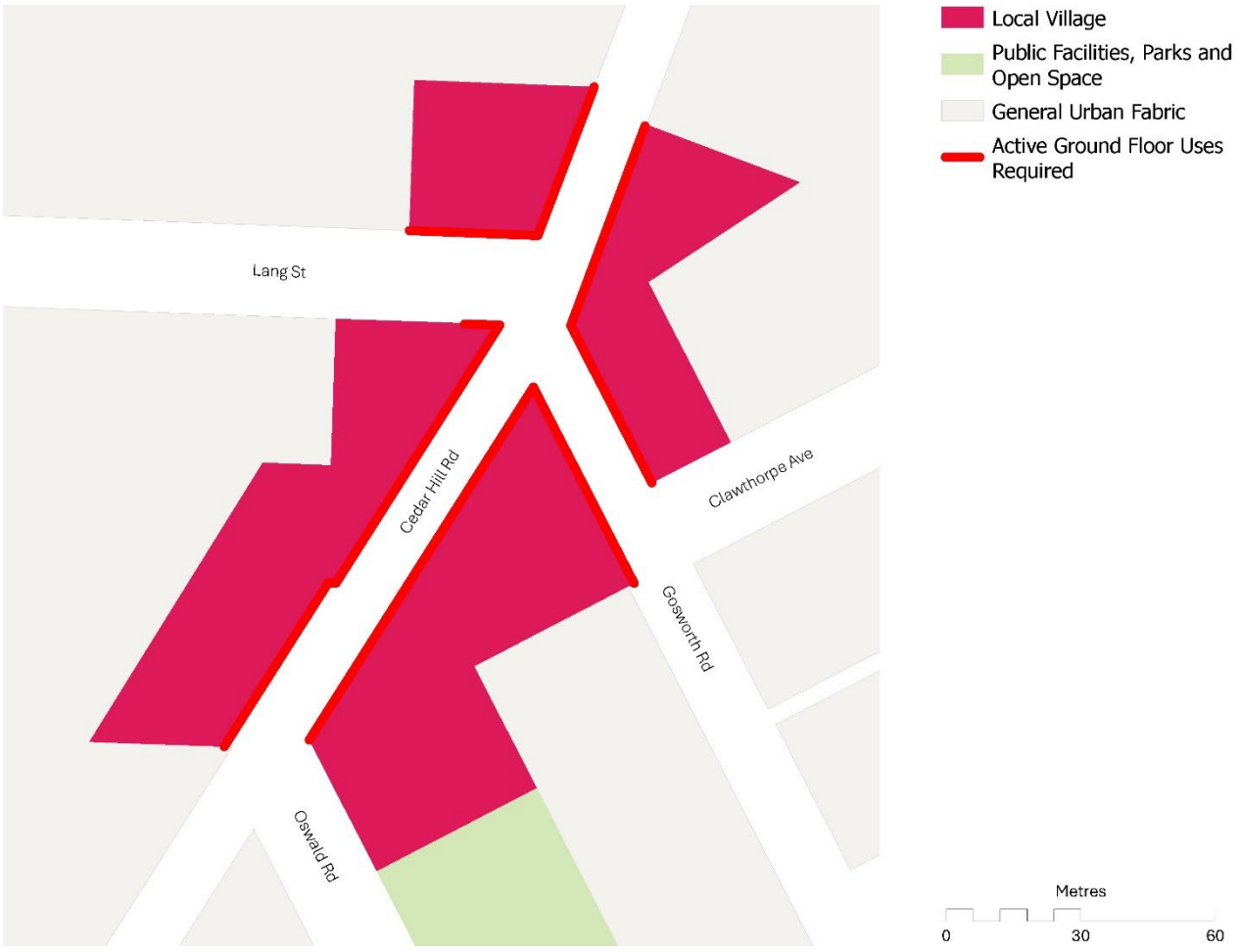
3.14.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting onto Cedar Hill Road and Gosworth Road, with residential or commercial uses in upper storeys.
- Consider buildings of up to 5 storeys and 2.5:1 Floor Space Ratio where site conditions allow.
- Refer to the Large Non-Market Housing section of this policy for directions for Kiwanis Village site.

3.14.2 Enhance Public Spaces

- Create a comfortable pedestrian-oriented public realm space and pedestrian crossings at Cedar Hill-Lang Street-Gosworth Street intersection to slow traffic and support business vitality.
- Establish placemaking and public realm features that enhance the pedestrian connection across Cedar Hill Road at Oswald Road and create an inviting gateway to the park.

Figure 40: Gosworth Village Land Use Diagram



3.15 Haultain Corners

Haultain Corners is a beloved small village originally oriented to a historic stop on Victoria's streetcar system. Today it serves the local community as a focus for local-serving retail, creativity and community gathering. The historic commercial buildings have heritage merit and contribute to the unique feel of the village.

The vision for this village is to add commercial space for more diverse, small and local-serving businesses while maintaining a modest scale and built form, and to add quality streetscapes that encourage informal gathering and lingering, support business vibrancy, and accommodate community celebrations.

3.15.1 General Land Use Policies

- Include active ground floor uses facing Haultain Street.
- If there is insufficient demand for commercial and retail spaces, buildings west of Asquith or east of Forbes Street may choose to provide a single commercial space oriented to the corner.
- Consider the inclusion of spaces that can accommodate artisans, arts production and 'maker space'.
- Consider the inclusion of micro-units (150 – 300 sq ft) that can accommodate small and start-up businesses.

3.15.2 General Height and Density Policies:

Consider buildings of up to four storeys and generally 2:1 Floor Space Ratio.

3.15.3 Enhance the Public Realm to Support Community Gathering

- Create additional publicly-accessible seating within the right-of-way, with emphasis on the north side of the street and corner spaces with access to sunlight over three-four seasons.
- Explore the potential for partial or periodic street closures on Haultain Street and/or Belmont Street to accommodate spaces for lingering as well as community events, markets and celebrations.

Figure 41: Haultain Corners Land Use Diagram



3.16 Oaklands Green Village

Oaklands Green has grown as a hub of neighbourhood activity around the historic Oaklands Elementary School and the Oaklands Community Centre, with daily programming and special events such as the popular Oaklands Summer Market that use the school grounds. The Oaklands Green triangle has been stewarded by residents as a place for conservation of Gary Oak meadow and quiet enjoyment, along with the nearby Ryan Street greenway and the surrounding area, including portions of the school site. Nearby parks, childcare and independent schools and a single restaurant help make this a community hub.

The vision for Oaklands Green is to:

- Develop a local village near Oaklands Green and Belmont Ave-Pearl Street Intersection.
- Develop shared use street space and enhanced indoor and outdoor community spaces to support everyday gathering and community events.
- Better integrate and connect the areas green spaces to support habitat, active and passive recreation.

3.16.1 General Land Use Policies

- Include active ground floor uses in the village areas, with a focus on those areas fronting on Oaklands Green and/or on Belmont Avenue between Holly Street and Myrtle Avenue.
- Consider a variety of uses and approaches to meet this objective, including conversion of existing houses for commercial use, and new development which incorporates commercial uses as well as other ground floor uses as described in the general policies for Villages.
- Consider residential, community or commercial uses in upper storeys.

3.16.2 General Height and Density Policies

- Consider development up to four storeys and generally 2:1 Floor Space Ratio fronting onto Holly Street to maintain a low-scale interface with Oaklands Green.
- Consider development of up to five storeys and generally 2.5:1 Floor Space Ratio fronting onto Belmont Avenue south of Myrtle Street supporting a mixed-use village node.
- Consider development of up to six storeys and 3:1 Floor Space Ratio north of Myrtle Street supporting the Hillside Avenue transit corridor.

3.16.3 Better Integrate and Enhance Green Space

Develop more integrated greenspace for both habitat protection and active and passive recreation, considering opportunities to:

- Join Oaklands Green with city-owned land to the south as a more multi-functional green space that may include indoor community uses, ensuring protection of habitat at Oaklands Green.
- Develop a linear park along Ryan Street, complementing habitat areas on Ryan Street Green west of Belmont Street and supporting Gary Oak habitat along Ryan Street east of Belmont Street, including on school grounds.

- Work with the Greater Victoria School District to enhance school grounds as a place for celebration and habitat.
- Establish better connections between open spaces at Oaklands Elementary School, David Spencer Park, and Oaklands Park.
- Explore a broader range of uses and amenities at David Spencer Park.

3.16.4 Develop a Pedestrian-Friendly Shared Street

Develop Belmont Avenue between Ryan Street and Holly Street as a more pedestrian-friendly space considering:

- Enhanced pedestrian facilities, streetscape, urban forest and ecosystem services.
- Elements that support a “shared street” environment, including opportunities for seasonal and time-limited closure to vehicles.
- Elements that support safety and play as a “school street”.
- Elements that support use of the street for community markets and celebrations.
- Enhance connections to the Blue-Green network at Doncaster and Pearl Street.

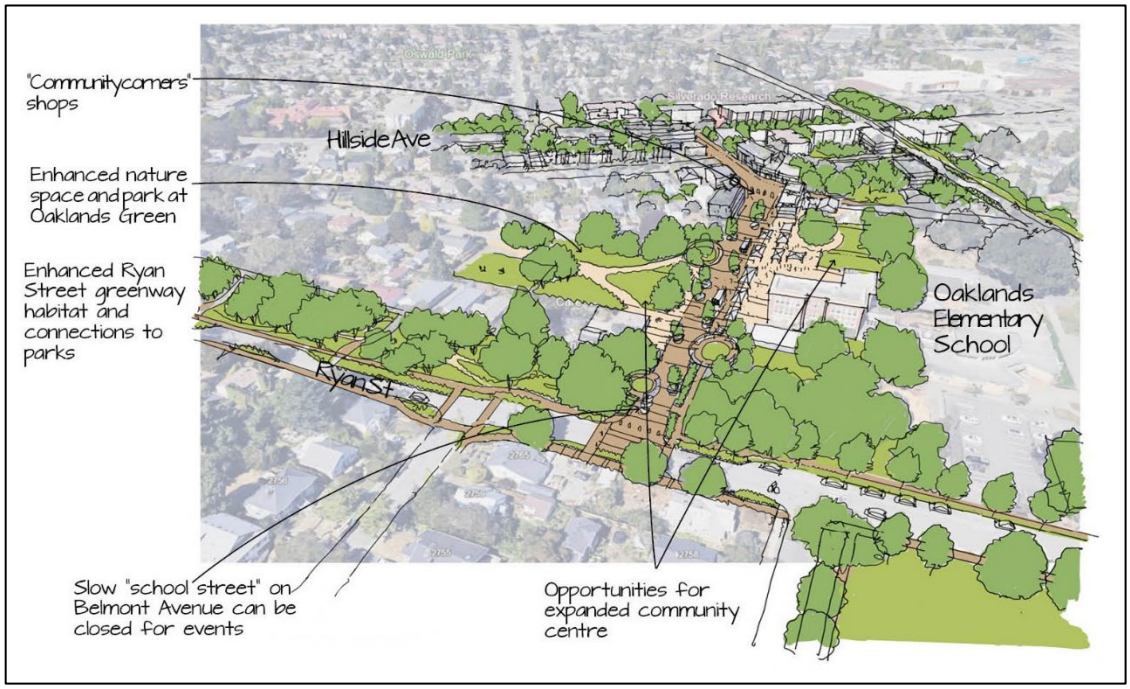
3.16.5 Support the Expansion of Community-Serving Spaces

Continue to support and enhance opportunities for indoor community programming and outdoor gathering/celebration.

Figure 42: Oaklands Green Land Use Diagram



Figure 43: Oaklands Green Connections and Public Realm Diagram



3.17 Richardson at St. Charles

At the intersection of Richardson Street, an important east-west active transportation route, and St. Charles Avenue, and not far from the Government House open space, the community has expressed interest in seeing the evolution of a small village or "commercial corners" providing shops, services and space for socializing. Given the context, the exact extent and nature of this village will evolve over time.

The village and adjacent area is characterized by a number of houses of historic merit, including Frogmore at 520 St. Charles Street, 522 St. Charles Street and the Belvedere Cottage at 528 St. Charles Street.

3.17.1 General Land Use, Height and Density Policies

- Establish active ground floor uses anchored at the corners of Richardson and St. Charles Street, and extending west towards the Government House open space
- Consider development up to four storeys and generally 2:1 FSR, where site conditions allow

3.17.2 Enhance the Public Realm

Design of public realm should support the Active Transportation route on Richardson Street and relate to the nearby Government House open space with its Gary Oak habitat.

Figure 44: Richardson at St. Charles Land Use Diagram



3.18 Tolmie Village

Tolmie Village is strongly influenced by its location along Quadra Street, a major bus transit route with higher levels of auto traffic. There is significant nearby population, especially to the north and west in Saanich, with few nearby walkable retail locations.

Tolmie Village today consists of several small shops and restaurants drawing people from the neighbourhood as well as surrounding areas. Its location along one of the region's busiest Frequent Transit Corridors, with new homes being added in Victoria and Saanich, position it well to grow as a small commercial node mid-way between Quadra Village and the grocery plaza at Quadra and Cloverdale. It is well-situated with several nearby parks. Designated north-south and east-west active transportation routes greenways are expected to create more pedestrian activity in the future.

Tolmie Village is envisioned to evolve into a high street with a mix of smaller footprint shopping and services, housing, and human-scale streetscapes featuring trees, enhanced sidewalks, and patio seating. There is a desire to create more "sense of place", signaling to passers-by on Quadra Street that there is a destination and reason to slow down; and to create a quieter, neighbourhood-oriented high street along Tolmie Avenue.

3.18.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting onto Quadra Street and Tolmie Avenue as shown in Figure 45: Tolmie Village Land Use Diagram.
- For sites fronting along Quadra Street as shown in the Land Use Diagram, consider development up to five storeys and generally 2.5:1 Floor Space Ratio.
- For sites fronting only onto Tolmie Avenue, consider development up to four storeys and generally 2:1 Floor Space Ratio.
- Encourage small format ground floor uses to better support a diversity of local businesses.

3.18.2 Enhance Streetscape to Create a Sense of Place

- Consider streetscape improvements on Quadra Street that enhance pedestrian comfort and safety and create a sense of destination that signals to drivers to slow down, including through banners, gateway features, pavement treatment, public art, pedestrian-scale lighting, and street trees.



Enhanced streetscape creating a sense of place at Tolmie Village (conceptual illustration).

- Focus pedestrian-oriented main street improvements on Tolmie Avenue, in collaboration with Saanich and consistent with approved guidelines for public realm.

Figure 45: Tolmie Village Land Use Diagram



4. Waterfront Villages

The purpose of the Waterfront Village designation is to create smaller commercial-retail spaces along the waterfront that provide opportunities for year-round enjoyment of the waterfront. Without being prescriptive, desired uses include food and drink establishments and small retail shops, concessions that support waterfront activities, and the like. Encouraging the evolution of small nodes of shops aligned with public spaces will help connect Victorians to the waterfront, a key desire in our waterfront city, and encourage year-round enjoyment with places to meet friends and, on inclement days, enjoy respite from the weather.

The waterfront here is a popular destination for Victorians, with recreational spaces, active transportation (cycling, walking and rolling), a popular driving route along Dallas Road, walkways such as the Dallas Road Promenade and Westsong Walkway, and expansive views and opportunities to experience nature. The waterfront has important cultural significance for the Lekwungen people, and welcoming more people to the waterfront presents an opportunity to interpret this cultural heritage.

Some of these areas, particularly Breakwater Village, the James Bay waterfront, and Victoria West are enjoyed by the significant number of nearby residents, while the entire waterfront is a destination for recreation, attracting local visitors from the city and region as well as tourists.

The waterfront includes important ecosystems, including coastal bluffs, with offshore waters part of the Victoria Harbour Migratory Bird Sanctuary. While village locations are largely located in upland sites previously disturbed by urban settlement, care should be taken to respect these ecosystems.

Waterfront Villages Overview Map



4.1 General Policies for Waterfront Villages

4.1.1 General Built Form Guidance

Each waterfront village enjoys a unique context. Refer to individual villages for height and density policies.

4.1.2 General Policy Guidance

See Section 2.1 for additional policies for Waterfront Villages. Where policies for individual villages diverge from general policies, the policies in Section 4 take precedence.

4.2 Anglers Village

The area adjacent to the boat ramp is envisioned to continue to support access to the waterfront for boating, retaining and expanding space for marine-related service and industries, while accommodating food and drink establishments and enhanced open space.

4.2.1 General Land Use, Height and Density Policies

- West of Dallas Road, consider a range of commercial and industrial uses, as well as food and beverage establishments.
- On the upland side of Dallas Road, consider mixed-use buildings with active uses at ground level and residential or commercial uses above.
- The built form west of Dallas Road should be determined through a comprehensive plan for the Ogden Point area.
- On the upland side of Dallas Road, consider buildings of up to 5 storeys and generally 2.5:1 Floor Space Ratio.
- Building orientation and design should consider noise impacts from the nearby heliport.

4.2.2 Enhance the Public Realm

- Consider the provision of a small public space that allows for views of the outer harbour and activity at the boat ramp, as part of comprehensive planning for the Ogden Point site.
- Enhance pedestrian crossing of Dallas Road.

Figure 46: Anglers Village Land Use Diagram



4.3 Breakwater Village

The Ogden Point Breakwater was constructed in 1914 and has long been a community hub, for both employment at the adjacent wharves and for enjoyment as part of the Dallas Road waterfront area. The area features a working harbour, with the adjacent pilot boat basin.

Breakwater Village provides opportunity for a village spanning from Ogden Point lands to the north side of Dallas Road opposite the popular Dallas Road Promenade, creating a node of activity for locals and visitors to enjoy while establishing compatibility with the working harbour at Ogden Point.

As a destination for visitors arriving by cruise ship, special consideration should be paid to mitigating impacts on the surrounding neighbourhood.

When the breakwater was constructed, a number of homes already existed on Dallas Road and more were built in the years after, many of which have heritage merit and in some cases are heritage designated. Development of the Breakwater Village should be responsive to this multifaceted context and seek to retain properties with heritage merit through conversion and adaptive reuse.

4.3.1 General Land Use Policies

- Consider mixed-use buildings on the upland side of Dallas Road, with active ground floor uses fronting Dallas Road and the entrance to the Breakwater, with consideration of residential, commercial or tourist accommodation on upper floors.
- Maintain existing zoned tourist accommodation uses to support the broader tourism industry
- Consider light industrial, commercial or retail uses fronting onto the pilot boat basin, that support or complement operations of the pilot boat harbour (e.g. marine servicing, light industrial, employment, and retail and services).
- Consider a range of non-residential uses, including visitor accommodation, fronting onto Dallas Road and the envisioned Breakwater plaza area.
- With new development, create patio seating on the upland side of Dallas Road, with consideration for comfort (e.g. shelter from wind).

4.3.2 General Height and Density Policy

- Consider buildings of up to 5 storeys and generally 2.5:1 FSR on the upland side of Dallas Road where active commercial uses are provided at ground level.
- Building forms on the Ogden Point site should be considered through a comprehensive planning process, considering:
    - Lower-scale forms fronting onto the pilot boat basin
    - Opportunities for taller buildings along the west side of Dallas Road.
- Consider taller buildings within the village along the west side of Dallas Road, consistent with the presence of bedrock, through comprehensive planning for the larger Ogden Point site.

4.3.3 Establish Lively Waterfront Public Space

Create spaces for locals and visitors to enjoy the waterfront:

- Establish an enhanced plaza space adjacent to Dallas Road at the north end of the Breakwater
- Consider a waterfront walkway along the north side of the pilot boat marina as compatible with the functions of the working harbour.
- Seek to re-allocate street space to widen the Dallas Road promenade and address pinch points for pedestrians and cyclists.
- Public spaces should include seating opportunities that are comfortable in 3-4 seasons, as well as public art and signage which interprets and celebrates the Indigenous cultural history of the waterfront.

4.3.4 Support Multi-Modal Access

Improvements to this area should support multi-modal access for visitors from the city and region, and encourage visitors who arrive by ship to choose non-motorized or public transportation options. Consider:

- Expand public parking for bicycles and mobility devices to support business and waterfront promenade.
- Support shared mobility (e.g. bike share).
- Provide wayfinding signage directing visitors to nearby destinations.
- Support comfortable waiting areas for future public transportation service.
- Preserve waterfront access that could in the future be utilized for connections to a waterborne mobility network such as water taxis or seabus.

Figure 47: Breakwater Village Land Use Diagram



4.4 Holland Point Village

This village is located adjacent to Holland Point Park, an important cultural space for indigenous peoples which contains valuable ecological habitat and is a destination for enjoying nature and expansive views of the Strait of Juan da Fuca and the Olympic Mountains. Menzies Street and Government Street both represent important north-south pedestrian routes from the downtown, legislature and Inner Harbour to the Dallas Road waterfront. The eastern part of Holland Point Park centres on the Harrison Yacht Pond, a popular gathering place.

The village is intended to provide commercial spaces where Victorians and visitors can enjoy the relationship to the waterfront in all seasons.

It is recognized that commercial demand may be limited at this location. However, as it is not possible to predict exactly where redevelopment will happen along the waterfront, this policy seeks to realize a small village opposite the park. Once a commercial village is established in the area, rezonings to purely residential uses may be considered through an applicant-initiated rezoning or through a future city-initiated OCP update process.

4.4.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting onto Dallas Road.
- Consider residential or commercial uses in upper storeys.
- Create patio seating along Dallas Road, with consideration for comfort (e.g. shelter from wind).
- Once a small commercial village has been established near Menzies Street and near Government Street, rezonings to purely residential uses may be considered if an applicant can demonstrate there is no further demand for retail space projected.
- Consider buildings of up to 6 storeys and generally 2.5:1 FSR along Dallas Road.

4.4.2 Enhance Adjacent Public Spaces for Gathering

- Enhance places to gather around Harrison Yacht Pond, considering picnic tables, benches, washroom facilities, public art, and permitting of mobile vending.
- Explore the creation of a naturalized seating area and viewpoint in the west end of Holland Point Park, in consultation with First Nations.

Create a place to stop and linger near the waterfront (conceptual illustration).

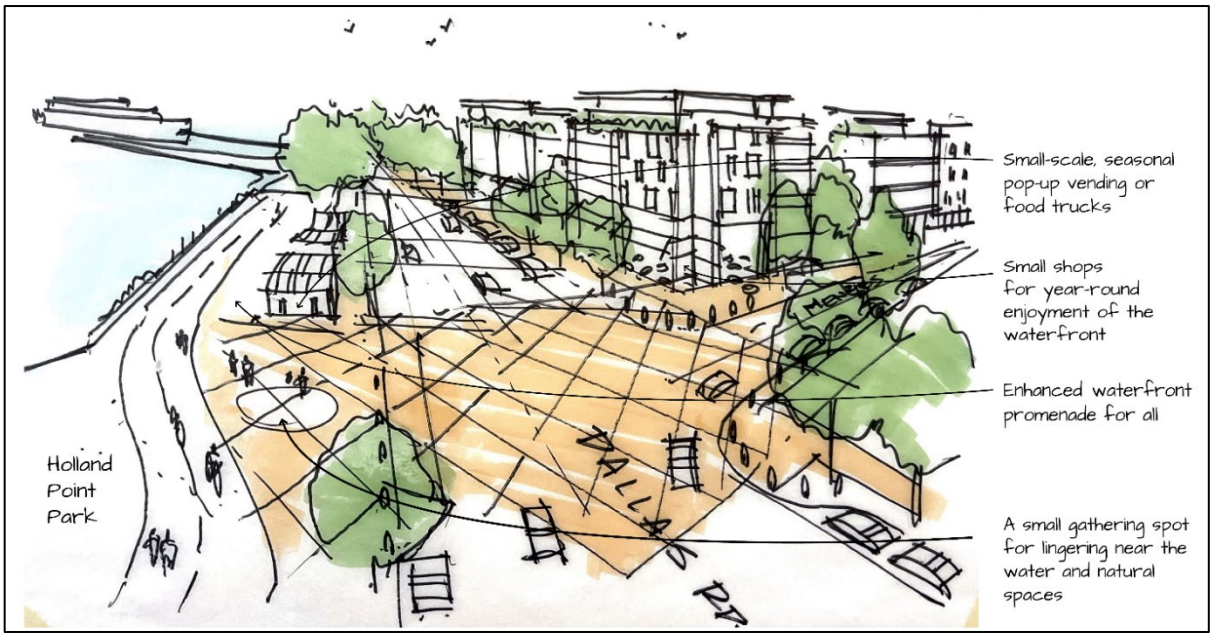


Figure 48: Holland Point Village Land Use Diagram



4.5 Clover Point and Ross Bay Villages

The purpose of this village designation is to create smaller commercial-retail spaces along Dallas Road to provide opportunities for year-round enjoyment of the waterfront. Without being prescriptive, desired uses include food and drink establishments, retail, and sports-related uses.

The Dallas Road waterfront here is a popular destination for Victorians, with recreational spaces and a good amount of active transportation (cycling, walking and rolling) traffic. Cook Street, Linden Street and Moss Street are key access routes to the waterfront, while Clover Point and, to a lesser extent, Ross Bay Beach are popular destinations.

Village locations are desired to support two areas:

- Clover Point and the Dallas Road promenade between Cook Street and Clover Point
- Ross Bay Beach

It is recognized that commercial demand may be limited at these locations. However, as it is not possible to predict exactly where redevelopment will happen along the waterfront, this policy seeks to realize small villages opposite the park. Once commercial villages are established in the area, rezonings to purely residential uses may be considered through an applicant-initiated rezoning or through a future city-initiated OCP update process.

A number of properties within this village have heritage merit. Therefore, conversion of existing properties to commercial uses, sensitive additions, and relocation within sites or to comparable contexts is encouraged as part of development in the area

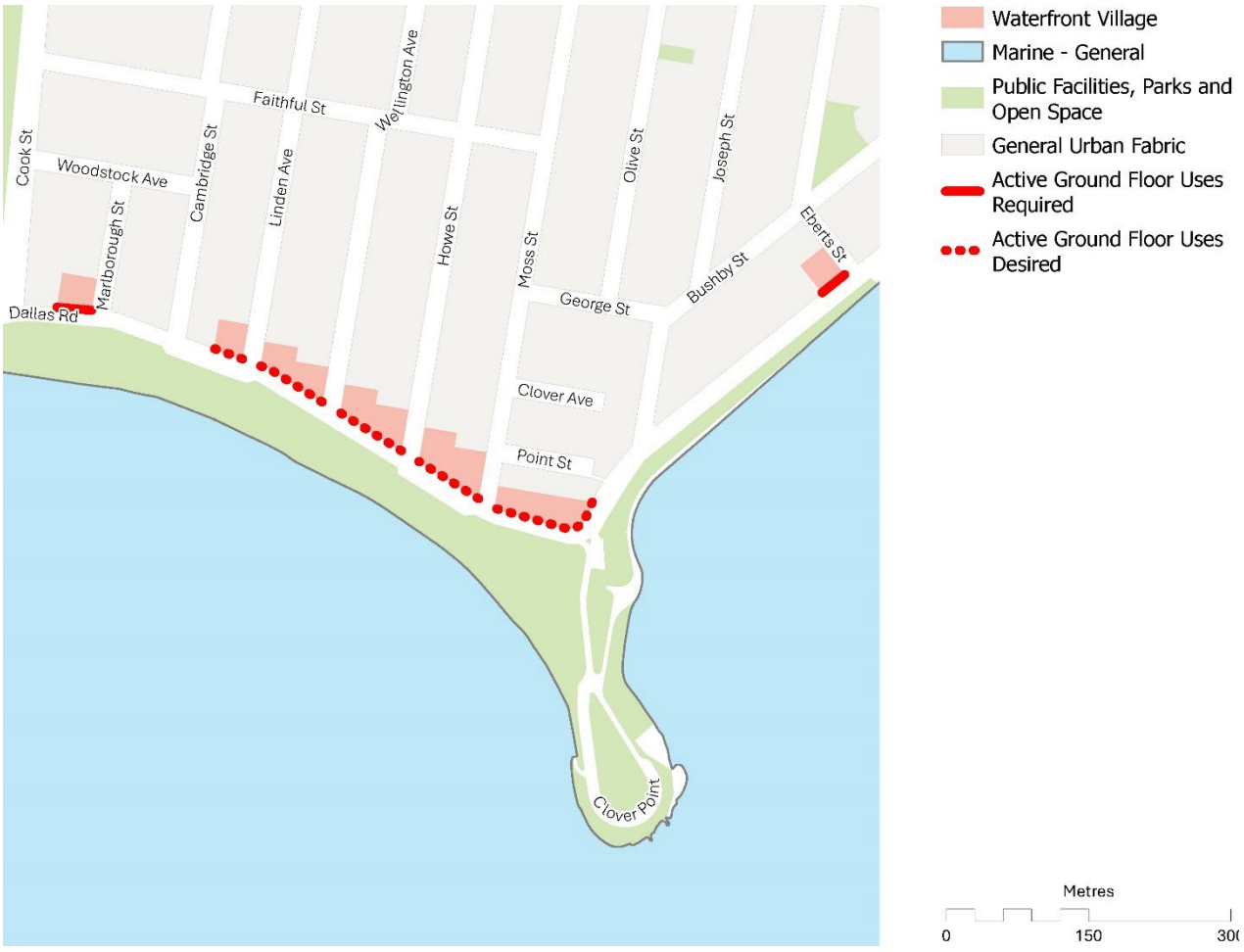
4.5.1 General Land Use, Height and Density Policies

- Locate active ground floor uses fronting Dallas Road.
- Once a small commercial village has been established west of Clover Point, rezonings to purely residential uses may be considered if an applicant can demonstrate no further demand for retail space is projected.
- Consider buildings of up to 5 storeys and generally 2.5:1 FSR where site conditions allow and with the inclusion of active ground floor uses along Dallas Road.
- Create patio seating along Dallas Road, with consideration for comfort (e.g. shelter from wind).

4.5.2 Enhance Connections to the Waterfront

Continue to enhance pedestrian crossings, considering added activity around village nodes.

Figure 49: Clover Point and Ross Bay Villages Land Use Diagram



4.6 Lime Bay Village

Along the Songhees Walkway west of Lime Bay, this village seeks to retain existing commercial uses and create opportunities for a few more small-scale places to stop and enjoy the waterfront in all seasons for people using the walkway as well as from the growing neighbourhood.

This area has an important historical context, with Lime Bay forming the western edge of what was a historic Lekwungen village and then the original Songhees Reserve from 1844 to 1911. To the west and north are both historic homes and remnants of the industries that grew up near the E&N Railroad.

4.6.1 General Land Use, Height and Density

- Encourage the location of active ground floor uses accessible from and facing the Songhees Walkway, with residential or commercial uses in upper floors.
- On the larger site at 308 Catherine Street, consider development of up to 5 storeys and generally 2.5:1 FSR.
- On other sites within the village, consider development of up to 4 storeys and generally 2:1 FSR.

4.6.2 Enhance Ecological Areas along the Songhees Walkway

Protect and enhance ecological features and assets associated with the shoreline ecosystem.

Figure 50: Lime Bay Village Area Land Use Diagram



4.7 Gonzales Bay Village

Gonzales Bay beach and park have been an important recreational destination for generations. The vision for this area is to establish a small node of shops and services along Crescent Road that, together with improvements to Gonzales Park and the draw of the adjacent beach, can create an attractive environment for Victorians to enjoy the shore as well as a place for neighbourhood gathering in all seasons.

Enhancing the sense of place with added activity and amenities will help reconnect Victorians to the waterfront, where the beach once featured a boat rental, small beach cottages and a food and beverage concession in Gonzales Park.

4.7.1 General Land Use, Height and Density Policies

- Locate active ground floor uses facing Crescent Road, Gonzales Park, and Richmond Road Triangle, with residential or commercial uses in upper floors.
- Once a small commercial village has been established west of Clover Point, rezonings to purely residential uses may be considered if an applicant can demonstrate no further demand for retail space is projected.
- Consider development up to 4 storeys and generally 2:1 FSR.

4.7.2 Enhance Public Spaces to Encourage Gathering

- Enhance the Richmond Road Triangle as a gathering place if adjacent redevelopment occurs.
- Create a plan for enhancing Gonzales Park, considering expanding green space, enhancing access to the beach, and provision of concessions.

Figure 51: Gonzales Bay Village Land Use Diagram



5. Districts and Employment Lands

5.1 Core Songhees District

The Core Songhees District is proximate to Downtown Victoria and waterfront amenities along the Songhees Walkway and Gorge. This area was the first Songhees Reserve from 1844 – 1911. The Songhees Nation was displaced in order to develop the area into an industrial zone, a use which has largely been replaced with residential development.

Core Songhees District Overview Map



The Core Songhees District contains several areas subject to Master Development Agreements.

5.1.1 General Land Use Policies

Consider a range of commercial, industrial and residential uses that support a complete community.

5.1.2 General Height and Density Policies

Where not otherwise defined in a master plan, consider heights and densities of up to six storeys and generally 2.5:1 FSR. Taller building forms ranging up to 18 storeys and 5:1 Floor Space Ratio may be considered as part of a comprehensive development plan that should respond to the area context and consider a mix of uses and provision of open space in line with City policy and responsive to site needs.

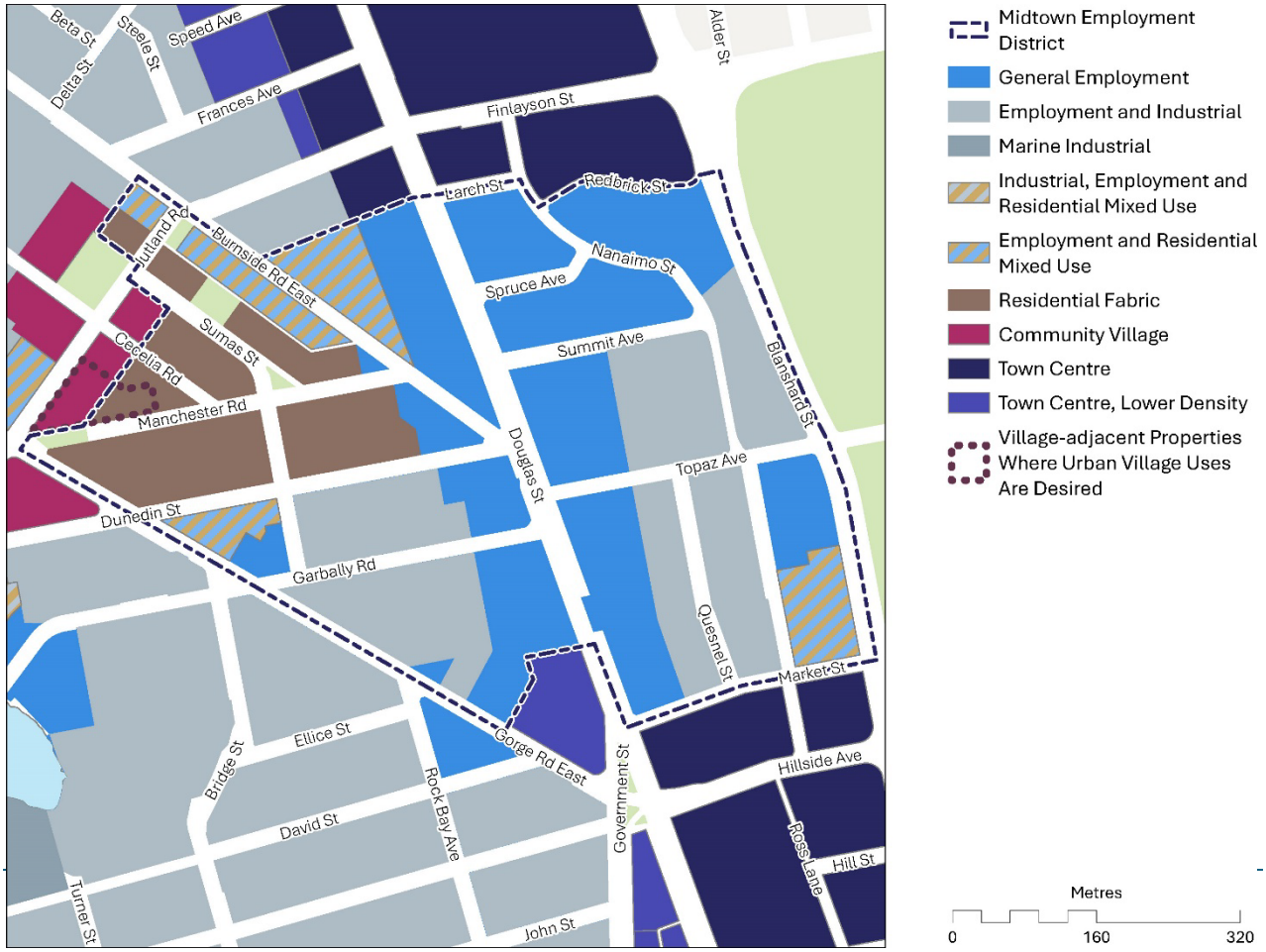
5.1.3 Placemaking and Public Realm

- Consider public realm amenities that support future population.
- Work with the Songhees Nation to interpret and reflect the history of the area.

5.2 Midtown Employment District

The Midtown District is focused on the regional Rapid Transit corridor along Douglas Street north of the downtown core. Outside of the two Town Centres and the residential Cecelia-Sumas area, the Midtown District is envisioned to retain non-residential uses to support future job growth and business diversity at the core of the region, subject to future planning.

Midtown Employment District Overview Map



Mayfair Town Centre and Midtown Centre:

- Areas within the Urban Industrial Reserve (see Industrial Land Reserve Policies)
- General Employment Lands
- The Cecelia-Sumas Area

Policies for the Midtown General Employment Lands

5.2.1 General Land Use Policies

- Consider a range of non-residential uses including commercial, cultural, institutional, light industrial and visitor accommodations.
- For sites with industrial zoning, see the relevant policies in the General Policies section of this document.

5.2.2 General Height and Density Policies

- Consider a range of heights and densities that support the uses above.

5.2.3 General Siting and Built Form Policies

- Consider a range of built forms and densities that support Victoria's employment capacity
- Where uses are proposed which typically include significant surface parking and outdoor functions, buildings should be sited and designed to enhance key corridors, presenting pedestrian-friendly interface with the public realm. Efforts should be made to intensify use of these sites wherever possible

5.2.4 Support Ease of Access to Transit

- New development should support the functions of the Douglas Street Rapid Transit spine as well as all other mobility networks.
- Develop facilities and amenities to support a Mobility Hub near the Douglas Street-Burnside Road intersection. Consider features including a plaza space, comfortable bus waiting areas, urban forest canopy, and public parking for bicycles and mobility devices.
- With significant redevelopment, consider re-orienting the Burnside Road-Douglas Street intersection to create public space and improve pedestrian connection and transit waiting facilities.

Policies for the Cecelia-Sumas Area

5.2.5 General Land Use Policies

- Consider residential buildings of up to 6 storeys consistent with policies for the Priority Growth Areas of the General Urban Fabric, and the additional policies in this section.

- Ground floor non-residential uses (such as commercial or light industrial) are encouraged in buildings fronting onto Burnside Road.
- Ground floor non-residential uses (such as commercial or light industrial) or work-live uses are encouraged in buildings fronting onto Dunedin Street to help establish compatibility with the industrial and employment uses across the street.

5.2.6 Expand Green Spaces to Serve Area Residents

- Expand and enhance the greenspace at Sumas and Manchester Streets to create a more attractive and usable green space for the surrounding neighbourhood, considering repurposing the roadway on one side of the green.
- With any redevelopment, seek to expand the area of Manchester Green (see also policies for Selkirk Village).
- Develop a network of greenways on local streets, connecting to Cecelia Ravine Park, Selkirk Village and Douglas Street transit.
- Explore the creation of an additional street park through partial road closure.

Figure 52: Cecelia Sumas Area Land Use Diagram

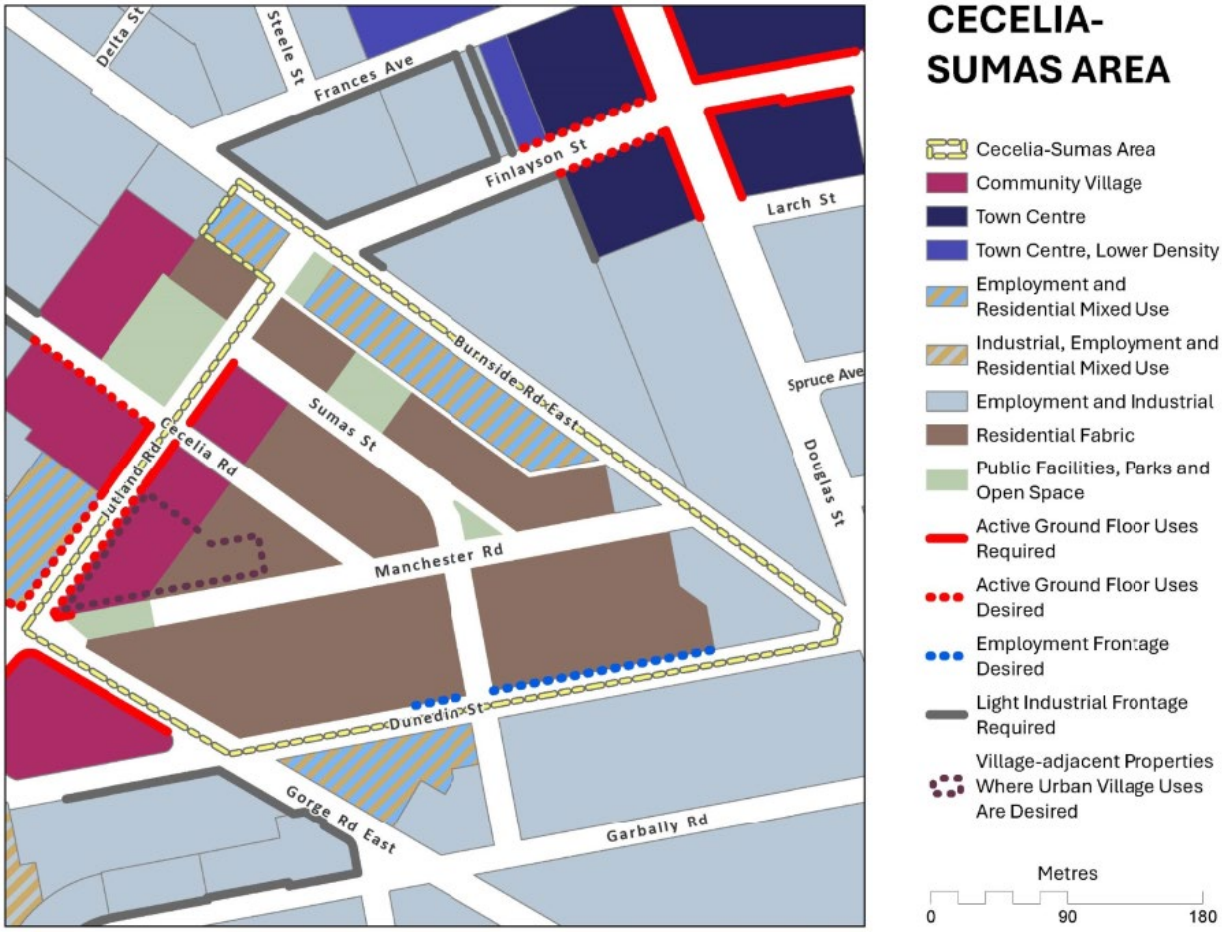
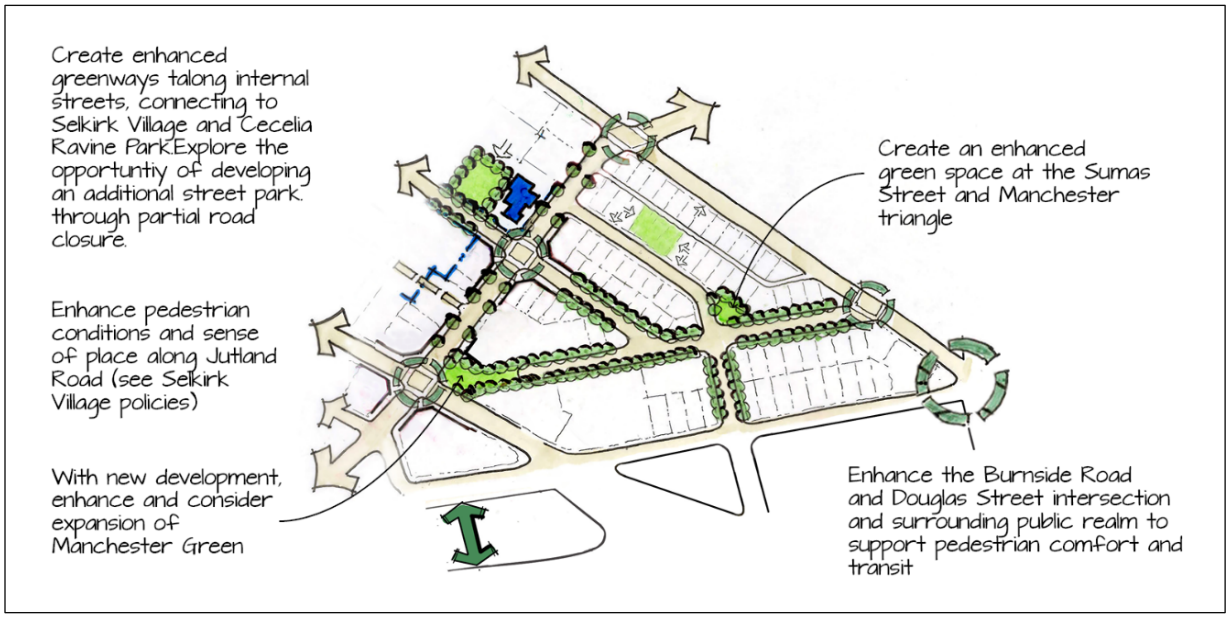


Figure 53: Connections and Public Realm Diagram: Cecelia Sumas Area



5.3 Urban Industrial Reserve

The Urban Industrial Reserve is meant to preserve Victoria's scarce supply of industrial and employment lands, consistent with OCP Policy. These lands support Victoria's economic vitality, accommodating existing and emerging industries, fostering entrepreneurship and innovation, supporting technology and artisan production, and providing space for the ongoing uses that help Victoria's residential and commercial areas function. Within the Urban Industrial Reserve, two types of lands are identified:

- Industrial Employment areas, comprising most of the reserve, that accommodates a range of industrial uses, with other employment uses primarily in upper floors
- Marine Industrial areas located along the Working Harbour that supports a range of industries that rely on the harbour for access to raw materials and transporting goods.

For industrially-zoned lands outside of the Urban Industrial Reserve, see the relevant section under general policies in this document.

Figure 54: Urban Industrial Reserve (UIR) Overview Map



Policies for the Industrial Employment Areas

Within Industrial Employment Areas, the following policies should be considered:

5.3.1 Focus on Productive Uses

- Residential uses are not supported within the Urban Industrial Reserve, due to the potential to create conflicts with business uses that may generate off-site impacts, accommodate early or late work shifts, require truck deliveries, and due to potential impacts on land valuation.
- The ground floor of new light industrial buildings should contain primarily light industrial spaces.

- Light industrial uses as defined by zoning should accommodate a range of Production, Distribution and Repair (PDR) uses that provide space for current and emerging sectors including but not limited to construction, trades and design, food and beverage processing, traditional and high-tech manufacturing of goods, prototyping and testing of products, biomedical and environmental laboratories, film production, “back-of-house” uses such as commissary kitchens and commercial laundries, and artisanal and artistic production.
- Regulations should avoid enabling non-PDR uses to compete with PDR uses in such a way that the market will favour displacement of current or future industrial uses through impacts on land values, expected rents, and incompatibility of business operations.

5.3.2 Support High-Quality Light Industrial Spaces

Light industrial spaces should be designed to support a diverse range of light industrial businesses that can coexist with nearby uses. Key characteristics of these spaces include:

- Located on the ground floor
- Offer access to commercial loading, either through individual or shared loading bays or doors as appropriate.
- Provide sufficient floor-to-ceiling heights for market needs (generally at least 6m)
- Mechanical systems (including power and ventilation) appropriate for a range of anticipated uses
- Flexibility should be shown in the design of industrial spaces, buildings and sites to accommodate desired uses, consistent with applicable Development Permit Area guidelines.

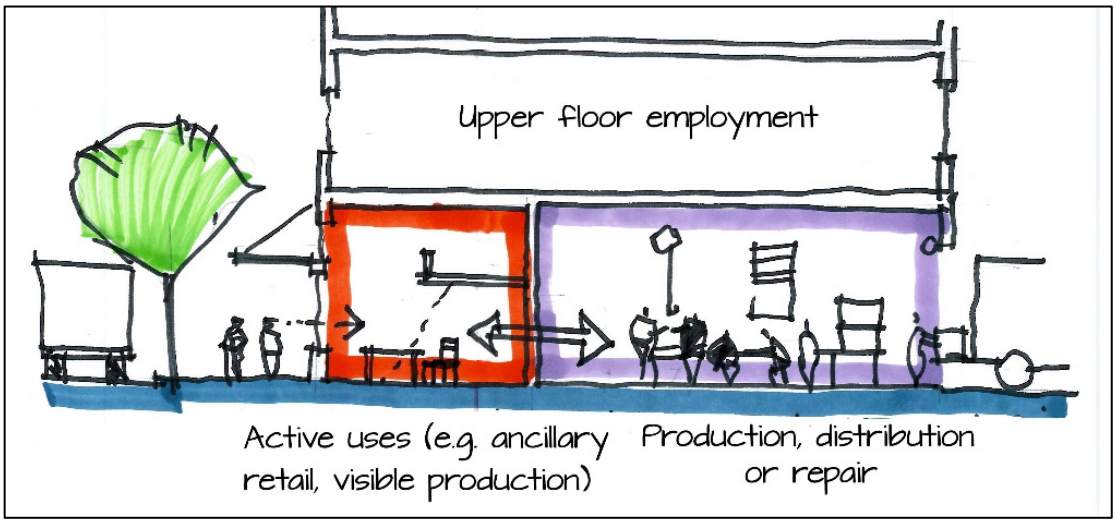
5.3.3 Support a Range of Economic Uses

Multi-storey buildings may include industrial, commercial, arts and culture or other non-residential uses in upper floors. Developments that include non-industrial uses should include a minimum of 0.65:1 FSR of light industrial space, with a focus on high-quality ground floor light industrial spaces.

5.3.4 Support Pedestrian Activity, Services for Employees, and Connections between Producers and Consumers

- Light industrial uses may include ancillary sales that support a primary industrial use

- Stand-alone retail and food services uses may be accommodated on ground floors of buildings that otherwise meet the desired floor space ratio of industrial space.
- For locations which accommodate high pedestrian traffic and serve as "main streets" for urban industrial businesses, there is a preference for buildings designed with storefront-type modules that invite pedestrian activity, and consideration of higher-quality streetscapes that allow pedestrian comfort and business access and loading to co-exist. Examples of urban industrial main streets include but are not limited to:
    - Bridge Street between Bay Street and David Street
    - Cecelia Road west of Jutland Road
    - Government Street industrial frontage
    - Store Street



Shopfronts can help activate industrial main streets with spaces that welcome customers and/or production and activity visible to passersby along pedestrian-friendly streetscapes.

Policies for the Marine Industrial Areas

The Marine Industrial areas support a range of uses oriented to the Working Harbour, to realize the economic importance of Victoria's deep-water harbour and leverage investments made in maintaining this asset. These uses often rely on harbour access for the transportation of key inputs or exports, reducing reliance on truck traffic and thereby reducing impacts on the region and climate.

5.3.5 Support a Range of Marine-oriented and Industrial Uses

This area supports a range of uses which may include:

- Production, distribution and repair uses.
- Shipping, cargo handling, port facilities and navigation structures.
- Marine uses that support the broader transit and transportation networks.
- Additional uses may be considered on a case-by-case basis consistent with comprehensive plans such as for the Matullia Lands.

5.3.6 Consider Upland Uses and Frontages that Enhance the Interface with the Public Realm

In key areas identified as main streets, above, consider light industrial or ancillary uses which emphasize an inviting environment for pedestrians, through the design of building frontages and location of uses such as ancillary sales, offices for marine industries, artisan uses and the like that invite customers.

5.3.7 Consider a Range of Built Forms that Support Marine Uses and Industry

In addition to industrial buildings, this area may include a range of port or industrial structures, including wharfs, piers, cargo and passenger handling, silos, navigational structures and staging areas.

5.3.8 Enhance Environmental Resilience

- Maintain and where possible, re-establish a green shoreline (coastal forest) along the harbour, protecting coastal and aquatic ecosystems and maintaining green views for users of the waterway, parks and trails on the opposite shore.
- With development at the waterfront, consider potential impacts of sea level rise and storm surge on waterfront and lands. Incorporate strategies to protect both shoreline

lands and upland areas at points where floodwaters may infiltrate the larger Rock Bay area, considering the application of Green Shores principles.

- Maintain the remnant old growth coastal forest at Point Ellice House and seek to enhance the coastal forest and aquatic habitat on City-owned land.

5.3.9 Establish Visual and Physical Connections to the Water Compatible with Industrial and Harbour Operations

Consider public access or waterfront views through the maintenance of view corridors along key streets running perpendicular to the water, the creation of small viewpoints, and the establishment of a waterfront trail network where compatible with industrial operations and harbour access.

Specific Policies for the North Rock Bay Area

These policies apply to the area bounded by Garbally Road, Gorge Road, Government Street, Bay Street and the waterfront as shown in Figure 54: Urban Industrial Reserve (UIR) Overview Map. The purpose of improvement to this area is to support its success as an urban industrial employment area by creating a positive environment for employees, visitors and customers; to encourage future business location and investment; and to enhance a sense of safety. Improvements should enhance pedestrian comfort and tree canopy while recognizing the business functions of the area, including loading and access for freight and customers.



Consider creative placemaking celebrating the industrial functions of the North Rock Bay area.

5.3.10 Enhance Public Realm and Placemaking to Support a Unique District

Designs should reflect the nature of the district's character, with a preference for simplicity. Consider the following opportunities:

- Develop a unique streetscape design for the Bridge Street “Industrial Arts” main street.
- Enhance landscape and streetscape on Pleasant Street and screen industrial uses to support attractive access to Point Ellice House.
- Incorporate public art into the district, considering murals on walls as well as unique painting of silos or other prominent buildings to establish a unique image for the Rock Bay area.

5.3.11 Maintain the Rock Bay Area’s unique Streetscapes

Planted boulevards and street trees are a distinctive element of Rock Bay which reflects its historic transition from a residential neighbourhood to employment uses, creating a unique character for an industrial district. The character of tree-lined streets should be maintained, while accommodating access for loading and other business activities.



A pedestrian-oriented main street along Bridge Street, featuring light industrial shopfronts with mixed employment above (conceptual illustration looking south down Bridge Street).

5.3.12 Maintain and Enhance Open Space within the Rock Bay Area

Through public improvements and consideration of partnerships (e.g. with Point Ellice House or with large landowners), seek to establish a comfortable location that provides

passive recreation and respite for the enjoyment of employees before and after work and during breaks, and for visitors to the area. Consider opportunities for active recreation (launching small boats) on the water.

5.3.13 Support Access to the Water

Through partnerships, maintain and enhance access to the water, considering to following:

- Establish shared waterfront access for businesses involved in the blue economy, including the launching and testing of waterborne equipment.
- Preserve waterfront access that could in the future be utilized for connections to a waterborne mobility network such as water taxis or seabus.
- Consider opportunities for active recreation, such as a launch or concession for small boats, which does not interfere with industrial functions.

5.3.14 Maintain Cultural and Industrial Heritage

The Rock Bay area has a rich history, encompassing the cultural importance of the Gorge Waterway, upland areas and Rock Bay for the Lekwungen People. This was followed by the evolution of the urban neighbourhood, with grand homes near the water, and a multi-cultural and diverse working-class neighbourhood alongside a growing and vibrant industrial area adjacent to Victoria's working harbour.

- Partner with Point Ellice House, the Songhees Nation, the Xwsepsum Nation, the Métis Nation of Greater Victoria, and others to celebrate and interpret the area's heritage
- Encourage the conservation of sites of cultural heritage significance
- Consider the preservation and reuse of remaining built heritage where possible, consistent with heritage policies in the document

Specific Policies for the Ogden Point Area

The Ogden Point lands are a regionally important marine industrial area adjacent to the city's Outer Harbour, supporting current and future activities dependent on the working harbour and serving as a gateway to Victoria.

5.3.15 Comprehensive Planning for Ogden Point

Development on the Ogden Point lands should be consistent with an adopted comprehensive development plan for the area. Key considerations include:

- Maintaining and enhancing marine industrial use that supports Victoria's working harbour and creates economic opportunity.
- Maintaining and enhancing Ogden Point as a welcoming gateway to Victoria and the region.
- Strengthening First Nations partnership and culture.
- Establishing sustainable mobility connections between Ogden Point, Downtown Victoria and the region.
- Establishing places of community activity for the enjoyment of residents and visitors, considering the Waterfront Villages section of this Policy.
- Mitigating impacts on the local community from both land-based and waterborne transportation.

PART 2

Residential Areas and Special Sites

Directions for the Residential Fabric and Large Non-Market Sites

6. Residential Fabric

The OCP's Residential Fabric envisions a mix of housing forms, including Residential Infill, which may include houseplexes, townhouses and small apartment buildings up to four storeys. In Priority Growth areas, Intensive Infill up to six storeys is envisioned. The OCP supports departures from this framework under specific conditions. The policies in this section provide additional guidance for such departures.

6.1 Site and Locational Criteria for Residential Fabric Rezonings

6.1.1 General Site Criteria for Residential Fabric Rezonings

Rezonings in the Residential Fabric should ensure sites have sufficient dimensions to meet the City's design guidelines while providing frontage works appropriate to a tall building form context, including enhanced spaces for a high-quality pedestrian realm, appropriate mobility facilities, the urban forest and other blue-green network objectives as applicable to the site.

6.1.2 Considering Tall Buildings in Priority Growth Areas

Buildings over six storeys may be considered in the following locations within Priority Growth Areas:

- Adjacent to (including across a street) from Town Centres, the Downtown Core Area, Songhees District or Legislative District.
- On larger non-market housing sites as identified in this policy.
- In other areas where there is an existing context of taller buildings.
- On relatively large sites (approximately 4,000 sq. m. or greater) where significant on-site amenities may be provided.

6.1.3 Considering Intensive Forms in Residential Infill Areas

Buildings generally up to six storeys may be considered outside of Priority Growth Areas as supported by the Official Community Plan and as further guided by the following criteria:

- Sites should have sufficient dimensions to meet the City's design guidelines without the need for significant variances. Intensive forms of development located outside of the Primary Growth Areas should sensitively respond to the adjacent envisioned

lower scale context, which may require more space than within the Primary Growth Areas. Therefore, the following minimum lot dimensions are generally desired:

Building Height and Density	Desired Lot Width (min)	Desired Lot Depth (min)
5 storeys / up to 2:1 FSR	35m	34m
6 storeys / up to 2.5:1 FSR	40m	34m

- Attention should be paid to:
    - Supporting the Perimeter Block Concept envisioned in the OCP through the provision of sufficient rear setbacks and on-site open space, while ensuring a high-quality public realm through prescribed frontage works.
    - Supporting the OCP's Blue-Green Network objectives with consideration for site topography and opportunities to enhance natural assets, including with on-site green infrastructure.

While this section provides general guidance, exact dimensions may vary based context, topography, orientation of sites. Alternative design solutions that meet the above criteria may be considered for sites of different sizes.

6.2 Special Considerations for Residential Fabric Rezonings

6.2.1 Emphasizing Low Carbon Buildings

Low carbon building approaches, including mass timber structural systems, are encouraged in all building forms, particularly those considering densities above those prescribed in the City's zoning or density bonus bylaw.

6.2.2 Ensure Thoughtful Transitions

Building form and massing are encouraged to transition from areas where a lower rise context exists or is anticipated, to areas where taller buildings are proposed or anticipated (including Town Centres and the Downtown Core Area), by responding to both contexts. Strategies to achieve this may include:

- Development of street walls of a similar height to the lower rise context.
- Development of multiple buildings or building modules of different heights.
- Inclusion of generous boulevards, tree canopy or public space.

6.2.3 Mitigate Impacts to Public Open Space

Additional height should not significantly affect the year-round public enjoyment of parks and public open spaces as demonstrated by a shadow study.

6.2.4 Maintain Building Functions On-site

Loading, delivery, utility, mechanical and refuse are generally encouraged to be accommodated on-site in order to maintain greater flexibility for the location of street trees, pedestrian amenities and curbside bicycle lanes.

6.2.5 Logical Assembly of Development Sites

Avoid "orphaning" smaller sites (generally less than 30 metres wide) between existing and proposed tall or intensive infill buildings such that the orphaned lot(s) cannot reasonably accommodate similar or complementary built forms.

6.2.6 Facilitate Corner Stores and Neighbourhood Commercial Sites

Pockets of corner commercial have evolved over time to be an important part of the Residential Fabric, contributing to the community objectives of the OCP. The renewal of existing corner commercial spaces and the creation of new corner stores in appropriate locations is encouraged.

- Rezoning of small commercial or mixed-use parcels within the Residential Fabric should maintain one or more commercial retail units on the ground floor.
- Additional density may be considered to support the inclusion of local-serving commercial spaces within a residential mixed-use building, as appropriate to context.
    - Appropriate contexts may include sites: on corners; along key mobility corridors; or adjacent to public spaces, activity nodes, or areas with high residential or employee populations.
- Additional density might be achieved through added height on appropriately sized lots, or through mixed-use building forms (for example, with reduced front setbacks).
    - The orientation and size of commercial spaces should consider potential impacts on mobility networks.

6.2.7 Sustainable Mobility

Rezonings in the Residential Fabric should demonstrate a strong commitment to supporting sustainable mobility objectives:

- Larger buildings and associated increases in local pedestrian volumes may result in the need for new or improved facilities such as crosswalks or other enhancements to the adjacent pedestrian network, to provide safe connections to nearby services and amenities.
- Rezonings to intensive five or six storey forms outside of the Priority Growth Areas, which are not located within a short distance of diverse transportation choices, shops and services should seek to incorporate facilities for shared mobility and active transportation choices.
- Transportation Demand Management measures prescribed in the zoning bylaw are requirements of the application and are not considered to be additional public benefit.

6.2.8 Official Community Plan Objectives

All rezonings in the Residential Fabric should be consistent with the broader objectives of the OCP. Where sites do not support the objectives of the OCP or do not meet the intent of this policy, rezonings may not be supported.

6.2.9 Housing Diversity

All rezonings in the Residential Fabric should be consistent with the housing directions in this policy and should seek to advance the housing-related objectives of the OCP.

6.2.10 On-site Common Spaces

Buildings should provide a sufficient mix of outdoor and indoor common spaces to meet the needs of residents. Rezonings that propose family-friendly development or collective housing (as identified in the OCP and this policy) should pay special attention to the City of Victoria's *Advisory Guidelines for Family-Friendly Buildings*.

6.2.11 Ecological Considerations

Proposed rezonings should seek to advance City objectives for community and climate, specifically considering opportunities for conservation and enhancement of ecological areas and features. Rezonings that result in impacts to intact areas of significant habitat may not be supported.

7. Large Non-Market Housing Sites

The future redevelopment of large housing sites, particularly those owned by non-market housing providers, have the greatest potential to significantly increase the supply of affordable housing which is foundational to a healthy housing system. The opportunity to accommodate diverse building forms, on-site amenities, improved connections and publicly accessible open space are other benefits of large sites, fostering liveable and vibrant communities. Four large non-market sites have potential for redevelopment in the timeframe of this plan:

- Cridge Centre - 1307-1311 Hillside Avenue and 1190 Kings Road
- Kiwanis Village - 1419 Mallek Crescent
- Pioneer - 1000 McCaskill Street
- Evergreen Terrace - 2501 Blanshard Street

The policies in this section provide guidance for any potential redevelopment of these sites. General and site-specific policies are provided and should be considered regardless of ownership. Policies apply to the entire site (which may include multiple parcels).

7.1 General Policies

7.1.1 Housing Priorities

Redevelopment of non-market housing sites should seek to address priority needs as identified in the City's Housing Needs Report, including by seeking to:

- Integrate a mix of housing types suitable to a diversity of households and income levels.
- Increase the supply of affordable non-market housing (including rental, transitional and/or supportive housing), secured through a legal agreement in accordance with City policy. Non-market housing for very low-, low- and moderate-income households is encouraged.
- Integrate family friendly housing in accordance with City policy, including this policy.

7.1.2 Provision of Amenity Space

Redevelopment should seek to provide accessible indoor and outdoor amenity spaces commensurate with increased density and number of residents. Amenities should enhance livability, wellness and social connection and be suitable for different age groups, including but not limited to:

- All ages and abilities outdoor recreation areas, such as small sport courts, play areas for children, multi-purpose gathering spaces, and/or a community garden.
- Amenities and community space for families such as childcare and youth activity spaces.
- Activity spaces for seniors.
- Shared or communal gathering or working spaces where appropriate.

7.1.3 Support Community Integration

Seek to integrate large non-market sites into the broader community, including by enabling public access to amenity space or by incorporating local serving commercial or cultural uses where possible.

7.1.4 Mobility Priorities

Redevelopment should seek to support sustainable mobility options for residents and thoughtfully connect to transportation networks:

- Incorporate enhanced transportation demand management (TDM) measures including car share parking, transit pass programs and enhanced bicycle parking to support anticipated households, such as electric and cargo bike parking to serve families.
- Consider opportunities to integrate a public bike share corral.
- Thoughtfully connect the site to cycling and pedestrian networks.
- Thoughtfully connect to the transit network and consider integrating on-site paratransit service areas (e.g. BC Transit handyDART), equipped with weather protection.
- Consider the appropriateness of a shared, centralized parking facility for vehicles, bicycles and other mobility devices to maximize site use and to minimize impacts to trees, open space, and natural areas.

7.2 Cridge Centre (1307-1311 Hillside Avenue and 1190 Kings Road)

The Cridge Centre for Family Society has been a place for services and housing for children, women, seniors and families since 1893. The centre provides a wide range of programs, services and housing options including transitional and non-market homes. The Garry Oak Meadow is an integral component and prominent feature of the site, providing a connection to the land and environment and serving as a valued natural area for the community.

A phased, long-term redevelopment of the site offers opportunities for amplified public benefit in non-market housing, expanded services, renewed open space, and continued conservation of the sensitive Garry Oak Meadow. In addition to the general policies in this section, the following policies provide site specific direction for redevelopment of the property.

Figure 55 : Conceptual Site Diagram – Cridge Centre



7.2.1 Housing Objectives

Build on the existing provision of transitional, seniors' and non-market housing while expanding the diversity of housing types and levels of affordability.

- Consider increasing support for seniors through a community of care, where aging in place is facilitated by the availability of different levels of on-site care.
- Consider increasing family friendly housing and explore the inclusion of flexible unit configurations that can accommodate larger households and multi-generational families.

7.2.2 Conserve the Heritage Built-form and Landscape

Undertake a heritage conservation study that considers the BC Protestant Orphanage/Bishop Cridge Centre (Built 1893, Architect: Thomas Hooper) and Garry oak meadow heritage landscape and seek to protect, retain, enhance and complement these assets:

- Where possible, use existing building and parking lot footprints for future redevelopment. Explore the consolidation of the existing building footprints for larger building sites where urban forest and conservation measures permit.
- Respect the existing topography and bedrock ground conditions by adopting a strategic approach to grading and site preparation, while minimizing use of blasting.
- Consider locating new development sites on the Hillside Avenue frontage to limit impact to environmentally sensitive areas and mature trees.
- Respond to the Garry oak meadow habitat through building and open space designs, materials and experience. Strategies to address this could include:
    - Designing the built form around the sensitive Garry oak meadow areas.
    - Choosing exterior materials and design that takes its cues from the environment, both built and natural, considering the use of wood in built form structures and cladding.
    - Providing interpretive signs that highlight the significance of the Garry oak ecosystem.

7.2.3 Protect and Enhance Environment and Natural Systems

Site planning should aim to preserve, restore, protect, and minimize impacts to the sensitive Garry oak Meadow and maintain and enhance ecosystem services.

- Adhere to and supplement the existing Garry oak meadow protection covenant with an arborist report when undertaking site planning and site services planning.
- Landscape plans should:
    - Plan to conserve, restore and enhance sensitive ecosystems.
    - Protect and add significant trees throughout the site, compatible with the Garry Oak Meadow ecosystem.
    - Consider climate change resilience as a key aspect of site planning and landscape design.
    - Be informed by an updated arborist report and any supporting studies, such as site bioinventory and site hydrology.
- Minimize development and site improvement impacts on the Garry Oak Meadow habitat. Examples include limiting built form footprints, new vehicle crossings and curb cuts.
- Offset any loss of ecosystem services from the site (e.g. habitat area or biodiversity loss and reduction of natural stormwater infiltration or detention capability) in building and landscape design through biophilic and regenerative design approaches.
- The site is in the Rock Bay Creek stormwater catchment which discharges into Rock Bay in the Victoria harbour. For improved stormwater quality and reduced runoff volume, incorporate on-site stormwater management measures (known as Green Stormwater Infrastructure or GSI) into open spaces, outdoor amenity areas and buildings. Explore opportunities to integrate GSI measures into the experience of shared amenity areas.

7.2.4 Envisioned Built Form and Site Organization

The site is located in a Priority Growth Area where intensive residential forms of up to six storeys are envisioned. Additional height and density may be considered to realize objectives for the site. Mid-rise tall building forms may be considered along Hillside Avenue to minimize potential shading impacts on open spaces, Garry oak meadow, and housing and care uses, particularly on housing for those with mobility limitations.

7.2.5 Envisioned Open Space and Outdoor Amenity Network

Create an interconnected sequence of public and semi-public open spaces, open spaces and outdoor amenity areas designed and programmed to provide intergenerational interaction and opportunities for play, including nature-based free play.

- Organize development around open spaces to support community-building and placemaking.
- Consider upper-level terraces and rooftops as potential locations for outdoor amenities for the residents.

7.2.6 Indoor Spaces for Commerce, Community and Amenity

Provide and organize indoor community, recreational and commercial spaces consistent with the general policies.

- Embrace opportunities for inter-generational interaction by way of spatial configuration of different program areas (e.g. proximity of senior centre and daycare spaces).
- Consider providing at-grade commercial retail uses fronting Hillside Avenue, providing convenience shopping and encouraging social interaction. Limited, local-serving retail may be supportable on Kings Road.

7.2.7 Envisioned Connectivity and Active Transportation Network

Support north-south and east-west non-motorized connectivity and access through the site, integrating with the surrounding greenways, pedestrian and cycling networks and on-site open spaces, considering:

- Enhance the Hayward Heights thoroughfare for pedestrians.
- Extend the Capital Heights greenway into the site, enhancing connections between Hillside Avenue and Kings Road.
- Consider a new east-west connection from the existing Statutory Right of Way (SRW) to Ryan Street and through Mount Stephen Park, with enhancements to the east-west alignment of Ryan Street.
- Improve and expand pedestrian space amenities on Cook Street, particularly at the Kings Road intersection, including accessible pathways facilitating movement across elevations and grades.
- Strengthen and articulate Kings Road as a pedestrian-friendly greenway, taking into consideration its shared configuration and community-led character, supporting ample tree canopy and safety and comfort for all users.
- Provide accessible public realm ‘gateways’ on Hillside Avenue and near the intersection of Cook Street and Kings Road, with an enhanced crossing of Hillside Avenue at Higgins inviting access to Hillside Park.

- New and enhanced connections should be consistent with multi-use standards, which may entail widening existing Statutory Rights-of-Way (SRW), surface improvements, accessibility improvements and new or upgraded lighting. Particular attention should be paid to safety and comfort of vulnerable users and those with mobility limitations.

7.2.8 Support Ease of Access to Mobility Options for All Abilities

- Provide accessible entryways, weather-protected parking spaces, and charging infrastructure for mobility-assistive vehicles (e.g. mobility scooters) connected with mobility networks.
- Enhance comfort and access to transit waiting areas along Hillside Avenue and Cook Street.
- Configure vehicular access and parking to limit disruptions to pedestrian networks and to support mobility for those of all abilities. Prioritize the Hillside Avenue frontage for vehicular access.
- Consider reducing or removing vehicular access on Kings Road frontage in support of neighbourhood traffic calming and shared-use street vision, while maintaining access for mobility devices and on-demand transportation.

7.3 Kiwanis Village and Pavillion (1419 Mallek Crescent, 3034 Cedar Hill Road)

Context and Vision

The Kiwanis Village Society has been providing affordable housing to low-income seniors at this site since 1952. Renewal of the 1419 Mallek Crescent property was initiated with the development of a 78-unit affordable rental building along Cook Street, which opened in 2023. Further redevelopment of the older housing stock offers an opportunity to consider new building forms for a diversity of household types and amenities to support a highly liveable community, with an emphasis on social connections. Directly adjacent to the Kiwanis Village is the Kiwanis Pavillion site, which offers subsidized long-term care for seniors in partnership with Vancouver Island Health Authority (VIHA).

In addition to the general non-market housing policies (see Large Non-Market Sites: General Policies), the following policies emphasize site specific direction for integrated redevelopment of these two sites.

7.3.1 Housing Objectives

Build on the existing provision of seniors' and non-market housing while expanding the diversity of housing types and levels of affordability.

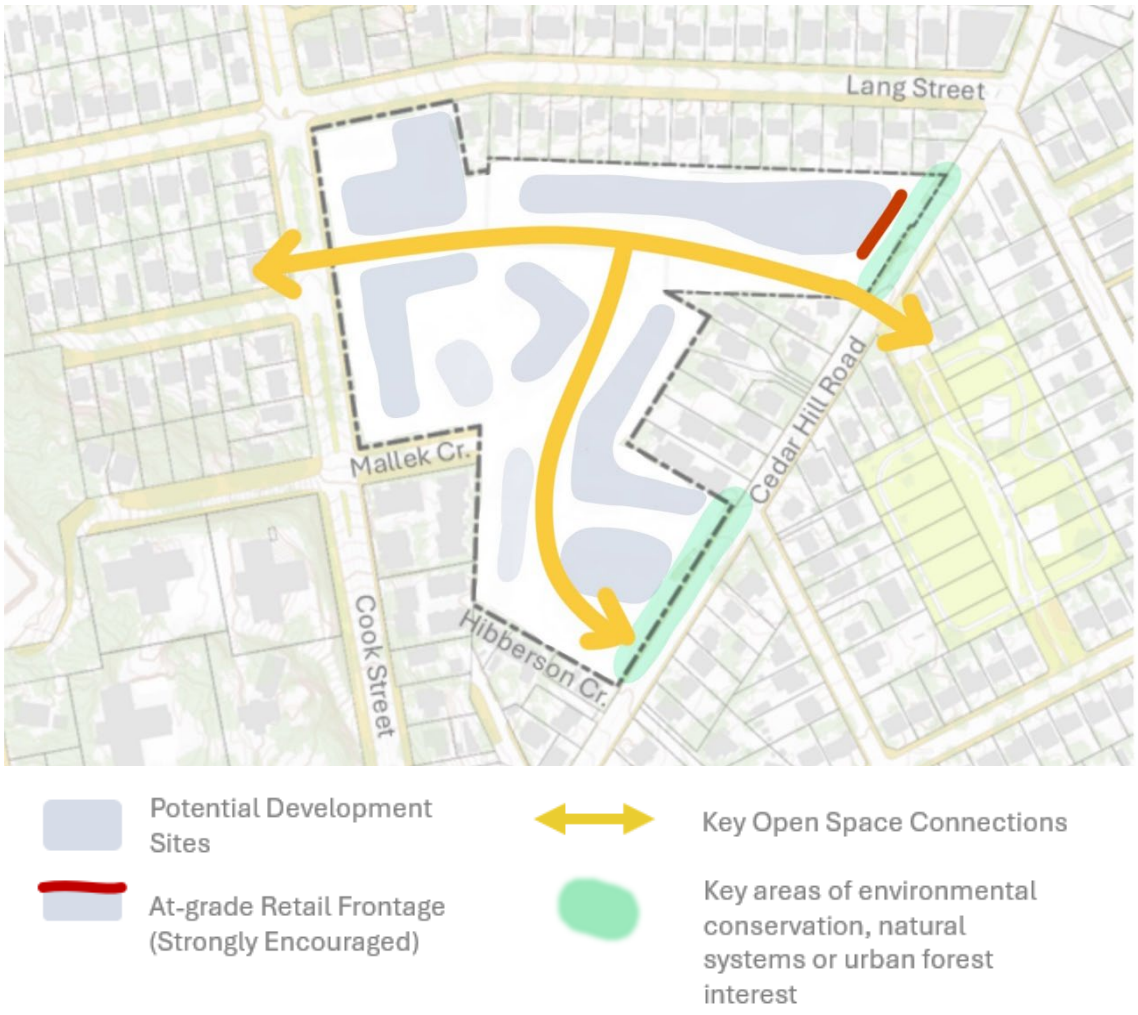
- Maintain and expand housing and amenities for seniors and housing opportunities for other groups.
- Build on the family-friendly housing approach, demonstrated through housing supports for refugee families.
- Establish a 'community of care', if feasible, with independent living, assisted living, and renewed long-term care located in one area, enabling seniors to age in community and couples remain together as their needs change.

7.3.2 Envisioned Site Organization

- Concentrate density and increased building height along Cook Street and Cedar Hill Road, to maximize opportunities to create open spaces.
- Utilize the larger, relatively flat area to the southeast for more intensive forms of housing, noting that the northwest area of the site may have challenging soil conditions.

- Build on the courtyard and cluster housing patterns on the site, especially in the western parts of the site with newer developments, and organize new, denser development around open space nodes.

Figure 56: Conceptual Site Design – Kiwanis Village



7.3.3 Envisioned Built Form

- Explore intensive residential forms across the site, predominantly ranging from four storeys to six storeys. This may be complemented by taller forms (up to a maximum of 18 storeys) and townhome or stacked townhome forms.
- Explore opportunities for taller forms (over 6 storeys), especially in proximity to Cedar Hill Road and Cook Street corridors, considering the impacts on sunlight access and shading of the ground plane.

- When in proximity to newer housing development on site, locate denser infill development strategically to support the physical definition and activation of open spaces to 'complete the courtyard'.
- Ensure the proposed reconfiguration provides a thoughtful transition to the neighbouring general urban fabric, considering natural light access, shading impacts and livability.
- Consider incorporating ground-oriented and accessible units within taller apartment building forms.

7.3.4 Envisioned Open Space and Outdoor Amenity Network

Create an interconnected network of open spaces as illustrated in Figure 56: Conceptual Site Design – Kiwanis Village.

- Create through-block access through the site between Summit Park and Oswald Park, a popular family destination, while ensuring accessible on-site open space for residents, especially for seniors and those with mobility limitations. This connection could be in the form of a linear parkway with opportunities to linger and socialize, or a multi-use path connecting Mallek Crescent and Hibberson Crescent, aligned with Summit Avenue.
- Provide accessible connectivity across the site, organized around public realm nodes and a central open space for intergenerational socializing.

7.3.5 Envisioned Community Use and Indoor Amenity Space

Provide and organize indoor community, recreational and commercial spaces consistent with the general policies, considering the following specific policies:

- Explore opportunities for resident/neighbourhood-focused commercial uses such as a pharmacy, corner store, or coffee shop, especially fronting Cedar Hill Road, given the proximity to Gosworth Village and providing opportunities for convenience shopping and social interaction.
- Investigate partnerships to enhance and expand the existing activity room into a more robust on-site multipurpose amenity space for the growing community, activating the outdoor amenity areas.
- Embrace opportunities for inter-generational interaction by way of spatial configuration of different amenities and program areas (e.g. proximity of senior centre and childcare spaces).

- Identify opportunities to provide public access to community spaces, programs, and amenity areas, where possible.

7.3.6 Develop an Integrated System of Active Transportation and Connectivity

Support non-motorized connectivity and access through the site, integrating with the surrounding greenways, pedestrian and cycling networks and on-site open spaces. See the conceptual network in Figure 56: Conceptual Site Design – Kiwanis Village.

- Integrate a multi-use path through the site, from the Oswald Park crosswalk to the Summit Avenue crosswalk, providing an alternative to the steep incline at the Kiwanis Way intersection.
- Provide accessible entryways, weather-protected parking spaces, and charging infrastructure for mobility-assistive vehicles (e.g. mobility scooters).
- Establish placemaking and public realm features that enhance the pedestrian connection across Cedar Hill Road at Oswald Road and create an inviting gateway to the park.
- Provide accessible entryways, weather-protected parking spaces, and charging infrastructure for mobility-assistive vehicles (e.g. mobility scooters).
- Explore development of east-west and north-south pedestrian crossings at the Lang Street and Cook Street intersection to connect to public open space at Summit Park and beyond, and to facilitate access to Finlayson Street.

7.3.7 Enhance the Ease of Access to Multi-Modal Transportation for All Abilities

Enhance comfort and access to transit waiting areas along Cook Street and Cedar Hill Road

7.3.8 Protect and Enhance Environment and Natural Systems

- Improve habitat connectivity between Oswald and Summit Parks and expand urban forest across the site by way of naturalized open space and new trees, which may be planned as part of through-block connections as illustrated in Figure 56: Conceptual Site Design – Kiwanis Village.
- Enhance the urban forest along Cedar Hill Road and Cook Street corridors by increasing street tree canopy cover.
- The site is in the Bowker Creek stormwater catchment which discharges into Oak Bay. Ensure the goals and actions of the City-endorsed *Bowker Creek Blueprint - A 100 Year Action Plan to Restore Bowker Creek* are incorporated into the site priorities.

- For improved stormwater quality and reduced runoff volume, incorporate on-site stormwater management measures (known as Green Stormwater Infrastructure or GSI) into open spaces, outdoor amenity areas and buildings. Explore opportunities to integrate GSI measures into the experience of shared amenity areas.

7.4 Pioneer (1000 McCaskill Street)

Context and Vision

Pioneer Cooperative Housing Association located at 1000 McCaskill Street is a non-profit co-operative that is located in Victoria West. The cooperative was established in 1974, providing 74 affordable townhomes through a monthly charge (rent) model for cooperative members. Amenities include a playground and green space for recreation and social connections.

Long term planning for the property may include redevelopment to better meet the evolving housing needs in the community and to support building lifecycle and asset management plans. Long-term redevelopment could be supported by exploring partnerships with groups such as the City of Victoria, senior levels of government, the cooperative housing federation, as well as non-profit organizations such as a community land trust to maximize opportunities for on-site affordability. In addition to the general policies (see Large Non-Market Sites: General Policies), the following policies provide site specific direction for redevelopment of the property.

7.3.1 Housing Objectives

Maintain and add affordable family appropriate housing with two- to four-bedroom units and consider introducing housing for seniors to create a multi-generational community and supporting aging in place for current and future residents.

- Explore opportunities to expand options for family households by providing flexible residential configurations, particularly lock-off housing units, to accommodate different life stages and changes in household composition.
- Provide open spaces and on-site amenities consistent with the City's Guidelines for Family-Friendly Housing.

7.4.2 Envisioned Site Organization

- Explore opportunities to reconfigure internal streets and consolidate parking areas (for example, under multi-unit buildings) to free up space for open areas, improve circulation and connectivity, and expand buildable site area for housing.
- Organize new housing development around semi-public outdoor amenity areas with community-building potential.

- Consider formalizing through-block connections and open spaces in coordination with existing rights-of-way for utilities.
- Consider the potential for land assembly at the northern and/or southeastern parts of the site to acquire additional parcels, standardize site geometry, and improve development potential.

7.4.3 Envisioned Built Form

- Explore opportunities for low- to mid-rise residential apartments (four to six stories) along east and west boundaries of the site and oriented to the street, surrounded by a network of open spaces and outdoor amenity areas with good solar access. Consider incorporating ground-oriented units within apartments to improve accessibility and activate open spaces.
- Prioritize ground-oriented housing forms (e.g. townhouses or stacked townhouses) throughout the site.

7.4.4 Enhance the Open Space and Outdoor Amenity Network

- Integrate an east-west park-like space through the site, supporting active and passive recreation for residents, and with additional north-south landscaped pedestrian connections.
- Leverage the unique configuration of the site and its proximity to the E&N Rail Trail to create opportunities for trail-adjacent open spaces.

Figure 57: Conceptual Site Diagram – Pioneer Housing Cooperative



7.4.4 Support Active Transportation and Accessibility

- Formalize an east-west connection through the site between McCaskill Street and Hereward Road constructed to multi-use pathway standards. The design should emphasize creating an atmosphere that encourages social interaction, placemaking, enhanced walkability, urban forest, and prioritizes the safety of pedestrians and

cyclists. Support connectivity to Victoria West Elementary School and Craigflower Village by enhancing the crossing of Mcaskill Street at Langford Street.

- Explore approaches to respond to and strengthen access to the E&N Rail Trail, such as:
    - Facilitate access through the site and across Hereward Street to Hereward Green and to the E&N Rail Trail
    - Provide an accessible connection along the east property line, aligned with Sherk Street, connecting the site, Victoria West Elementary School, and the E&N Rail Trail, considering supportive features such as water fountain and bicycle repair station.
    - Consider a connection form the Walker Street alignment through the site with a multi-use path, connecting to the Rail Trail and Wilson Street if opportunities arise through redevelopment.
- Incorporate features into the site that encourage the use of cycling and mobility devices, such as high-quality long-term and short-term bicycle parking and repair facilities.

7.4.5 Protect and Enhance Environment and Natural Systems

Expand urban forest canopy and habitat connectivity by way of naturalized open space, protection of existing trees, and introduction of new trees, which may be planned as part of through-block connections.

The site is located in a stormwater catchment which discharges onto the shoreline adjacent to the Songhees Walkway. For improved stormwater quality and reduced runoff volume, incorporate on-site stormwater management measures (known as Green Stormwater Infrastructure or GSI) into open spaces, outdoor amenity areas and buildings. Explore opportunities to integrate GSI measures into the experience of shared amenity areas.

7.5 Evergreen Terrace (2501 Blanshard Street)

The Evergreen Terrace site is substantial in size and significant to the Hillside-Quadra community. Plans should consider, as a first principle, a variety of ways to knit any new development together with the broader community, including through thoughtful site layout and design, physical connections, housing for a range of incomes, ages, and lifestyles, and the provision of commercial or community serving uses that would draw residents from throughout the area.

Given the size and significance of the site, and the likelihood of a phased redevelopment, a comprehensive development plan and an agreement between the City and the property owner should address community and citywide objectives, including but not limited to:

- Unique site and contextual conditions, and other design considerations
- Urban design and open space framework
- Housing mix (type, size, and tenure)
- Energy performance
- Green infrastructure
- Urban forest and local ecological context (e.g., Rock Bay Creek)
- Transportation Demand Management (TDM) measures
- Active transportation infrastructure
- Amenity provisions
- Densities, heights, and built forms
- Tenant relocation
- Development phasing, if required

Given the potential impact of redevelopment, engagement should include involvement with the broader community, including meaningful engagement with Indigenous community members.

7.5.1 Housing Objectives

The site currently provides valuable, affordable housing to over 160 households. Given the opportunity of the site to achieve housing objectives, and the anticipated impact of redevelopment on community service needs, consider the following housing principles:

- Seek to, at a minimum, retain the current floor space and number of non-market housing units and seek to deliver a minimum of 400-500 net new non-market housing units. Within those net new units, provide diverse affordability for people with very low, low, and median incomes in accordance with the Victoria Housing Strategy.
- Consider opportunities for market rental housing to fund amenity contributions toward identified community space needs for the area (e.g., an expanded Quadra Village Community Centre), and to contribute to the creation of a diverse community (see also principles under Co-location and Partnership below).
- Seek a thoughtful and equitable spatial distribution of non-market, below market, and market units in different buildings and locations on the site to avoid segregation of households by income and location.
- Seek to create a mix of housing units that can accommodate household types that are currently under-served by the market, such as family-friendly units with 2 and 3 bedrooms, accessible units, and units with lock-off suites or other features that can serve a range of household sizes, needs, and lifestyles.
- When considering operational models for new buildings on the site, explore opportunities to incorporate cooperative housing, coordinating with other agencies and organizations as appropriate.

7.5.2 Support a Diversity of Households

- Seek to create a mix of housing and community spaces that support multigenerational use.
- Consider the needs of urban Indigenous and newcomer households when planning for housing forms and amenities (e.g., multi-generational living opportunities; family-oriented housing and spaces, and culturally supportive services, uses, and amenities).

7.5.3 Envisioned Built Form

The ultimate uses, heights, and densities on the site should be informed by a comprehensive planning process as well as the principles in this section.

- Consider built forms up to 6 storeys and 2.5:1 FSR
- Greater heights and densities may be required to meet these principles, specifically affordability of net new units on-site and expanded community spaces to address current and future demand as the area redevelops

7.5.4 Develop Indoor and Outdoor Amenity Spaces to meet Residents Needs

- Consider incorporating indoor and outdoor amenities that:
    - foster a sense of agency and stewardship among residents, including:
    - meet a variety of needs, including opportunities for hobbies, play, social connection, creativity, and social enterprise as well as community and support services (e.g., childcare, community kitchen).
    - support food security, such as meal sharing and community gardening, recognizing the social, health, and environmental benefits of these activities.

7.5.5 Consideration of Commercial and Community Uses and Partnerships

- Consider partnerships with the City of Victoria to co-locate housing and community serving uses, including a potential coordinated redevelopment and expansion of the existing Quadra Village Community Centre at 901 Kings.
- Consider opportunities to incorporate other commercial and community uses on the site that may provide expanded services and amenities, complement the assets at Midtown Centre and Quadra Villages, and knit the site together with the broader community.
- Incorporate a small, ground-floor active or commercial use at the northwest corner of Bay Street and Dowler Street to help create a sense of place at the Bay-Dowler intersection, and to complement existing and future small-scale commercial uses at adjacent corners (see Small Villages and Community Corners section of this plan).

7.5.6 General Siting and Built Form Policies

Consider the following principles to guide redevelopment:

- Incorporate diverse housing types and building forms Seek a site layout and building orientations that consider shadowing and other livability impacts on adjacent properties, including residents at the adjacent Summit long-term care facility.
- Seek a site layout that buffers living and community gathering spaces from heavily trafficked roads (Blanshard Street and Hillside Avenue), including through strategic location of commercial or community uses or landscape elements.
- Locate commercial and community uses near edges or access points in a manner that seamlessly integrates the site with the surrounding community, specifically considering the relationship with the All Ages and Abilities Cycling facility along Kings Road.

7.5.7 Create a High-quality System of Open Spaces

- Incorporate landscape, open space, and trees consistent with Figure 57: Conceptual Site Diagram - Evergreen Terrace and Quadra West.
- Explore opportunities to integrate existing or planned green space at 950 Kings Road into public and open space plans for Evergreen Terrace.

7.5.8 Integrate Pedestrian and Active Transportation Networks

- Consider ways to provide connectivity, permeability, and shared public spaces between and within Evergreen Terrace, 950 Kings Road, the Quadra Village Community Centre, and The Summit Hospital Building, including a north-south walking and cycling route ("Dowler Glasgow Greenway").
- Integrate the Kings Road and Blanshard Street All Ages and Abilities cycling route into plans for the site, considering opportunities to connect future public spaces, community services, and amenities to the route.
- Consider opportunities at the Hill Street intersection to provide additional connections from the site to Midtown Centre.
- Consider additional opportunities to improve the pedestrian experience through generous unobstructed sidewalks separated from the roadway by street trees and improved accessibility through and along the site, including Blanshard Street and Hillside Avenue frontages.

7.5.9 Support Sustainable Mobility Options

Consider transportation demand management measures that make the site a model for supporting residents to live comfortably without owning a car, including car share, enhanced bike parking and maintenance facilities, bike share, access to transit, and innovative parking approaches, while considering access and needs for private automobiles.

7.5.10 Protect and Enhance Environment and Natural Systems

- Seek to incorporate Rock Bay Creek (where it flows under the site in a culvert) into landscape design, considering daylighting of the creek as an amenity, or if that is not possible, celebration of the creek through landscape design.
- Seek to incorporate natural features such as tree plantings and stormwater mitigation into the site.

- Explore opportunities to demonstrate leadership in sustainability and green building approaches, including through the development of high-performance buildings and consideration of Figure 58: Conceptual Site Diagram - Evergreen Terrace and Quadra West.

Figure 58: Conceptual Site Diagram - Evergreen Terrace and Quadra West



1. Expand green space along Kings Road
2. Design part of Kings Road as a gathering space
3. Seek added community spaces and services to complement the Quadra Village Community Centre
4. Establish a network of pedestrian connections
5. Establish interior connections and green spaces at Evergreen Terrace
6. Locate active ground floor uses at the Dowler St-Bay Street intersection

PART 3

General Policies

Citywide, Topic-specific Guidance for Redevelopment

Introduction to General Policies

The policies in this section apply throughout the city, including the local areas and specific sites discussed earlier this document. The guidance in this section is organized by topic area, including:

- Housing and Residential Uses
- Arts, Culture and Community Uses
- Industrial Uses outside of the Urban Industrial Reserve
- Heritage Properties
- Mobility Hubs
- Local Connections

All applicants should consider whether their site may be subject to these topic specific policies or has an opportunity to advance related objectives.

9. Housing and Residential Uses

If an applicant is proposing a development within a residential area or is considering a residential use component, it should consider the policies and objectives in this section.

9.1 Collective Housing

Collective housing is a form of residential living arrangement that includes shared spaces and facilities with an emphasis on affordability, community building, and social interaction. This model can encompass a variety of housing types and tenures, including co-operative housing, co-housing, and co-living models. Sociable design plays a vital role in fostering successful community connections by creating environments that encourage interaction while respecting individual needs for privacy. By thoughtfully designing building edges, circulation spaces, amenities, and private units, sociable design ensures that residents have opportunities to connect with one another in both planned and spontaneous ways.

9.1.1 Encourage Car-Light Development

Collective housing developments should demonstrate a strong commitment to incorporating opportunities for residents to use shared mobility and active transportation choices.

- At a minimum, these developments should integrate Transportation Demand Management (TDM) consistent with the zoning bylaw to achieve reduced parking requirements.
- Consider further reductions in parking requirements in areas with strong access to public transit, services, and the active transportation network.

9.1.2 Support Housing for Families with Children

- Redevelopments of housing cooperatives with existing family-friendly units should prioritize maintaining and enhancing family-friendly housing options. A focus on creating multi-generational communities is strongly encouraged.
- In alignment with the City of Victoria's *Advisory Design Guidelines for Family-Friendly Buildings and Spaces*, this policy seeks to follow these intention statements on sociable design:

- Indoor Amenity Spaces that support a variety of age groups and activities in residential developments, regardless of the size and amenities in individual homes. These spaces enable opportunities for social and intergenerational interaction in residential developments.
- Open Space and Landscaping provide conveniently accessible outdoor amenity areas in residential developments. These spaces enable opportunities for social and intergenerational interaction in residential developments and expand options for outdoor recreation and play for children and families.

9.2 Family Housing

Housing choice is a vital part of ensuring that residents can stay in Victoria as they move through the stages of life. This policy establishes the City's expectations for the provision of housing suitable for families and is intended to assist applicants and City staff in preparation and review of rezoning applications for new multi-unit and mixed-use residential buildings to ensure the supply of homes that meet Victoria's family housing targets.

9.2.1 Family Housing Policy Requirements

Rezoning applications for new multi-unit residential developments consisting of four or more storeys on Large Sites (approximately 4,000m^2 or greater, consistent with the General Urban Design Guidelines) should consider the following minimum unit type percentages beyond that required in standard residential zoning, if they include the following site conditions:

- Stratified ownership developments: A minimum of 35 per cent of total project dwelling units contain two or more bedrooms, with a minimum of 15 per cent of total units containing three or more bedrooms.

9.2.2 Advisory Design Guidelines

The *Advisory Design Guidelines for Family-Friendly Homes and Spaces* outlines best practices for family-friendly planning and design of residential buildings and open spaces. Rezoning applications should consult the guidelines and use the five overarching principles to inform their design while incorporating best practices throughout the development.

9.2.3 Policy Flexibility and Exemptions

Applications addressing the following housing needs are not expected to conform to this Policy:

- Seniors' housing
- Projects licensed under the *Community Care and Assisted Living Act* or *Hospitals Act*
- Independent Living projects subject to the Residential Tenancy Act
- Supportive housing
- Affordable rental housing

Applicants seeking to develop a project which does not comply with the policy bedroom composition expectations must include a rationale in their application explaining the inability to comply with this policy.

9.3 Tenant Assistance and Rental Replacement Policy

The Tenant Assistance Policy supplements the Tenant Protection Bylaw in situations where a rezoning application seeks to redevelop one of the City's larger, older rental buildings or for a Large Site (approximately 4000m^2 or greater, see General Urban Design Guidelines section 9.1). This policy helps to mitigate the impacts of displacement due to redevelopment on more vulnerable tenants by providing guidelines for developers and property owners for the provision of additional support.

9.3.1 Retention of Rental Buildings in Good Condition

If the rental vacancy rate in the city is below 3 per cent, redevelopment of existing rental buildings is discouraged where they are in good condition. Any redevelopment of a rental building should be supported by building assessment and analysis demonstrating the building is approaching end of life.

9.3.2 Family-Friendly Units

If the application to redevelop an existing rental building is supported, the new rental building should have the same number of two- and three-bedroom units as the existing building, or meet the requirements under the Family Housing Policy, whichever is higher.

9.3.3 Support for Tenants

If the application to redevelop an existing rental building is supported, additional support measures beyond those included in the Tenant Protection Bylaw are encouraged if there are factors that indicate a concentration of vulnerable tenants such as:

- Age of building
- Concentration of low-income renters
- Concentration of renters in core housing need

Projects undertaking to redevelop existing rental buildings with a demonstrated concentration of vulnerable tenants are encouraged to provide additional supports such as:

- Phasing of the redevelopment so that tenants can relocate to other properties on the site, maintaining the same terms of their previous tenancy agreement.
- Units in the new building should include affordable or below-market units, secured through legal agreement.
- Displaced tenants should be offered the Right of First Refusal for an affordable unit in the new building.
- Additional compensation in the form of lump-sum cash payments or free rent.

9.4 Residential Uses Adjacent to Industrial Land Reserve

Sites located adjacent to the Industrial Land Reserve, including across a street, are encouraged to establish compatibility with adjacent industrial uses and set the expectation that streets accessing employment areas may be used for delivery and business access. This policy excludes properties located across Dallas Road from Ogden Point.

9.4.1 Include Employment Space adjacent to the Industrial Land Reserve

Multi-unit buildings located across the street from, or sharing a side lot line with properties in the Urban Industrial Reserve, should include a ground floor consisting of work-live, commercial, or light industrial space.

9.4.2 Design for Compatibility of Residential and Light Industrial Uses

- The siting and location of residential uses is encouraged to avoid overlook of current or future industrial activities
- The design of buildings should incorporate features which mitigate impacts, such as noise and glare, from nearby industrial activities.

10. Arts, Culture and Community Uses

Arts, Culture and Community spaces and venues are found throughout the city. These spaces include:

- Public and not-for-profit community centres, recreation facilities, and community halls
- Spaces and venues for arts and culture production, performance, display and education that are in public or non-profit or public ownership
- Places of worship in non-profit ownership
- Spaces zoned primarily for arts, culture and community use
- Public schools

These spaces are critical in supporting artistic, recreational and social needs of Victoria's residents. They serve the arts and culture economy, foster creativity, enhance social connection, and help Victoria retain vibrant arts, cultural and non-profit sectors. These spaces help connect people with one another, often providing space for formal and informal community groups to meet.

10.1 Preservation of Arts, Culture and Community Spaces

Rezoning for these sites should seek no net loss of arts, culture and community space. Consider the following:

- Development that retains, replaces or develops new arts, culture and community spaces may consider additional height and density where it is appropriate for site size and context.
- In the case of educational institutions, community-serving functions (such as space available for meetings, childcare and recreational programming) rather than the institution as a whole may be considered as the public benefit.
- New arts, culture and community spaces should be of comparable functional size and quality to any spaces lost and should be functional for the desired uses (e.g. of an economically viable size, appropriate zoning, building code and ceiling heights for the intended uses).
- Other means of meeting this policy (e.g. providing an arts and culture space of a different scale, type or in a different location) may be considered pursuant to adopted City plans including the *Arts and Culture Master Plan*.

- Creativity in approach is encouraged, in particular through establishing partnerships with a not-for-profit arts entity.
- An economic analysis may be used to determine the nature of the space that can be provided.

11. Industrial Uses outside of the Urban Industrial Reserve

Maintaining opportunities for light industrial and other employment-focused uses is important throughout the city, including on industrial-zoned parcels outside of the Industrial Land Reserve. Industrial zoning for purposes of this policy includes zones which allow a range of industrial uses, whether exclusively or as a choice alongside other employment uses such as office.

The city's light industrial land base supports entrepreneurship in diverse fields including artistic and artisan production, food and beverage processes, and technology, as well as the everyday production, distribution and repair uses that other businesses and residents rely on for a well-functioning city. They can also create pedestrian interest on high streets where visitors can access and see locally produced products.

Outside of the Industrial Land Reserve, light industrial spaces may be integrated into mixed-use developments along with retail, commercial, and residential uses on upper floors. The location and orientation of buildings and uses should be compatible with context, consider the functional and operational needs of employment uses, and mitigate impacts on surrounding residential uses. The siting and orientation of residential uses should avoid overlook or incompatibilities of new residential development with any adjacent industrial or business uses.

Policies

When a rezoning application is proposed for industrial-zoned parcels outside of the Industrial Land Reserve, the following objectives should be considered:

11.1 Applicability

This section applies to any application on sites zoned for industrial use and located outside of the Urban Industrial Reserve.

- For sites within the Urban Industrial Reserve, see the relevant policies for the Urban Industrial Reserve
- Sites within Town Centres and Villages, including Central Park Village and the Quadra Cultural Corridor, Fisherman's Wharf Park Village, Mayfair Town Centre and

North Park Village, contain additional policies relevant to sites with industrial zoning.

11.2 General Land Use Policies

- On sites within a primarily residential or mixed-use context, the ground floor should accommodate primarily spaces zoned for light industrial uses, with a minimum of 0.5:1 to 0.65:1 Floor Space Ratio of light industrial space (excluding mezzanine spaces) depending on site configuration and context. Retail and office uses within this space should be ancillary to a primary light industrial use.
- A small portion of a ground floor with multiple units might include stand-alone retail use, where the desired density of light industrial space has been provided.
- Upper-floor light industrial and flex spaces can also support lower-intensity light industrial, arts and culture uses and may be integrated particularly where industrial uses are vertically stacked. In these cases, a freight elevator should serve upper floor uses.
- Uses which cause significant off-site impacts, including noise, odours and glare that can affect nearby residential uses should not be located within these areas.
- Overall density should complement surrounding areas, with anticipated density of 2:1 to 2.5:1 FSR depending on adjacent *Official Community Plan* policies, ability to meet design guidelines, and ability to sensitively integrate employment and residential uses, whether on the same or adjacent sites.

11.3 Built Form

- Light industrial spaces should be designed to support a diverse range of light industrial activities that can coexist with nearby uses. Key characteristics of these spaces include:
    - Located at grade
    - Offer access to commercial loading (either through individual or shared loading bays or doors as appropriate)
    - Provide adequate floor-to-ceiling heights that support the functional and operational needs of diverse light industrial activities Mechanical systems (including power and ventilation) appropriate for a range of anticipated uses
- Within and adjacent to Urban Villages or other locations with significant pedestrian traffic, industrial units are encouraged to be designed with storefronts that generate pedestrian interest and facilitate ancillary sales.

- Buildings with industrial uses located within a residential context should thoughtfully respond to adjacent residential uses through strategies such as consideration of setbacks, stepbacks, and landscape to mitigate any impacts on neighbours while supporting productive uses.

12. Heritage Properties

Heritage properties and properties with heritage merit can be found throughout the city and are a key component of local identity and character. Development that is considered and sensitive to the local context has the potential to enhance and conserve heritage while creating buildings of future heritage merit.

12.1 Retain and Protect Properties of Heritage Merit

Retention and protection of properties with heritage merit as a part of rezoning and development projects is strongly encouraged. Projects that retain heritage elements may be eligible for incentives. Options for retention to consider include:

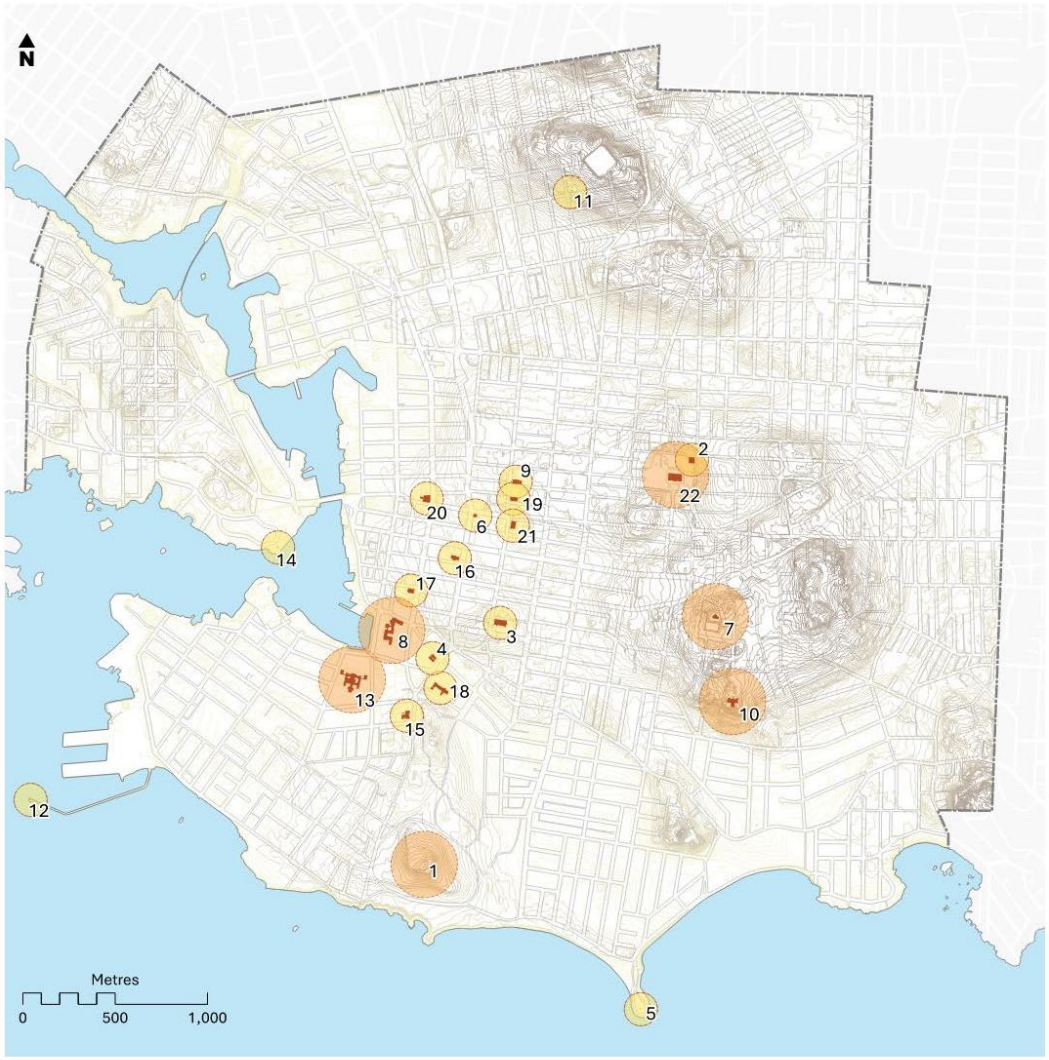
- Conversion of heritage building(s) to multi unit residential, commercial or mixed use.
- Additions to the heritage property.
- Relocating heritage buildings on site.
- Relocating heritage buildings to nearby, context appropriate locations.

12.2 Respond to Heritage Context

Nearby heritage landmarks, landscapes, historic buildings, and intangible heritage should inform considerations for rezoning.

- Maintain views from the public realm of heritage landmarks as identified on Figure 59: Heritage Landmark Sites Map from the public realm.
- The form, massing, design and exterior materials of new development should complement, enhance and mitigate impacts on nearby cultural landscapes, including Beacon Hill Park, Ross Bay Cemetery and the historic gardens of heritage sites such as Point Ellice House and Government House.
- Incorporate intangible and cultural heritage into the design of sites and buildings. Consider:
    - Interpretive signage
    - Murals and other public art
    - Culturally appropriate design features
    - Landscape elements

Figure 59. Heritage Landmark Sites Map



MAP

Heritage Landmark Sites

Visually Prominent Heritage Sites

Landmark Radius

180 m

90 m

Elevation

Contour Interval = 1 metre

0 m - 12 m

13 m - 24 m

25 m - 36 m

37 m - 50 m

51 m - 68 m

1. **Beacon Hill Park*** 100 Cook Street
2. **Belfry Theatre*** 1291 Gladstone Avenue
3. **Christ Church Cathedral*** 911 Quadra Street
4. **Church of Our Lord*** 626 Blanshard Street
5. **Clover Point** 1301 Dallas Road
6. **Congregation Emanuel Synagogue*** 1461 Blanshard Street
7. **Craigdarroch Castle*** 1050 Joan Crescent
8. **Empress Hotel*** 700 Douglas Street
9. **First Metropolitan United Church*** 932 Balmoral Street
10. **Government House** 1401 Rockland Avenue
11. **Khalsa Diwan Society of Victoria Gurdwara** 1210 Topaz Avenue
12. **Ogden Point** 187 Dallas Road
13. **Parliament Buildings and Grounds** 501 Belleville Street
14. **Songhees Point** 49 Songhees Road
15. **South Park Elementary School*** 508 Douglas Street
16. **St. Andrew's Cathedral*** 1202 Blanshard Street
17. **St. Andrew's Presbyterian Church*** 924 Douglas Street
18. **St. Ann's Academy** 830 Academy Close
19. **St. John the Divine Anglican Church*** 930 Mason Street
20. **Victoria City Hall*** 1 Centennial Square
21. **Victoria Conservatory of Music*** (Metropolitan United Church) 907 Pandora Avenue
22. **Victoria High School** 1260 Grant Street

*protected heritage property

13. Outward Views

Views of significant natural vistas and landmarks from public spaces contributing to the city's aesthetic character and sense of place.

13.1 Outward Views

Where feasible, consider building siting, separation and massing and open space configuration that maintains outward views from public vantage points and Privately Owned Public Spaces (existing or proposed) towards key landmarks and vistas. Key landmarks and vistas may include the Olympic Mountains, PKOLS (Mount Douglas), the Inner Harbour, the Outer Harbour, the Gorge Waterway, the Sooke Hills, and the heritage landmarks identified in Section 12 of this policy.

14. Mobility Hubs

Vision and Context

The City is committed to guiding and implementing mobility hubs alongside redevelopment in Town Centres and Community Villages where mobility networks intersect, to better facilitate sustainable transportation for people to access key destinations, employment and services.

Mobility hubs seamlessly integrate multiple private and public transportation options in one location to act as a catalyst to prioritize low emission transportation options. Bringing together different orders of transportation, such as public transit, cycling and shared mobility simplifies access and provides greater choice to access key destinations, employment and services.

Mobility hubs align with Integrated Mobility Networks that support active transportation and high frequency transit services. Location, layout and design should consider requirements to accommodate potential future services such as Bus Rapid Transit or Light Rail Transit consistent with regional plans. Consistent branding, wayfinding and signage will improve legibility and ease of access to mobility networks at these key points.

Well-designed Mobility Hubs play a central role in building a more sustainable and more livable city. In addition to reducing reliance on private vehicles for travel, Mobility Hubs should provide high quality public space, with the potential for placemaking through public art, landscaping, community engagement and space activation. Convenient and accessible multi-modal transportation options mean that development at mobility hubs can feature reduced parking requirements, supporting added homes, shops, services and employment, allowing for more amenity and open space, and reducing construction costs.

Access to a wide range of transportation options can reduce household expenditure, as well as help progress towards City goals on reducing greenhouse gas emissions, vehicle kilometers travelled and increasing transit, pedestrian and cycling mode share.

14.1 Types of Mobility Hubs

The Official Community Plan identifies the desired location and types of mobility hubs throughout the city. The exact facilities provided at each mobility hub, whether minor or major will be specific to the site location, prioritized on the proximity to different mobility networks and the profile of the likely users. There will be consistent elements across all sites, such as easily identifiable branding and wayfinding signage, and a focus on pedestrian-orientated public space. Some location-specific design guidance is highlighted within the relevant sections of the Town Centre chapter.

- The **Downtown Mobility District** will be located within the Downtown Core Area Plan district. Downtown mobility hubs will have the highest provision of facilities and standard of design. The primary focus will be a transit plaza on Douglas Street, reflecting its importance in serving regional and cross-town transit routes. Further waterfront and minor mobility hubs will house supporting mobility features across the Downtown District. Further details and guidance are provided below. The exact location of some of these elements may be dependent on development as they come forward, however key opportunity locations have been identified in the OCP.
- **Major Mobility Hubs** will serve Town Centres, located on major roads where two or more mobility networks intersect. Frequent Transit Service and good connections to walking and cycling networks will be key components. Other elements could include carshare vehicles, secure bicycle parking and bike share corrals. It is likely that the city would look to acquire land through **development** for additional public plaza space with seating, lighting, planting and green stormwater infrastructure, and to incorporate supporting facilities such as public washrooms and food/beverage commercial uses on the ground floor of adjacent developments.
- **Minor Mobility Hubs** will generally be located within village centres and are likely to consist of enhanced transit facilities alongside another complementary element such as a bike share corral. The primary option would be to reassign space within the existing public right of way to create public plaza space that could accommodate mobility hub facilities, rather than acquire additional land through rezoning. Adjacent redevelopment may provide enhanced outdoor waiting areas for transit users. With their proximity to downtown, it is not envisioned that new town centres will be designated within the Songhees or Legislature districts, however both are likely to see areas of increased density developing along similar principles. Particular focus should be paid to opportunities to acquire space for mobility hub facilities through the Bayview and Dockside Green developments in Vic West.

- **Waterfront Mobility Hubs** will be located along Victoria Harbour and will form the foundation of a future waterways network, expanded from existing waterfront gateways such as the ferry terminal and harbour airport. Future elements of the waterways network may include improved public transit integration, new transportation services to improve inter and intra-regional travel, and increased access opportunities for local and recreational water travel. Waterfront hub locations are identified adjacent to existing land-based mobility networks, to ensure easy access for users to seamlessly continue their journeys via low-carbon transportation modes.

14.2 Elements of Mobility Hubs

The exact elements to be included at a mobility hub will depend on the type, location and urban context of that particular hub. Some of the elements that may be considered include:

14.2.1 Mobility Services and Provision

- A high frequency transit stop, which could in the future serve Bus Rapid Transit or Light Rail Transit routes as applicable
- Enhanced passenger facilities including covered seating areas and weather protected bus waiting areas, integrated into a building frontage where possible.
- Short, safe, easy connections for transit passenger route transfers
- Secure bicycle parking, including oversized/cargo bike parking with access to electrical charging, where possible accommodated within new development
- Bike share or e-micromobility share corral or docking stations
- Car share vehicles and spaces, to be provided outside of the public right of way where possible
- Accessible parking
- EV charging stations
- Vehicle pick up/drop off area, including space for taxis and ride hailing services
- Wayfinding and signage
- Integrated payment machines
- Access to waterfront for future connection to waterborne mobility network as applicable
- Bus layover facilities on large sites at select Major Mobility Hubs

14.2.2 Public Space and Design

- Accessible, well-lit, safe public plaza spaces oriented towards transit stops
- Pedestrian-orientated design with landscaped buffers and protection from surrounding vehicle traffic
- Attractive, high-quality landscaping supporting tree canopy coverage where appropriate
- Outdoor seating areas with shade and weather protection
- Safe, continuous connections to walking/cycling/rolling networks
- Activation and a sense of safety created by casual surveillance ("eyes on the street") from surrounding development, visibility to pedestrian traffic, and the presence of active ground floor uses
- Public art or other features that create a unique sense of place
- Sustainable design features including stormwater management and renewable energy generation

14.2.3 Supporting Services and facilities

- Public washrooms and shower facilities/end of trip facilities within new developments
- Interactive information screens to provide local directions and service updates
- Commercial units, kiosks, or space reserved for food carts and mobile services
- Wifi connectivity and electrical outlets
- Bicycle repair stations
- Mail order collection lockers
- A space for Transportation Ambassadors

14.3 Phasing and Implementation

Developing a Mobility Hub will be a multi-phase process. Some of the required elements will be delivered via existing City programs and capital plans, some will require cooperation with partner organizations, and some will be achievable through new development.

Opportunities should be sought to provide interim upgrades, including through development, that will improve the user experience until the ultimate design can be

implemented. It will be important to maintain a level of flexibility in approach as new funding opportunities, partner organizations, technologies and travel modes emerge.

15. Local Crossings and Connections

Providing direct, uninterrupted pedestrian routes via through-block connections and mid-block crosswalks can play a key role in improving liveability and well being for Victoria residents.

Usually, pedestrian movements are dictated by the existing road layout, with sidewalks connecting established crossing points at intersections. Removing the need for pedestrians to divert their course to safely cross streets or access destinations such as parks, transit stops or businesses will increase convenience, improve road safety, and reduce walking distances for access to key services and resources. This in turn encourages increased walking, riding, and rolling travel mode share and reduces reliance on private vehicles.

The focus for new through-block connections is likely to primarily be within downtown, where the increased density of pedestrian generators and highest pedestrian flows are observed. Through-block connections are also desired throughout the city to provide continuity for pedestrian routes, access to key destinations, and to create more walkable, pleasant neighbourhoods.

15.1 Midblock Crossings

- Through development and capital programs, consider opportunities to add mid-block crossings of streets where intersections are spaced at least 100 to 200 metres apart, prioritizing downtown locations and locations in and near key destinations throughout the city.

15.2 Through-block Connections

- Through development and capital programs, securing through-block connections to increase pedestrian permeability, considering alignment with the mid-block crossings and prioritizing the following locations:
    - Connections that provide continuity for greenways and key pedestrian routes
    - Connections that improve access to key destinations, including frequent or rapid transit stops and hubs, community villages and town centres, parks and recreation facilities, and schools.

- Through large redevelopment sites to enhance pedestrian permeability.
- On no-through streets.

PART 4

Public Benefits

Amenity Cost Charge Credits and Voluntary Benefits

(Section to be drafted in accordance with Proposed Amenity Cost Charge Bylaw)

10-Year Official Community Plan Update

Engagement Summary Report

February 2025



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The City of Victoria is located on the homelands of the Songhees Nation and the Xwsepsum Nation.



Executive Summary

Community members were invited to provide feedback on the 10-Year Official Community Plan update over a span of six months, from March 5 to September 1, 2024. Public feedback was received through online and in-person engagement opportunities.

The public engagement approach included outreach to all Victoria residents and businesses and targeted outreach to under-represented groups, including youth, renters, seniors, young families and equity-seeking groups. A total of 1,457 individuals participated in the online survey and 564 feedback emails were received. Over 90 people attended online information sessions, 38 attended focus groups and there were over 2,500 in-person interactions. The online survey invited the community to have their say on housing initiatives to enable more housing in Victoria, actions to address the climate crises and many other proposed plans for transportation, the local economy, blue green networks and parks and recreation.

Participants emphasized the importance of Victoria's unique character and designing accessible and inclusive buildings and urban spaces. They also highlighted the need for planning infrastructure to support population growth, simplify zoning and approval processes and protect green spaces and public areas.

Feedback on housing revealed the community's diverse needs and priorities. Residents expressed opinions on building heights, rental housing options, affordability, accessibility and innovative housing solutions. Discussions also addressed the future development of Victoria's villages and town centers, focusing on priorities such as density, amenities, boundary adjustments, building heights, neighbourhood character, green space and infrastructure.

Through the engagement process, various perspectives and priorities were heard, reflecting the diverse vision of Victoria's community.

Engagement at a Glance

March 5 - September 1, 2024



1,457
surveys completed



2,500
in-person interactions

550+
emails





90+
attended online information sessions

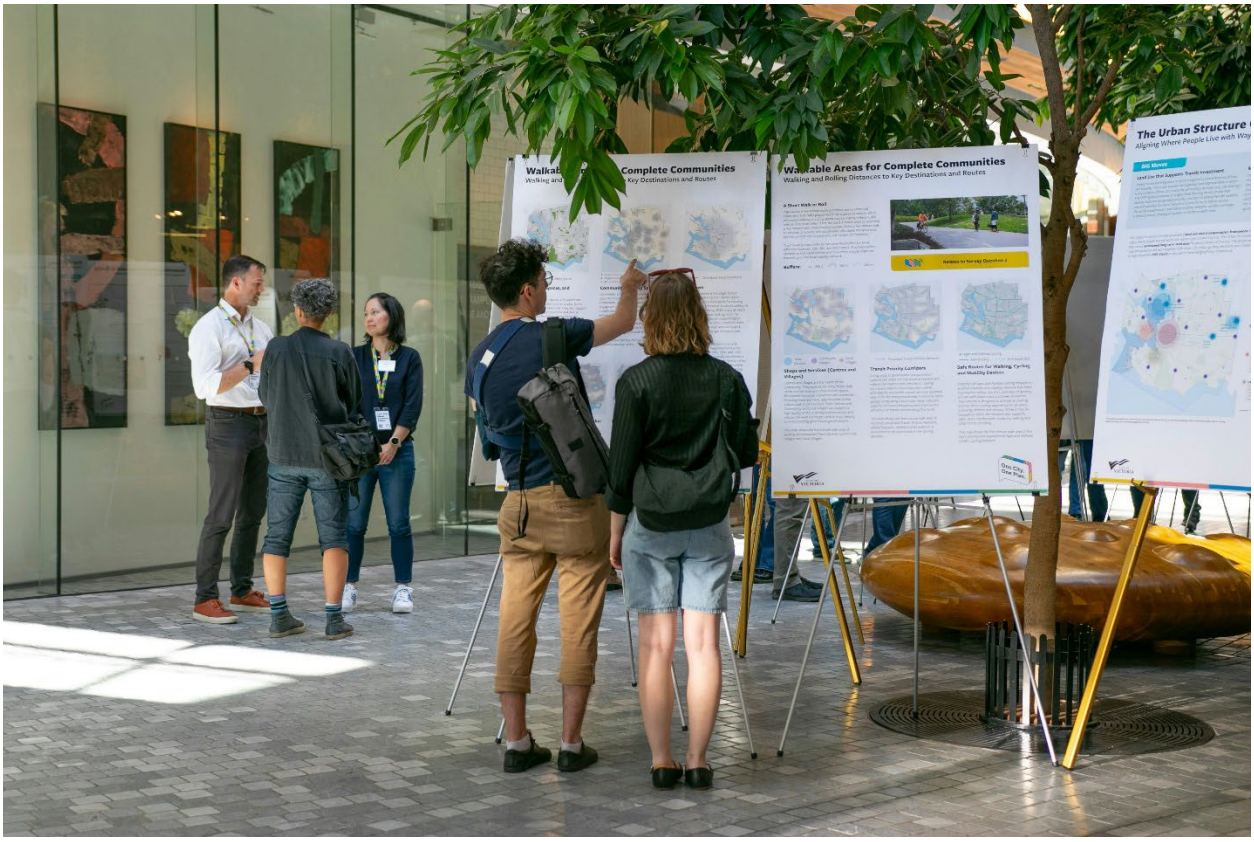


38
people attended a focus group

23 events
(18 in-person, 5 online)



Project Overview



The City of Victoria is updating the Official Community Plan (OCP) for Victoria to meet the needs of our growing population and address the housing and climate crises. The plan we make now will help Victoria grow and change to meet future challenges.

From March 5 to September 1, 2024, the City connected with community members in-person and online to talk about housing, community and climate and how Victorian's see their city changing and growing.

Level of Engagement

Engagement activities reflected the Inform and Consult levels of the IAP2 Spectrum of Public Participation. The City of Victoria provided ways for the public to share feedback, ideas and perspectives on the proposed OCP update and existing City policy and infrastructure.

Engagement Objectives

Direct and Clear: Provide clear direction for the community to respond to and strive to build a clear understanding of how the update could shape the future of Victoria.

Collaborative: Work toward shared goals to meet housing needs in the context of climate solutions (i.e., not asking if we add housing capacity, but how in alignment with climate goals).

Genuine: Engage where engagement is needed and only when the community's input can meaningfully inform City decisions.

Equitable: Strive for diverse representation and inclusion across neighbourhood boundaries and leverage the City's updated Engagement Framework to centre equity, welcome all voices and honour our communities' diverse ways of knowing, learning and sharing.

Efficient: Target outreach to communities most impacted by proposed changes.

Transparent: Be clear about how decisions will be made and how feedback was used to shape important policy decisions, seeking to build strong civic health.

Engagement Process



Engagement Opportunities

The City conducted consultation from March 5 to September 1, 2024. Community members could contribute through an online survey, the OCP email inbox, in-person community events, online information sessions, a virtual open house, community-led engagement sessions, community partner meetings and focus groups. This section goes over each engagement opportunity.

Open Houses

Three themed open houses provided opportunities to talk to staff, share information and promote the survey. Each open house had a specific focus on an area of the OCP update and included opportunities to participate in in-person survey activities. Over 300 people attended the open houses in total.

April 6: Housing Open House at the City Hall Antechamber

May 11: Community Open House at The Atrium

July 6: Climate Open House at Central Park



Virtual Open House

The open house boards and activities available at in-person open house events were made available online for community members to provide feedback in an online form.

- 67 people viewed the online boards
- 14 participants completed the online open house survey



Community Pop-ups

Staff attended 15 community spaces, events, and festivals to inform residents about the OCP update, answer questions and give out promotional OCP materials, some of which had links to the survey.







March 20: Victoria Royals Game

May 6: Fernwood Community Dinner

May 18: Moss Street Market

May 25: Selkirk Festival

June 1: Folktoria

June 8: Vic West Fest

June 9: Cook Street Village Block Party

June 12: James Bay Community Picnic

June 15: FernFest

July 1: Canada Day

July 16: Harbour Cats Game

July 24: Oaklands Sunset Market

August 5: Harbour Cats Game

August 8: Downtown Bike Valet

August 15: Downtown Bike Valet

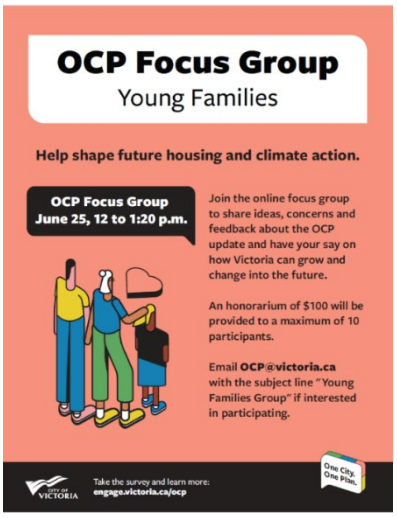
Focus Groups

June 18: Experience of Homelessness – In-person session at Cool-Aid Society Office

June 25: Young Families - Online session

July 10: Affordable housing – Online session

July 30: Renters – Online session



Community Engagement Drop-in

Victoria Native Friendship Centre Soup Lunch - **September 13**

Community Partner Meetings

Staff gave presentations and held engagement sessions to promote opportunities for public input and collect feedback from the following groups:

Welcoming City Advisory Committee

Accessibility Advisory Committee

International Decade for People of African Descent Advisory Committee

Victoria Youth Council

Victoria Community Association Network

Destination Greater Victoria

Healthy Built Environment - Island Health

Transport Canada

Urban Development Institute

Chamber of Commerce

Victoria Harbour Community Partners

Viatech

Maritime Museum of B.C.

Youth Engagement

Staff held an information session at Oak Bay High School to inform students of the OCP update, answer questions and collect input. Staff also attended a kindergarten class at Oaklands Elementary School to provide information on the OCP update and collect feedback.

Online Information Sessions

Lunch and evening online information sessions were held, with a focus on specific themes, to inform the community about OCP updates, answer questions and provide an opportunity for dialogue about how Victoria will grow and change in the coming years.



Over 90 people participated in the sessions below:

April 16: Online Information Session – Housing

April 18: Online Information Session – Housing

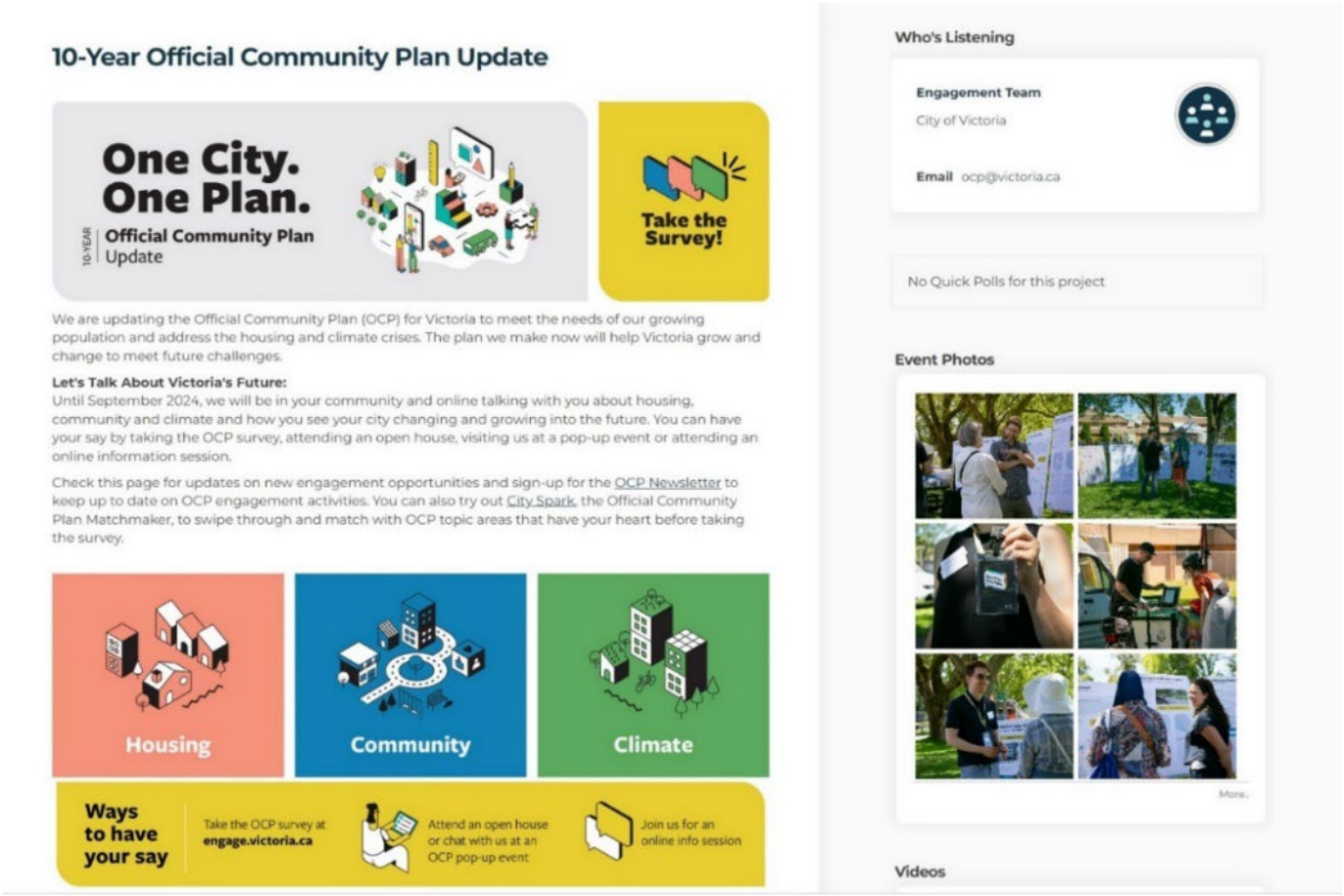
June 11: Online Information Session – Community

June 13: Online Information Session – Community

July 16: Online Information Session – Climate

OCP Project Page

A dedicated webpage for the OCP update was hosted on the City of Victoria's engagement website at **engage.victoria.ca/ocp**. The page was a main hub for project information, upcoming engagement event information, latest news and opportunities for feedback including the OCP survey and Virtual Open House. More than 18,700 visitors viewed the project page between March 5 and September 1, 2024. Almost 1,500 participated in online engagement and nearly 6,000 project page visitors took action to learn more and explore the page's resources.



OCP Inbox

A dedicated email address was a point of direct contact for community members to provide input, ask questions and learn more about the OCP update. The inbox received over 550 emails.

OCP Newsletter

A project newsletter was created to provide timely updates on the OCP engagement process including upcoming events, latest news, engagement recaps and provide information on the next steps for the project. The newsletter has over 915 subscribers.

Online Survey

Community members were invited to complete an online survey on the OCP update and provide feedback. The survey was broken into three themes – housing, community and climate – and focused on housing solutions, economic and transportation strategic directions as well as climate adaptation and mitigation goals.

1,457 people completed the survey.

Meeting in a Box

Packaged resources and guides including a prerecorded presentation on the proposed OCP update were developed to help communities lead their own engagement sessions and gather feedback. Two community groups led their own sessions and shared the collected feedback with City staff.

Engagement Promotion

During this engagement process, the following methods were used to promote the opportunity for public input:

City-wide Mail Out

An informational postcard was mailed out to all residential addresses in Victoria.





Informational Video

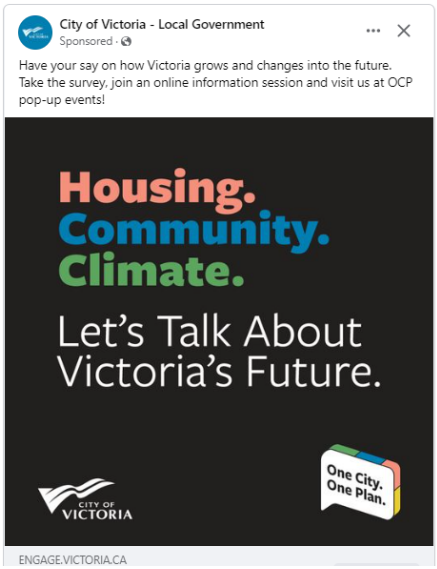
An OCP video was created to go over the OCP update and shared on the City's social media channels and the project page.



Social Media

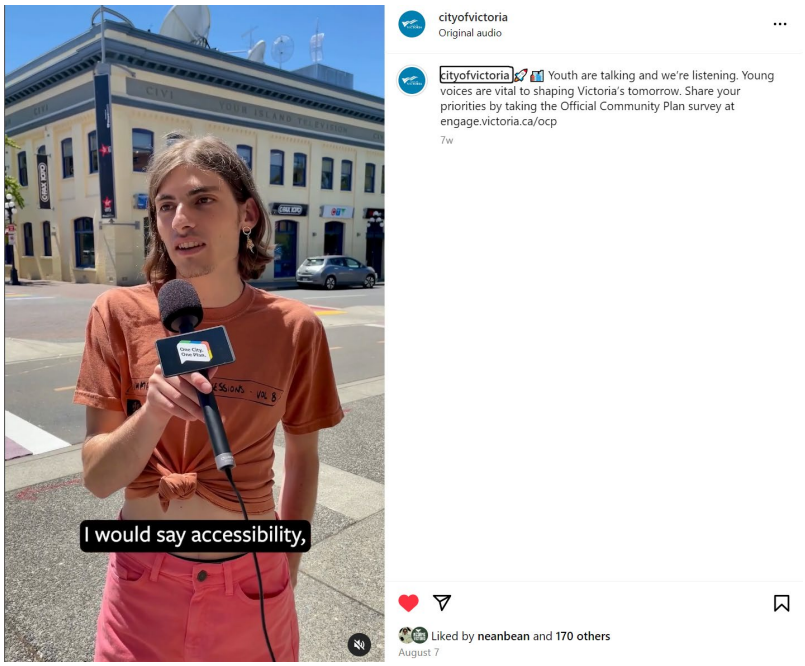
Information about the OCP update and how to participate was posted on Facebook, X (formerly Twitter) and Instagram. Paid and promoted social media were posted on Instagram and Facebook.





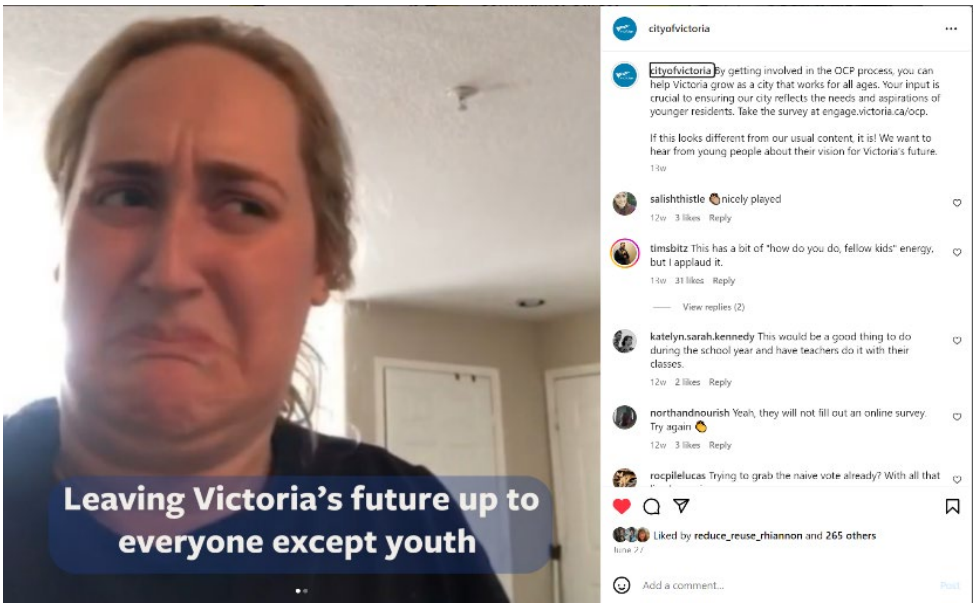
OCP Streeter Interview Videos

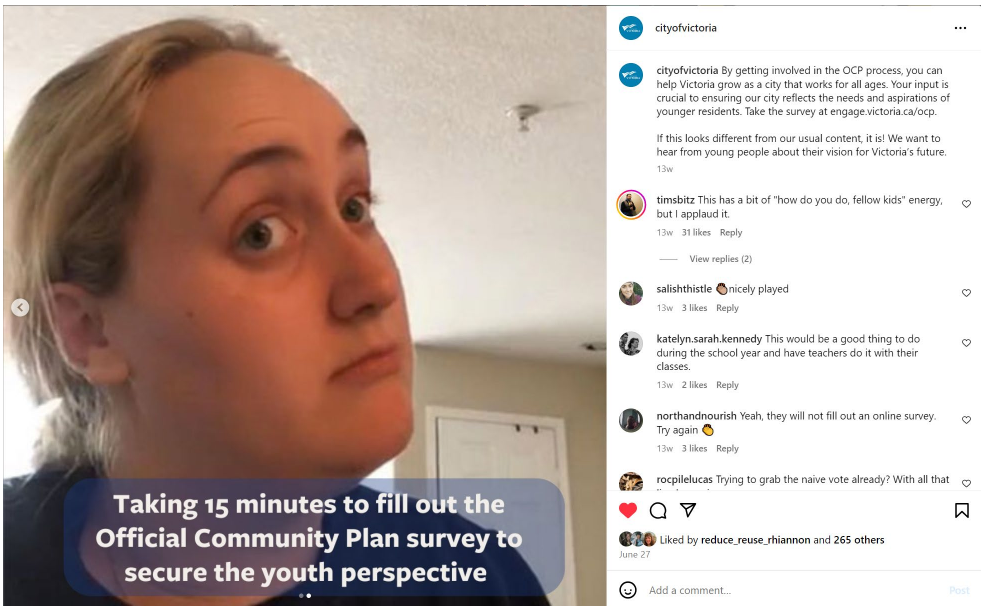
Community members were interviewed about their vision for Victoria and what they want their city to look like in the future. Videos were posted to Facebook and Instagram.



Youth-focused Social Media

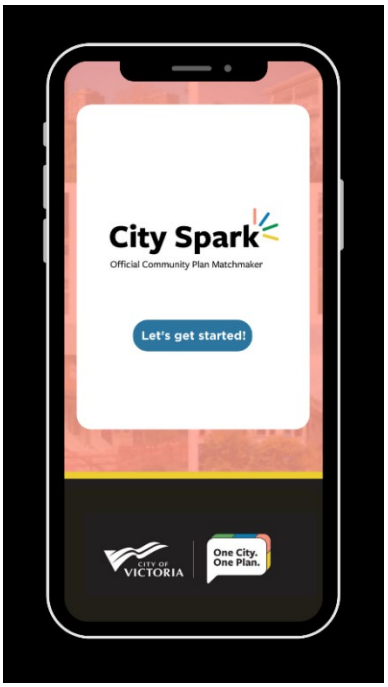
Youth targeted social media awareness increased awareness of the OCP with young people using memes and videos.

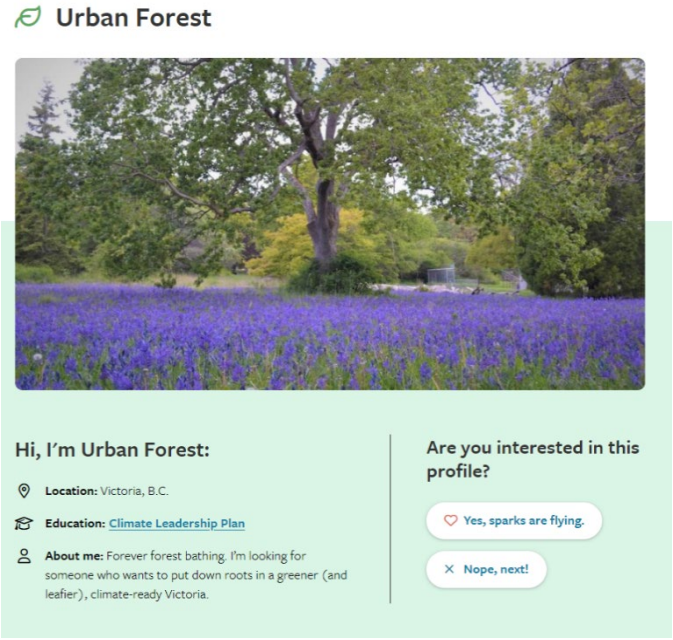




City Spark

An online Official Community Plan dating app game was created at **victoria.ca/cityspark.ca** that allowed residents to browse topics related to the OCP and match them with their interests before taking the survey. Over 4,200 people viewed the site and 721 played the game.





Transit Advertisements

Ads were posted on 17 bus shelters and ten buses in the Greater Victoria Region.





City Newsletters

Information was included in the following City newsletters:

Official Community Plan Newsletter: March, April, May, July, August

Have You Heard Newsletter: April, June, August

Climate Newsletter: June, August

Go Victoria Newsletter: March, June

Biz Hub Newsletter: June

Connect E-News: March, April, May, June, July, August

Print Advertising

Information on how to participate in the OCP update was included in:

Island Parent Magazine

Douglas Magazine

University of Victoria's Martlet Newspaper

Camosun College's Nexus Newspaper

Time Colonist Newspaper

OCP SWAG

Promotional SWAG distributed at community events included:

Tote bags

Key chains

Bike lights

Lanyards

Stickers

Custom heart candy

Native wildflower seed paper

Community members could enter a draw to win all the SWAG plus a:

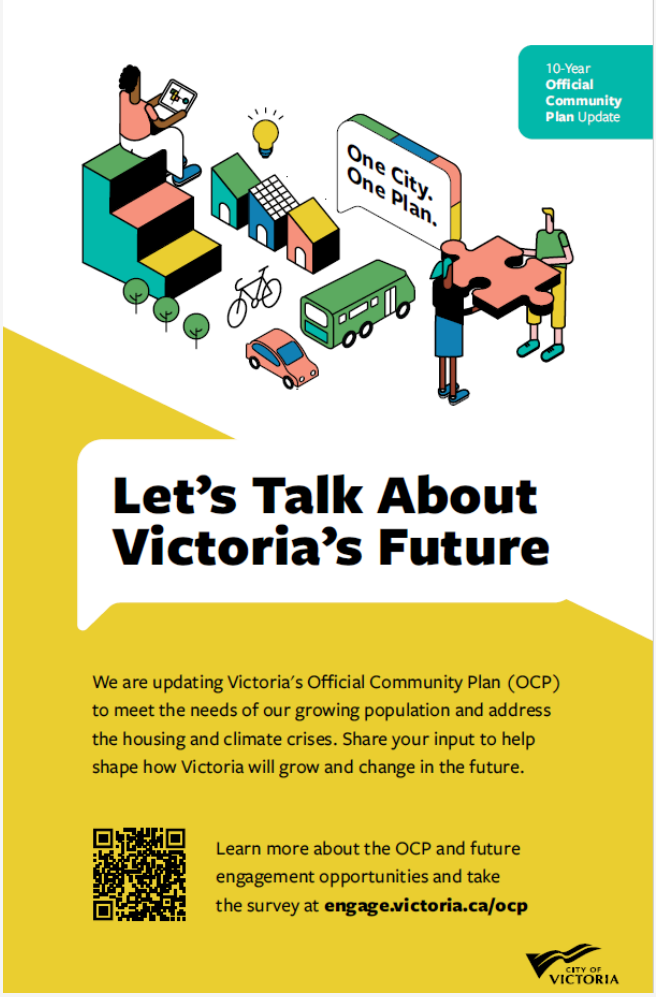
Phone charger

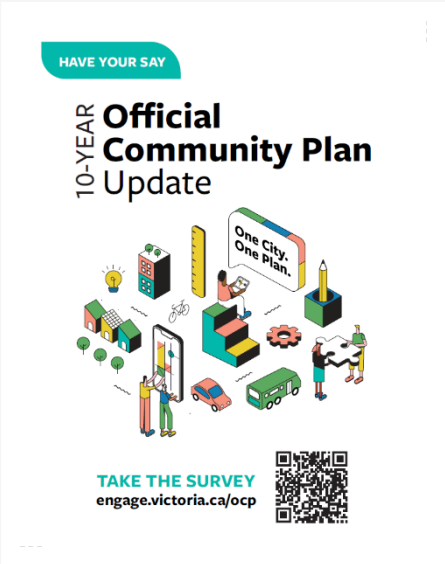
OCP T-Shirt

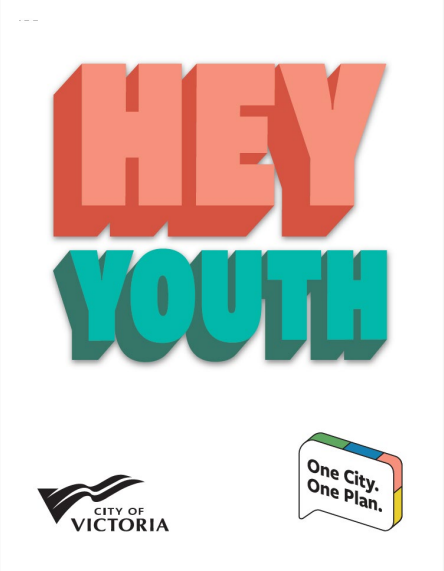


Poster and Handbills

Posters were distributed to over 300 locations across Victoria. Handbills with information about the updates and a link to the survey were dropped at community spaces and handed out at community pop-ups.





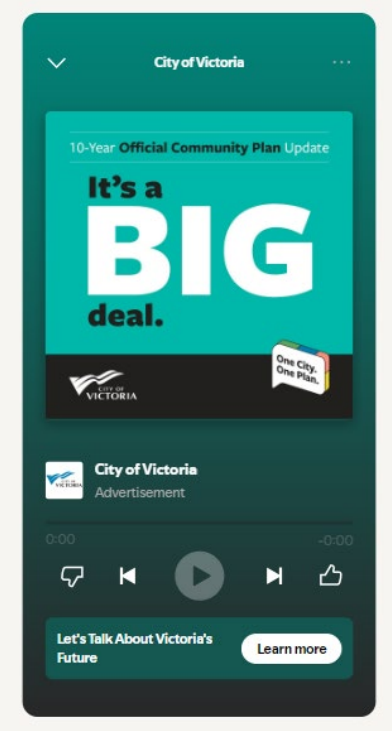


Radio Advertising

- Spotify advertisements ran June 1 to August 31, 2024
- Radio advertisements ran on The Zone @ 91.3 from July 1 to August 31, 2024

Additional OCP Promotion

- City events calendar on victoria.ca
- Direct emails to community partner groups
- Communication graphics and materials for community partner groups to share within their networks
- Media release and earned media
- Digital advertising in the City Hall lobby
- Emails to staff liaisons for advisory committees
- Save On Foods billboard sign



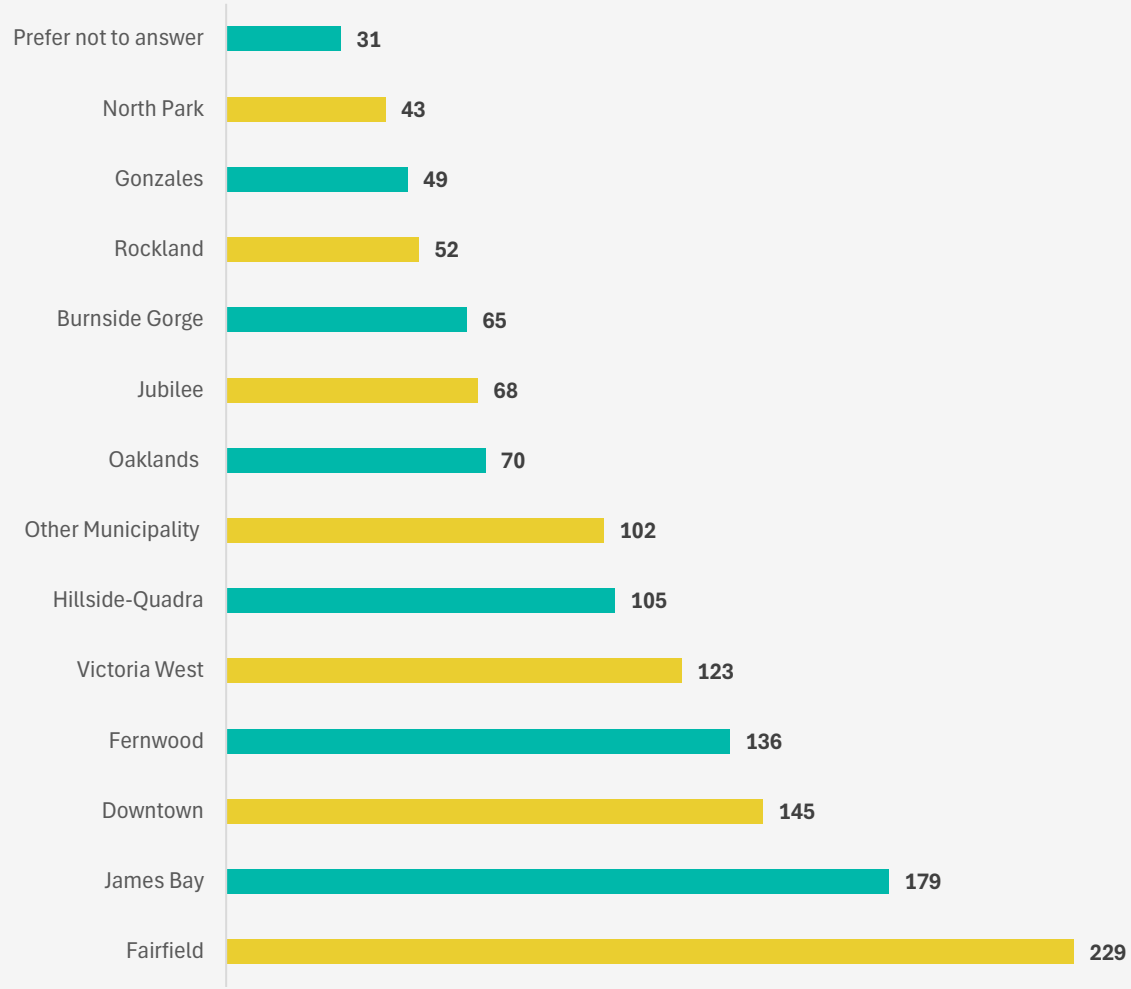
Who We Heard From – OCP Survey

The following section highlights demographics of respondents that completed the survey and does not include demographics from other in-person and online engagement.

Neighbourhood

In the survey, we heard from community members from every neighbourhood in Victoria with the largest proportion of respondents indicating they lived in Fairfield (17 per cent) , James Bay (13 per cent), Downtown (11 per cent), and Vic West(9 per cent).

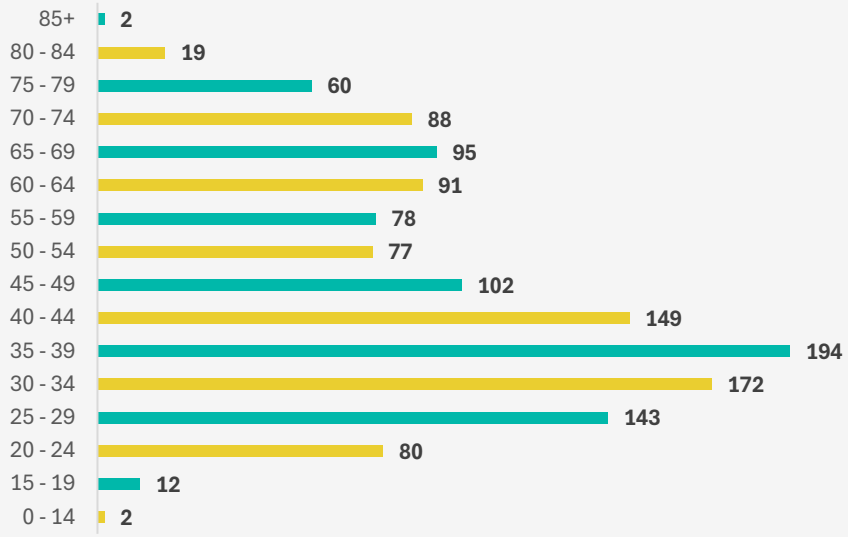
Which Victoria neighbourhood do you live in?



Age

In the OCP Survey, we heard from people of a diverse range of ages, with the majority (55 percent) between 25 and 44 years of age.

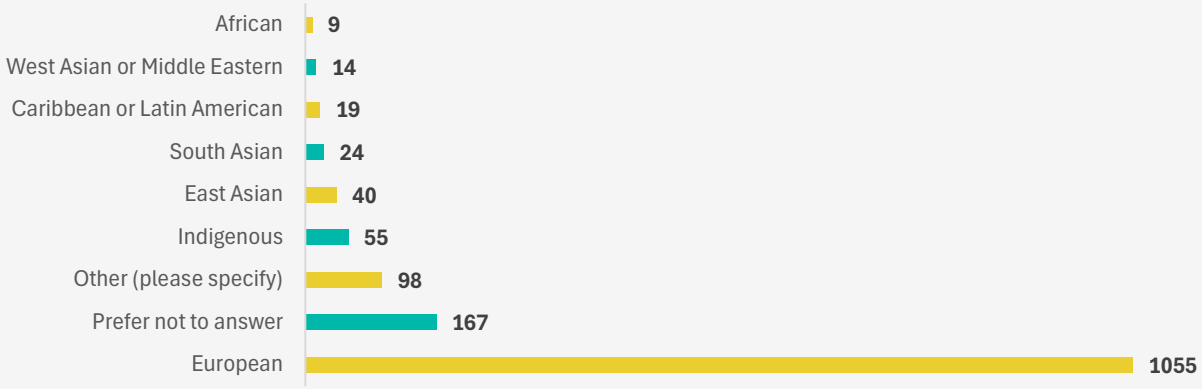
Please select one of the following age ranges:



Ethnicity and Cultural Origin

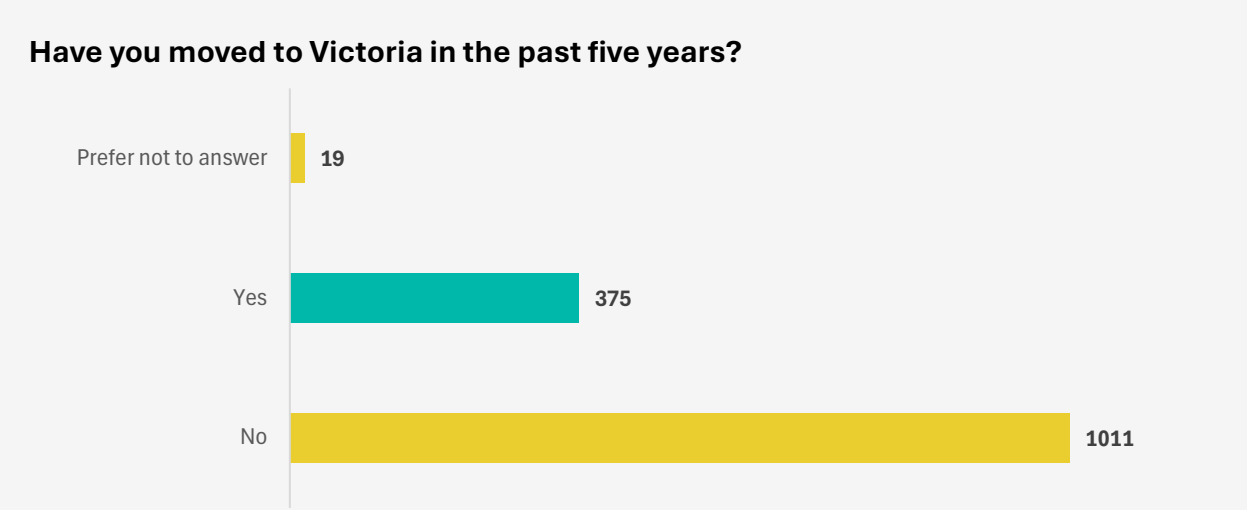
Although we heard from a cross-section of cultural and ethnic backgrounds, 1055 of the respondents that shared their cultural origin, indicated they have a European background (71 per cent).

What is your ethnicity or cultural origin?
(Please select all that apply to you)



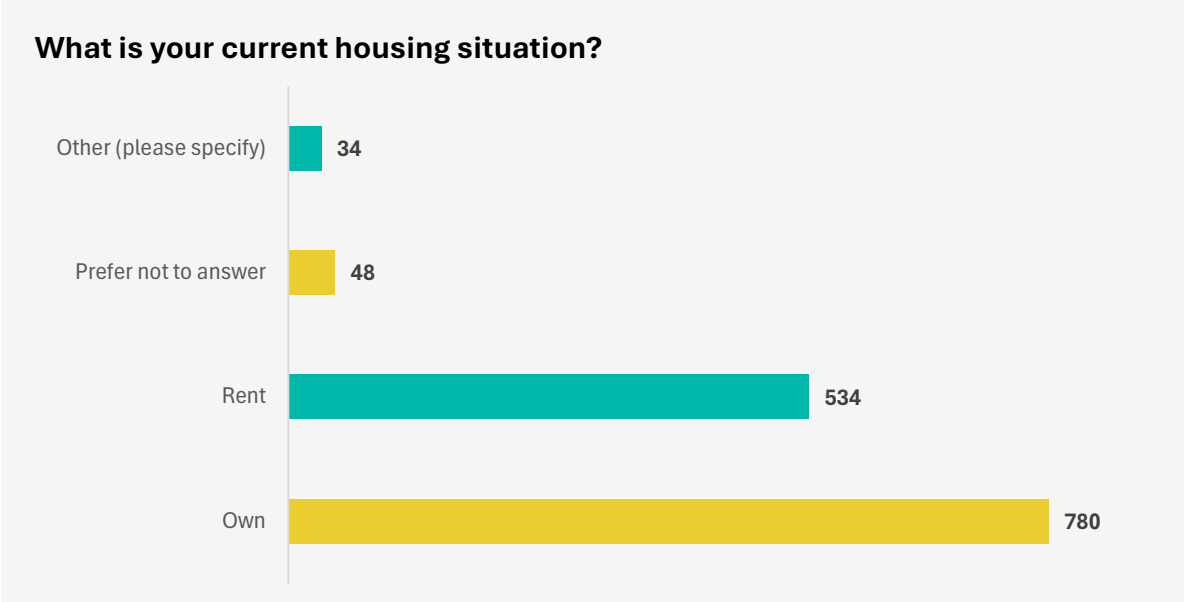
Years in Victoria

In the OCP Survey, 72 per cent indicated they had lived in Victoria for over five years.



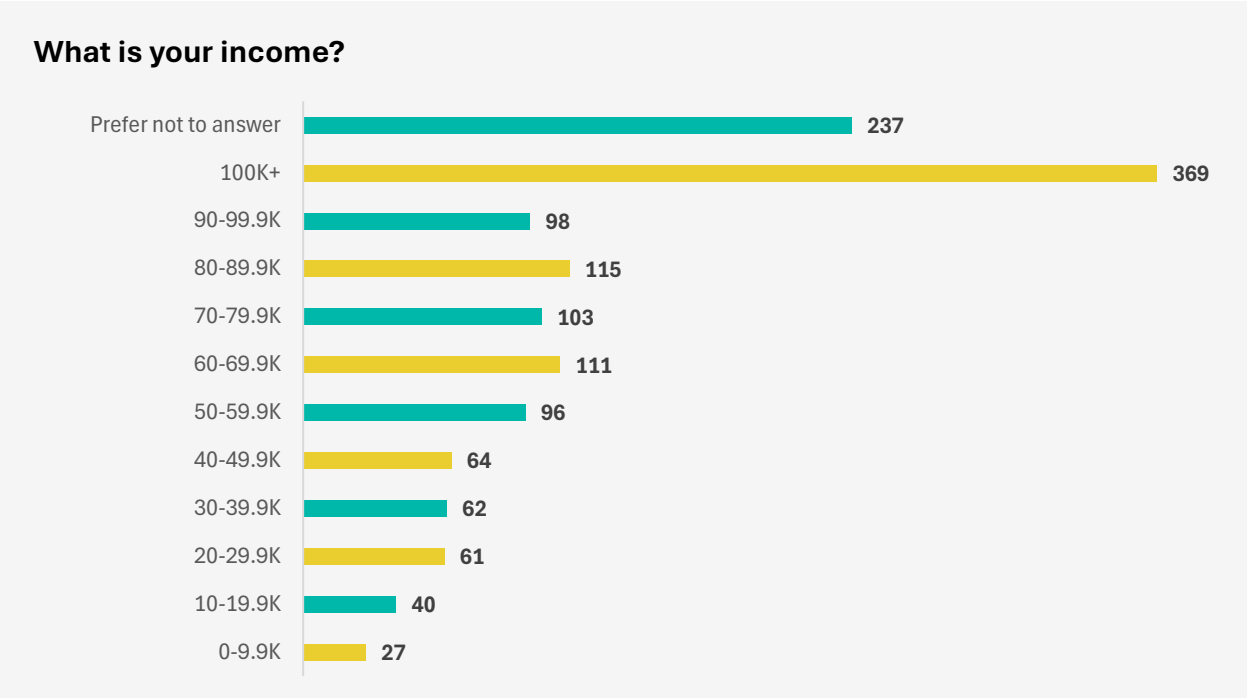
Current Housing Situation

Of the OCP Survey respondents that indicated if they rented or owned a home, 59 per cent indicated they owned a home and 41per cent indicated they rented.



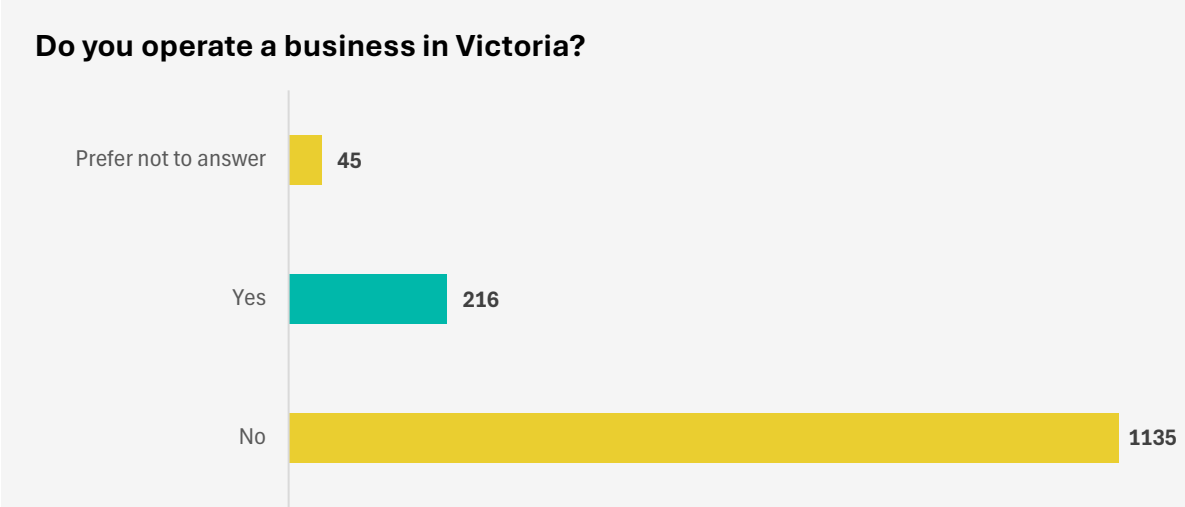
Income

Of the survey respondents that answered the income question below, the largest proportion of respondents (32 per cent) indicated they earn over 100,000 dollars a year.



Business Owners

Only 16 per cent of respondents who answered the below question were business owners.



What We Heard

This section summarizes the public feedback collected during the engagement process. The feedback summary is split into sections that relate to the key policy directions and outcomes (often called Big Moves) proposed in the Victoria 2050—Big Moves: Key Directions for the Official Community Plan 10-year Update document and other topics that arose through feedback received.

Engagement feedback collected via the OCP survey, meetings, events and other forms of correspondence is available at engage.victoria.ca/ocp.

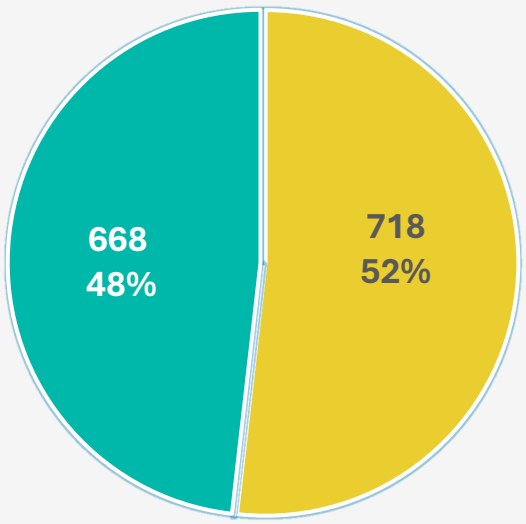
Housing

This section summarizes feedback gathered on the theme of housing in Victoria. Participants highlighted diverse needs and priorities through feedback shared about building heights, rental housing options, affordability, accessibility and innovative housing solutions.

Unlocking Land Supply

The graph below summarizes the results from the survey question about low- and mid-rise buildings in residential areas and for which parts of the city's six-storey buildings should be considered.

Considering these two approaches and their implications, choose the statement you agree with most:



- The OCP should consider six-storey buildings in any residential area. (Results in a mix of building heights in all residential areas and better supports diverse housing options including more opportunities for new secured rental.)
- The OCP should consider four storey buildings in any residential area and focus six storey buildings in specific areas of the city. (Results in less building height differences in some areas but would likely mean fewer secured rental opportunities.)

95 per cent of survey respondents completed this question

The responses indicate a close divide among respondents, with a slight majority favouring the approach that considers six-storey buildings in any residential area.

- 52 per cent of respondents (718 people) indicated they agree most with the approach of considering six-storey buildings in any residential area. (Results in a mix of building heights in all residential areas and better supports diverse housing options including more opportunities for new secured rental).
- 48 per cent of respondents (668 people) indicated they agree most with the approach of considering four storey buildings in any residential area and focus six storey buildings in specific areas of the city. (Results in less building height differences in some areas but would likely mean fewer secured rental opportunities).

Throughout the engagement period, there were mixed opinions regarding the building height options for residential areas. Some respondents saw considering six-storey buildings in any residential area as a more viable solution for addressing the ongoing housing affordability issues.

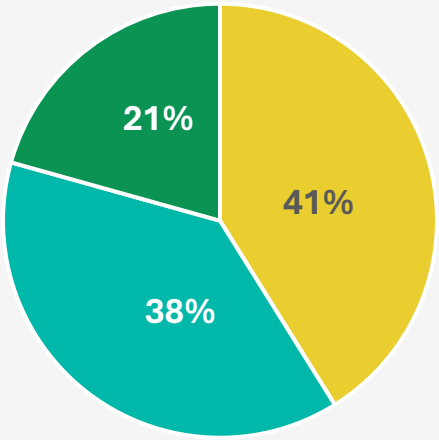
Other respondents favored a more location-specific or conditional approach for where six storey buildings should be considered, such as along transportation corridors, areas that already have similar building heights, and/or where the buildings carry social benefits like rental, family, or social housing. Some of these respondents indicated a priority to preserve more consistent, lower building heights in other areas or architectural heritage contexts.

Additionally, some participants championed allowing more supportive, transitional and affordable residential units above light-industrial buildings within the Rock Bay area to maximize land use.

Taller Buildings in Town Centres and Villages

The chart below illustrates where, outside of the downtown area, survey respondents said that new taller buildings (roughly seven to fourteen storeys) should be considered in Victoria.

Outside of the downtown, where should new taller buildings (roughly seven to fourteen storeys) be considered in Victoria?



- In and surrounding Town Centres and Community Villages, as well as adjacent to major public amenities (like large parks or the waterfront)
- In and surrounding Town Centres
- In and surrounding Town Centres and Community Villages

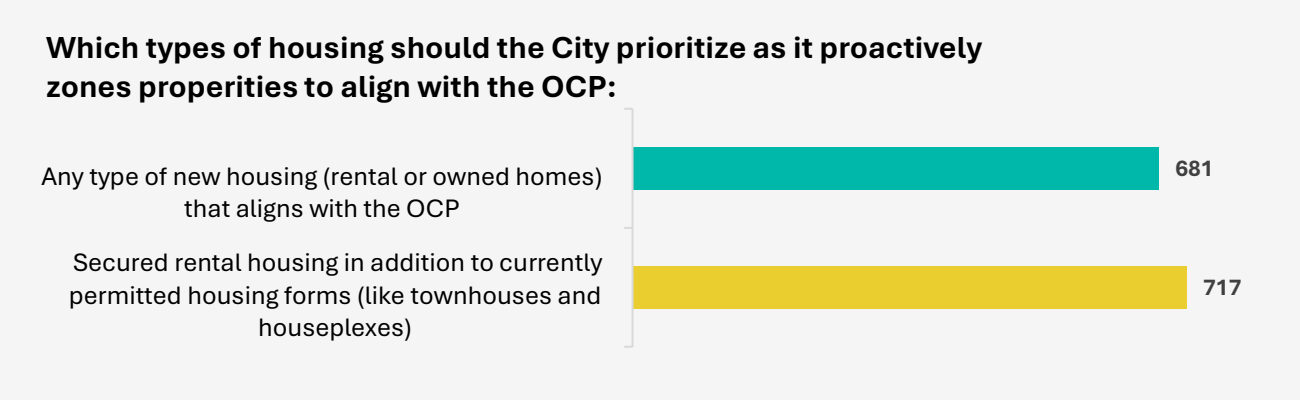
97 per cent of survey respondents completed this question

The response to this question indicates a preference among respondents for either considering taller buildings "in and surrounding Town Centres" or "in and surrounding Town Centres and Community Villages, as well as adjacent to major public amenities."

- 41 per cent of respondents agreed most with considering taller buildings "in and surrounding Town Centres and Community Villages, as well as adjacent to major public amenities (like large parks or the waterfront)."
- 38 per cent of respondents agreed most with considering taller buildings "in and surrounding Town Centres."
- 21 per cent of respondents agreed most with considering taller buildings "in and surrounding Town Centres and Community Villages."

Enabling the Next Generation of Rental Housing

The two graphs below present survey respondents' stated preferences for whether zoning regulations should specifically prioritize rental over other forms of tenure:

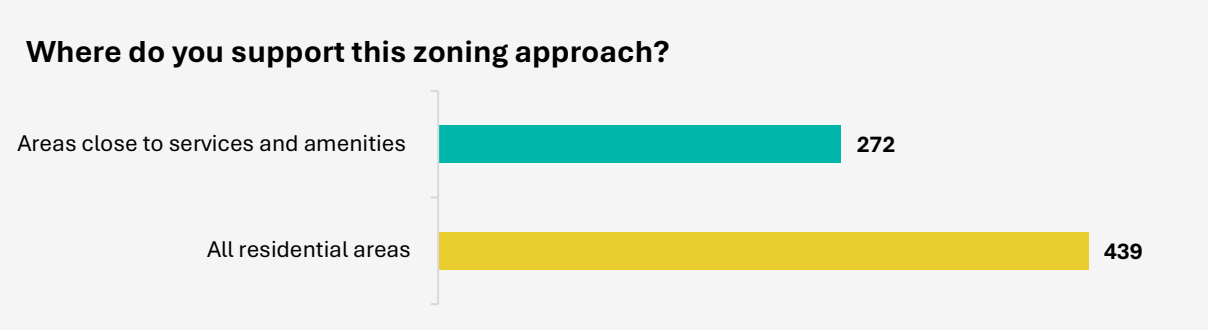


96 per cent of survey respondents completed this question

The responses show a slight preference for prioritizing secured rental housing in addition to currently permitted housing forms.

- 51 per cent of respondents (717 people) selected secured rental housing in addition to currently permitted housing forms (like townhouses and houseplexes).
- 49 per cent of respondents (681 people) selected any type of new housing (rental or owned homes) that aligns with the OCP.

Survey respondents who answered the previous question by selecting "secured rental housing in addition to currently permitted housing forms (like townhouses and houseplexes)" were then presented with a follow-up question about where they would support this zoning approach.



49 per cent of survey respondents completed this question

- 439 respondents (62 per cent) supported this zoning approach in “all residential areas.”
- 272 respondents (38 per cent) supported this zoning approach in “areas close to services and amenities.”

Affordable Housing and Cost of Living

Many participants called for expanded affordable housing options within the city, both in terms of affordable rental units and affordable home ownership. Many participants shared their concerns about being priced out of Victoria’s housing market. Many shared that rising costs may drive long-time residents away including seniors, students and young families.

Suggestions for increasing the affordable housing stock included introducing more policies and incentives around creating, preserving and protecting affordable rental units (such as rent control or subsidies and incentives for developers providing rental and non-market units). Participants also expressed the importance of fostering strong working relationships with housing partners to produce new affordable homes within the city. Some participants expressed the need for the City to hold developers accountable for delivering affordable housing units.

Accessible and Inclusive Housing

Physical barriers to accessibility and accessible housing were frequently mentioned, with participants expressing concerns about suitable housing for Victoria’s aging population and those with disabilities. Many participants expressed a desire for more accessible units in affordable and market-rate developments rather than “adaptable” ones (i.e. units designed to allow for modifications if residents require changes, rather than being fully accessible from the outset). However, several participants saw merit in promoting further creation of adaptable units, particularly for young families looking to grow and remain in their community longer.

Concerns about the City’s choice to reduce or remove parking requirements in new housing developments were also noted. Participants mentioned that this action has ultimately led to reduced accessible parking spaces, which impacts those with mobility challenges. Participants suggested introducing new policies which would decouple accessible parking from regular parking requirements and establish minimums for new developments, even in cases where regular parking is not required.

Homelessness and Supportive Housing

Several comments touched on the need for more transitional housing and supportive accommodation for Victoria's unhoused and most vulnerable communities. There was an emphasis on safe and accessible sheltering options when more permanent housing units were not available or waiting lists too long, especially for single people sleeping outside or women needing safety. Comments emphasized the importance of providing supportive housing options that integrate social services to assist individuals in stabilizing their lives. Suggestions included utilizing transitional housing or tiny homes (like the 30-unit Caledonia Village at 940 Caledonia Avenue) and improving existing shelter and housing conditions to ensure people experiencing or at risk of homelessness have access to accessible and suitable accommodation. As well, people with lived experience provided insight into the need to access public spaces, transportation options and community programming that are safe, accessible, encourage well-being and enhance the feeling of community. Service providers highlighted the importance of planning approaches to encourage locations that balance community needs, development feasibility, and compliance with funding and design requirements.

Other comments suggested revisiting certain locations of social service and shelter sites to better balance community needs with safety, enhancing outreach programs to foster positive interactions, and implementing measures to address unpredictable behavior near schools, while recognizing the need for these services throughout our community.

Short-Term Rentals and Ownership Restrictions

Some people expressed concerns with short-term rentals, particularly regarding how they impact housing availability and affordability. Some expressed concern about the short-term rental limitations placed on those renting their primary residence. They shared that these restrictions may lead to some landlords selling rather than re-listing their property as a long-term rental.

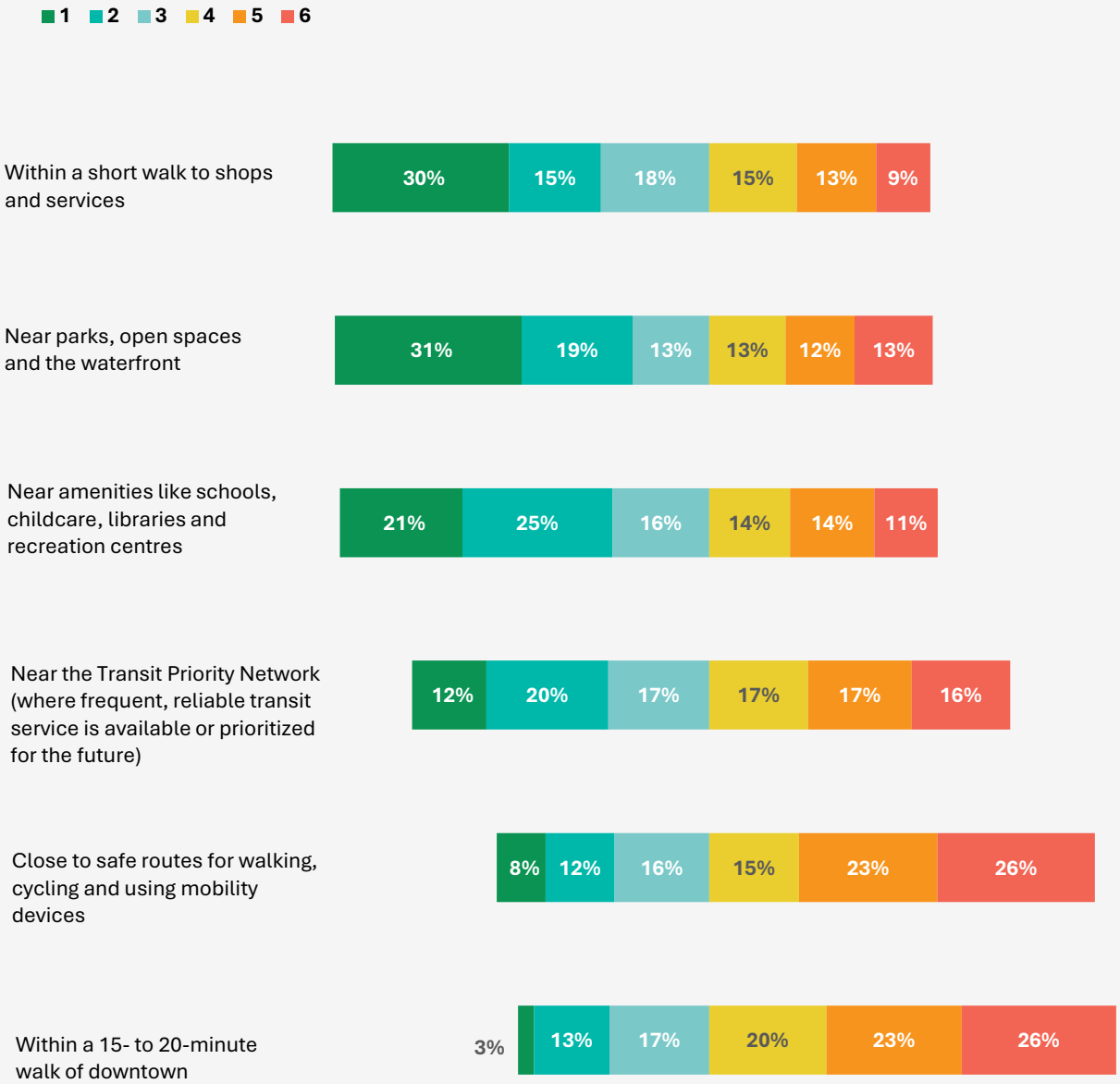
In addition, the issue of renovictions and displacement due to redevelopment or increased rents was a prevalent concern among participants, with many seeking stronger tenant protections to prevent evictions. Suggestions included implementing long-term leases, rent controls and anti-eviction policies to help residents feel more secure in their rental housing.

Prioritizing Ways to Focus Areas for Mid-Rise Housing

The graph below summarizes respondents' priorities for which areas of the city to focus new mid-rise (five- to six-storey) housing. In the OCP survey, respondents were presented with a StoryMap – an interactive digital storytelling tool. The StoryMap shows places where it's easy for people to walk to key places like schools, parks and shops. Respondents could then experiment with turning on and off the various features on the map to see which areas are walkable to which features.

If new mid-rise (five-to-six storey) housing is focused to some areas of the city, what are your priorities for those locations based on your review of the StoryMap?

(Rank all that apply with 1 being your top priority, 6 being your lowest priority)



96 per cent of survey respondents completed this question

Among the options provided, “within a short walk to shops and services,” “near parks, open spaces and the waterfront,” and “near amenities like schools, childcare, libraries and recreation centres”, emerged as the respondents' highest priorities. At the same time, proximity to transit and downtown was generally less prioritized.

- “Within a short walk to shops and services” and “near parks, open spaces and the waterfront” emerged as the highest and second highest priority overall. This is despite the latter being ranked by 31 per cent of respondents as their top priority.
- “Near amenities like schools, childcare, libraries and recreation centres” was third priority overall, with an average rank just below the first two options.
- Respondents were split in prioritizing “near the Transit Priority Network (where frequent, reliable transit service is available or prioritized for the future)” with a relatively balanced distribution of responses across the ranks, its average ranking landed it fourth overall
- “Close to safe routes for walking, cycling and using mobility devices” and “within a 15- to 20-minute walk of downtown” were the two lowest priorities. A more significant share of respondents assigned these two priorities a ranking of five (23 per cent) or six (26 per cent).

Housing for Workforce Retention

Participants identified housing affordability as a critical issue for Victoria businesses needing help to retain staff. Concerns were shared about how some essential workers (e.g., police officers, nurses, teachers and doctors) need help to afford to live near their jobs in downtown Victoria. Some noted that high housing costs are pushing workers of all industries to live in neighbouring municipalities, resulting in increases in traffic volumes and commute times and impacting the ability of Victoria’s small businesses to retain staff.

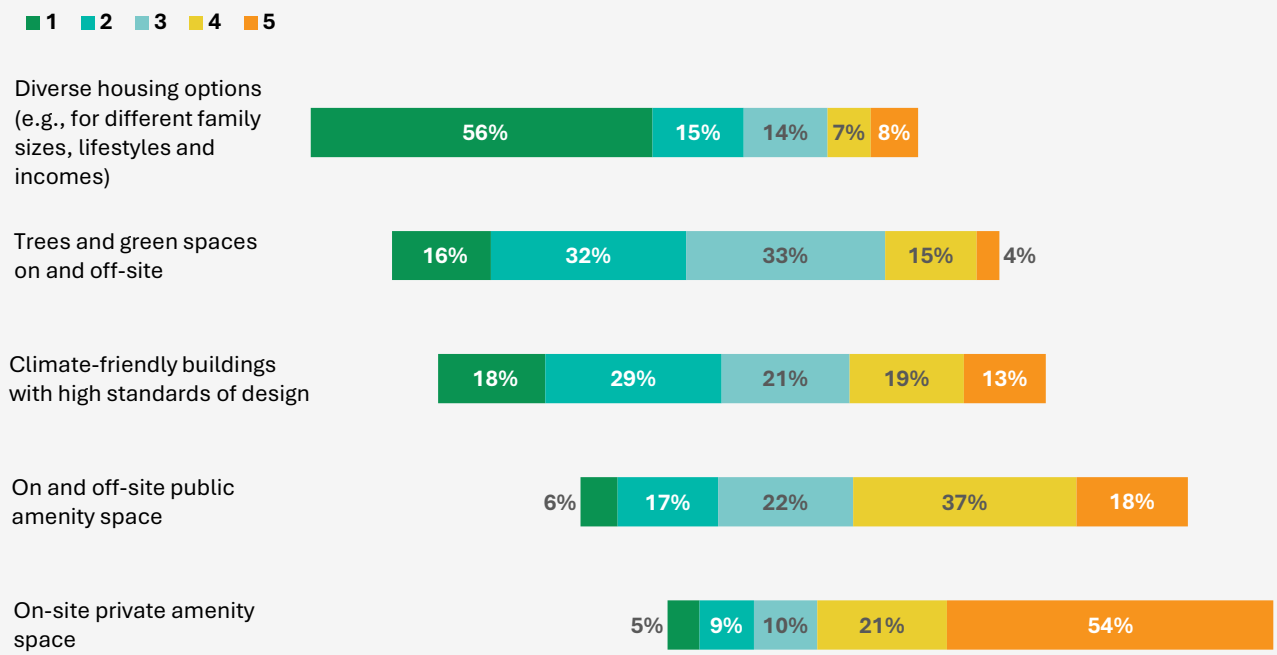
Many participants were adamant about the need to focus on market-rate and affordable housing development in or near downtown and to provide employers with incentives to better assist with housing their staff.

Encouraging Innovative Housing Solutions

Some comments proposed exploring and incentivizing the creation of more non-traditional living styles and home ownership models, such as co-housing, land trusts, cooperative housing and rent-to-own options, as viable paths to affordability and community building. There was also interest in creating more multigenerational homes that would better suit seniors who wish to stay in their neighbourhoods as they age.

The graph below illustrates survey respondents' priorities for features to consider in new taller buildings (roughly seven to fourteen storeys), where they are considered in Victoria. The options were ranked from one (highest priority) to five (lowest priority).

What features should be considered for new taller buildings (roughly seven to fourteen storeys) in Victoria?
(Rank all that apply with 1 being your top priority, 5 being your lowest priority)



97 per cent of survey respondents completed this question

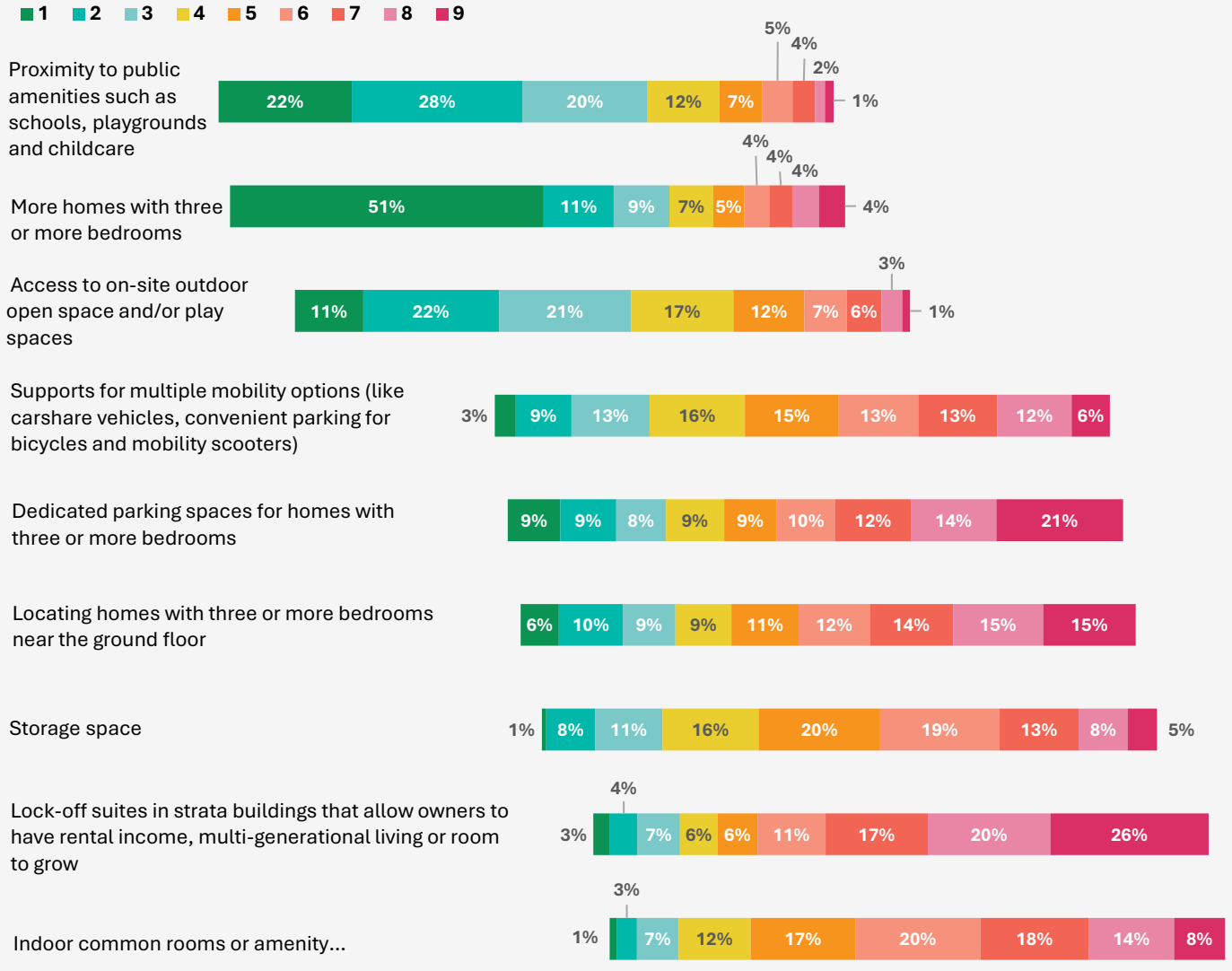
Overall, "diverse housing options (e.g., for different family sizes, lifestyles and incomes)" emerged as the highest priority for respondents, while "on-site private amenity space" emerged as the lowest priority. "Trees and green spaces on and off-site" was ranked second, "climate-friendly buildings with high standards of design" ranked third and "on- and off-site public amenity space" was ranked fourth.

- More than half of respondents ranked "diverse housing options (e.g., for different family sizes, lifestyles and incomes)" as their highest priority, at 56 per cent.
- "Trees and green spaces on and off-site" was also highly valued, with 48 per cent ranking this as their highest or second highest priority.
- 47 per cent ranked "climate-friendly buildings with high standards of design" as their highest or second highest priority.
- "On- and off-site public amenity space" and "on-site private amenity space" were generally ranked lower. Respectively, only 6 per cent and 5 per cent ranked these as their top priorities. "On-site private amenity space was ranked as the lowest priority by 54 per cent of respondents.

Improving Family Housing Options

The graph below shows how survey respondents ranked what is most important when developing family-friendly housing. The options were ranked from one (highest priority) to nine (lowest priority).

What do you think is most important when developing family-friendly housing?
(Rank all that apply with 1 being your top priority, 9 being your lowest priority)



49 per cent of survey respondents completed this question

Overall, “proximity to public amenities such as schools, playgrounds and childcare,” “more homes with three or more bedrooms,” and “access to on-site outdoor open spaces and/or play spaces” were the top three priorities from the options provided. More than half of respondents ranked “more homes with three or more bedrooms” as their top priority.

- “Proximity to public amenities such as schools, playgrounds and childcare” was ranked highest overall, with 22 per cent ranking it as their top priority, 28 per cent ranking it second priority and 20 per cent ranking it as their third priority.
- “More homes with three or more bedrooms” was the top priority for most respondents, with 51 per cent selecting it as their highest priority. It was ranked as the second highest priority overall.
- Only 11 per cent of respondents ranked “access to on-site outdoor open space and/or play spaces” as their top priority, but 22 per cent ranked it second and 21 per cent ranked it third, resulting in this option ranking as the third highest priority overall.

Comments from public engagement events echoed the survey results, emphasizing the need for more family-sized housing units, including units that provide three or more bedrooms. Some participants mentioned that current housing options reportedly lack sufficient space for families to grow, prompting many to relocate to nearby communities outside the city. Participants urged developers to build larger units to accommodate various family sizes, including options supporting multi-generational living. Participants also encouraged the development of indoor shared amenities in buildings with smaller units. A focus on strategically locating family-friendly housing near child-friendly amenities (like libraries, parks, schools and community centres) was also expressed.

Villages and Town Centres

This section summarizes feedback on the future development of Victoria’s villages and town centres. Participants shared their views on priorities for density, amenities, boundary changes, building heights, neighbourhood character, green space and infrastructure.

Key Priorities for the Villages and Town Centres

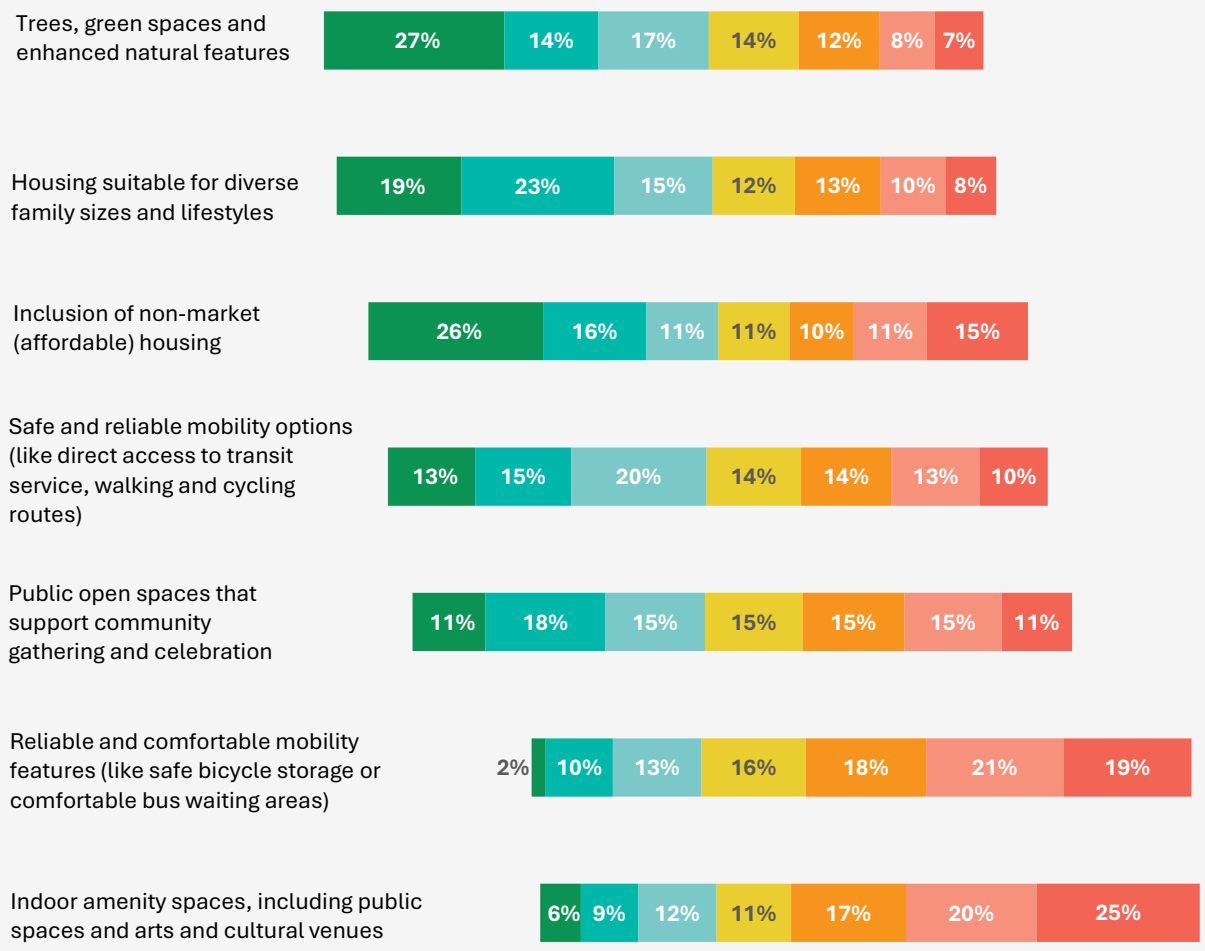
When discussing density, many engagement participants favoured a phased approach, with gradual increases in heights over time to prevent the sudden transformation of traditional neighbourhoods. Participants mentioned how this gradual increase should consider current single-family homes, protect sunlight access, preserve mature trees and minimize traffic impacts on quieter streets.

Participants highlighted the need for more social and commercial infrastructure in Victoria’s town centres and villages. Examples include healthcare facilities, community parks and recreational spaces that better cater to youth. Some participants emphasized that increased density should be matched with an adequate commercial area to support

effective operations. This includes ensuring access to delivery vehicles and transportation for consumers. Meeting these needs is essential for accommodating a diverse and growing community. The graph below highlights feedback from survey respondents about their top priorities for Victoria's town centres as they develop. The options were ranked from one (highest priority) to seven (lowest priority).

As Victoria's Town Centres develop, what are your top priorities for these places?

(Rank all that apply with 1 being your top priority, 7 being your lowest priority)



96 per cent of survey respondents completed this question

Overall, the responses indicate a strong preference for green spaces and affordable housing, with moderate support for diverse family housing and mobility options. Indoor amenities were less frequently prioritized.

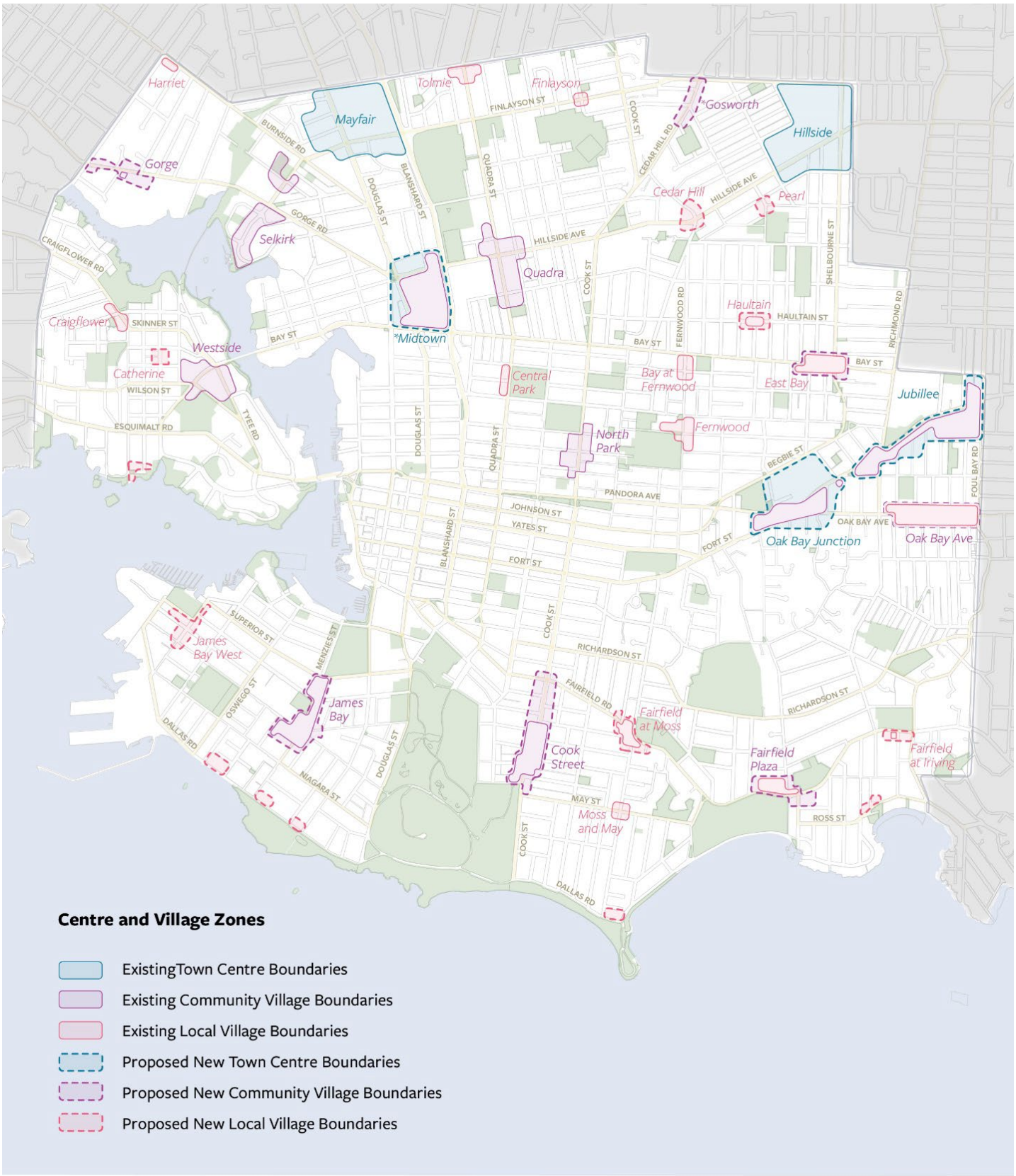
- "Trees, green spaces and enhanced natural features" emerged as the highest priority overall and was also most frequently selected as the top priority (27 per cent ranked it as their top priority).
- While only 19 per cent of respondents ranked "housing suitable for diverse family sizes and lifestyles" as their top priority, a total of 57 per cent ranked it as either their first, second or third priority which resulted in this option emerging as the second highest priority overall.
- "Inclusion of non-market (affordable) housing" was also highly prioritized by respondents, with 26 per cent choosing it as their top priority.
- "Safe and reliable mobility options (such as transit access and walking and cycling routes)" and "public open spaces that support community gathering and celebration" were both ranked relatively evenly, with a slight preference for mobility options.
- "Reliable and comfortable mobility features (like safe bicycle storage or comfortable bus waiting areas)" and "indoor amenity spaces, including public spaces and arts and cultural venues" were the two lowest-ranked options.

New Village and Town Centre Locations

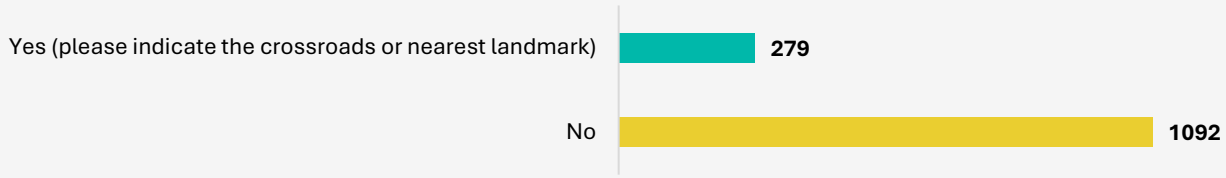
Some participants expressed interest in new villages and town centre locations that offer more facilities and commercial spaces like cafes, restaurants, and shops. Others suggested that alterations or expansions to the boundaries of existing villages and town centres would be a better way to accommodate more amenities and community-oriented spaces. Some participants want municipalities to collaborate with one another to support the growth of retail and commercial services that complement future development in village and town centers and planning for emergency services and recreation.

The proposed locations for new local village boundaries along Dallas Road received positive feedback. Some participants expressed a desire to preserve the existing green space, limit traffic congestion and minimize pollution within the area by excluding Dallas Road from new waterfront village designations.

While completing the survey, respondents were asked where they would suggest adding new town centres and villages. They were then presented with a map (shown below) showing the existing and proposed town centre and village boundaries.

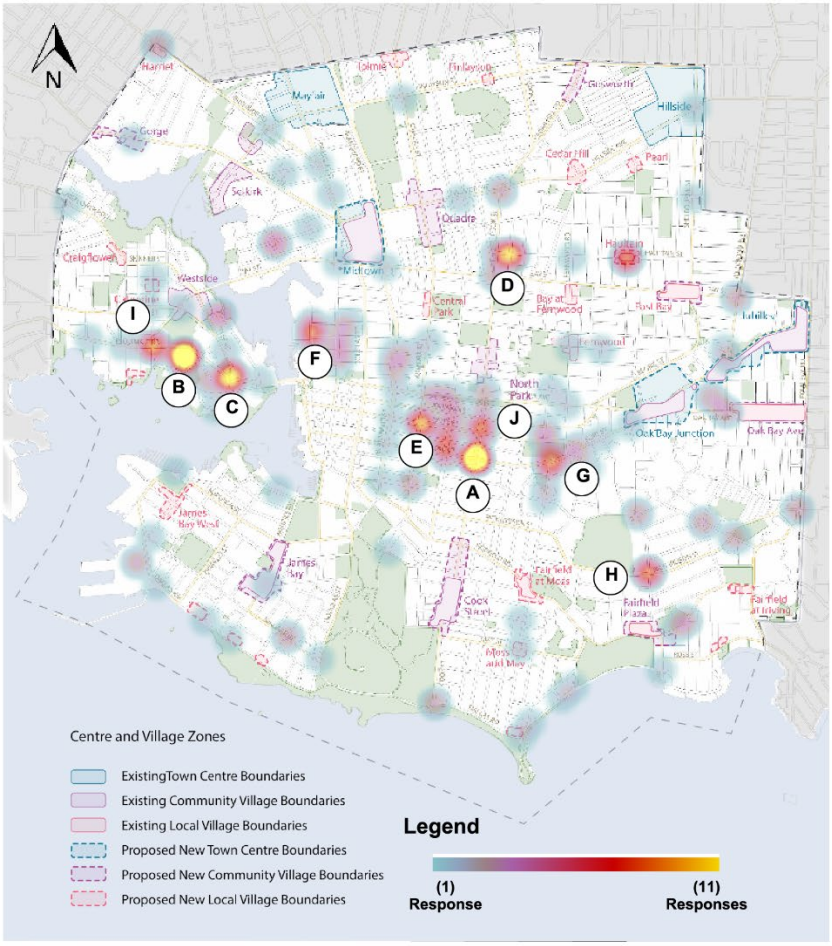

Harriet
Tolmie
Finlayson
Gosworth
Mayfair
Hillside
Gorge
Cedar Hill
Pearl
Selkirk
Quadra
Craigflower
Haultain
*Midtown
Westside
Catherine
Central Park
Bay at Fernwood
East Bay
Jubillee
Fernwood
North Park
Oak Bay Junction
Oak Bay Ave
James Bay West
James Bay
Cook Street
Fairfield at Moss
Fairfield Plaza
Fairfield at Irving
Moss and May
BURNSIDE RD
FINLAYSON ST
COOK ST
CEDAR HILL RD
HILLSIDE AVE
BLANSHARD ST
QUADRA ST
DOUGLAS ST
GORGE RD
CRAIGFLOWER RD
SKINNER ST
BAY ST
FERNWOOD RD
SHELBOURNE ST
RICHMOND RD
HAULTAIN ST
WILSON ST
ESQUIMALT RD
TYEE RD
BEGBIE ST
FOUL BAY RD
PANDORA AVE
JOHNSON ST
YATES ST
FORT ST
OAK BAY AVE
SUPERIOR ST
MENZIES ST
OSWEGO ST
DALLAS RD
NIAGARA ST
RICHARDSON ST
FAIRFIELD RD
MAY ST
ROSS ST
Centre and Village Zones
ExistingTown Centre Boundaries
Existing Community Village Boundaries
Existing Local Village Boundaries
Proposed New Town Centre Boundaries
Proposed New Community Village Boundaries
Proposed New Local Village Boundaries

Are there any villages or centres shown on this map that you feel should be added?



94 per cent of survey respondents completed this question

Those with suggestions for new town centre or village locations were prompted to identify the nearest crossroad or landmark to indicate their proposed location. Two hundred seventy-nine responses were collected, which were used to create a map (shown below) of the suggested locations.



New Centre and Village Locations

Respondent-Suggested Locations

Survey Asked...

Are there any villages or centres shown in this map that you feel should be added?

If yes, please indicate the crossroads or nearest landmark.

Most Popular Locations Suggested:

Crossroads		Freq.
A	Fort St. and Cook St.	11
B	Esquimalt Rd. and Sitkum Rd.	11
C	Esquimalt Rd. and Tyee Rd.	7
D	Haultain St. and Empire St.	6
E	Yates St. and Quadra St.	6
F	Discovery St. and Store St.	6
G	Fort St. and Moss St.	5
H	Richardson St. and Saint Charles St.	5
I	Esquimalt Rd. and Saint. Catherine St.	5
J	Yates St. and Cook St.	4

Out of the 10 most suggested locations, the intersections of Fort and Cook Street and Esquimalt and Sitkum Road were the most popular, with 11 suggestions each. Other notable locations included Esquimalt and Tyee Road, Haultain and Empire Street (near Haultain Fish and Chips), Yates and Quadra Street and Discovery and Store Street.

Village and Town Centre Boundary Changes

The graph below displays survey respondents' views on whether there are any Community Villages or Local Villages that should be larger, have different boundaries or offer more shops and services.

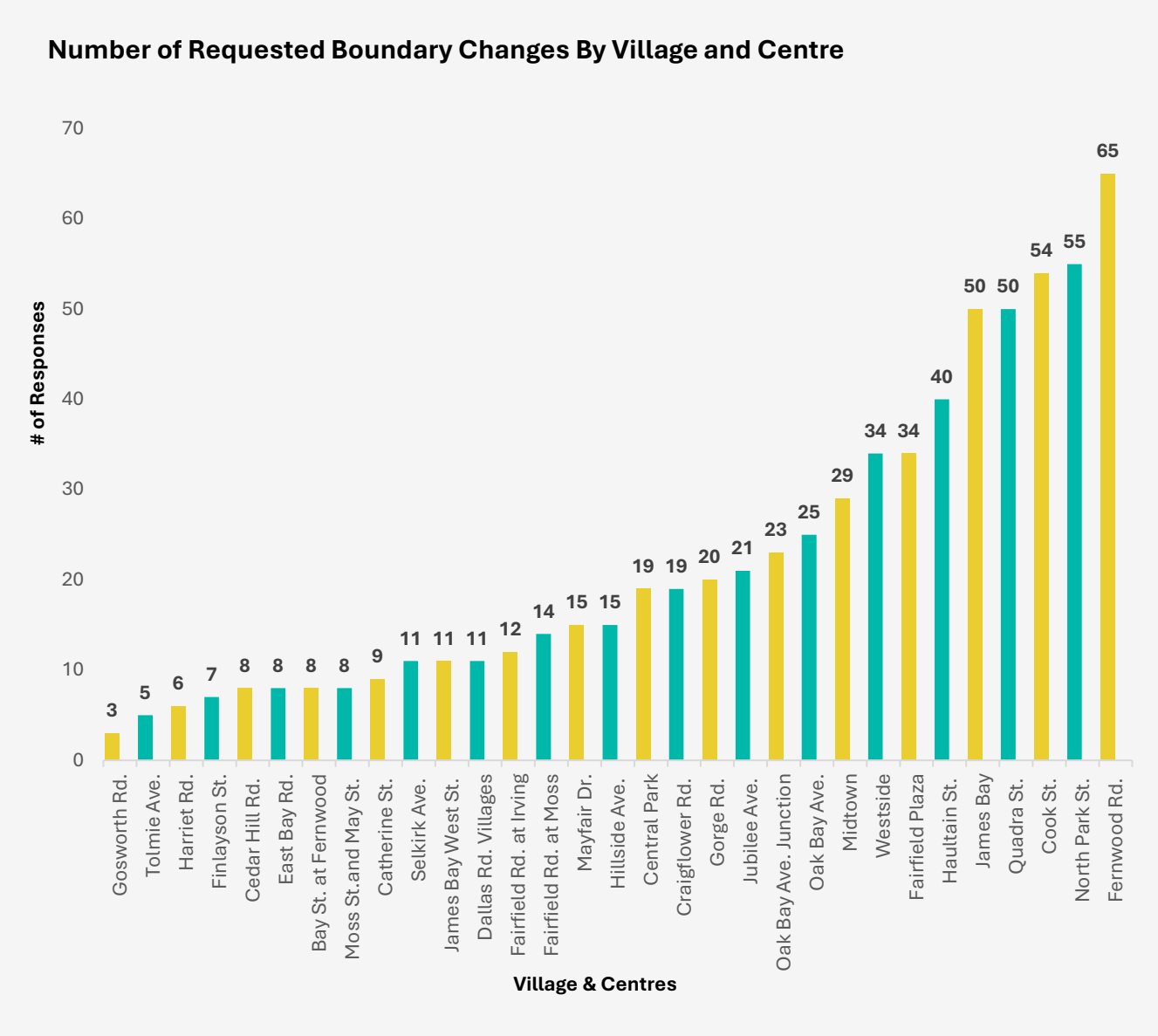


93 per cent of survey respondents completed the question

Key insights:

- 504 respondents selected “Yes”
- 860 selected “No”
- Total of 690 suggestions for adjusting town centres and villages boundaries

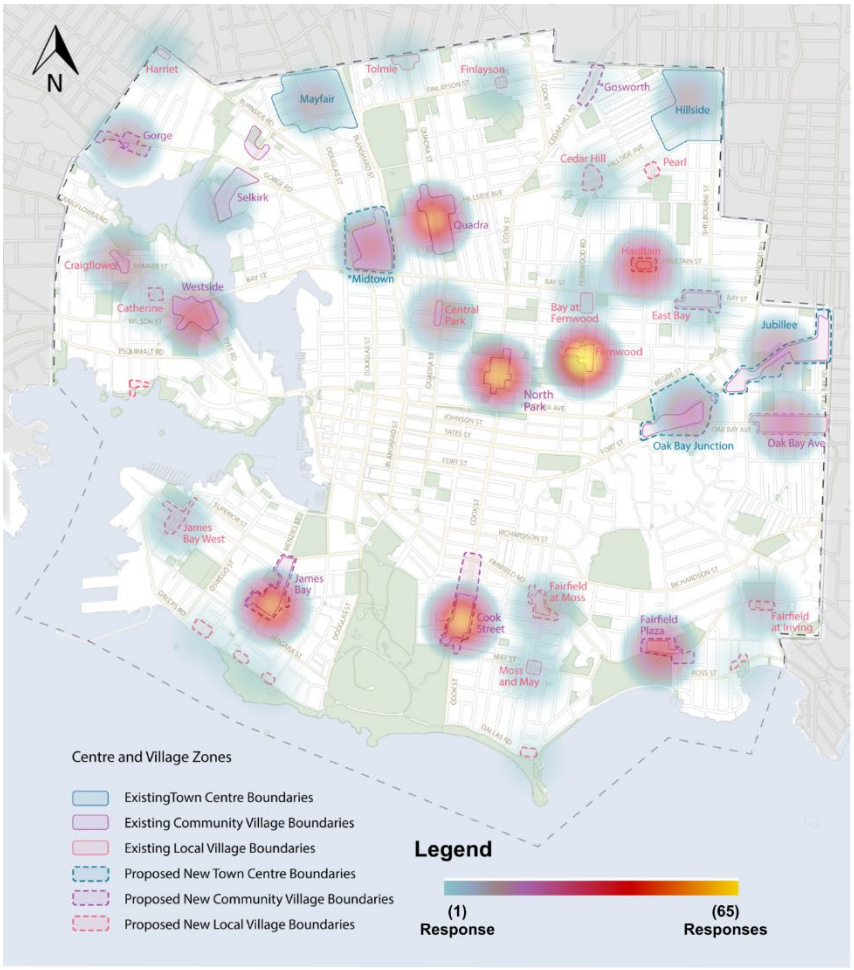
The figure below illustrates the number of suggested changes for each town centre and village.



Key insights:

- Fernwood Village received the most boundary change suggestions at 65.
- This was followed by North Park Village at 55 suggested changes and Cook Street Village at 54. James Bay Village and Quadra Village were tied, with 50 responses each.

The responses were used to generate a heat map, shown below, showcasing which locations received the most and fewest requests for boundary changes.



Requested Boundary Changes

for Centre and Village Zones

Survey Asked...

Are there any Community Villages or Local Villages that should be larger, have different boundaries or offer more shops and services?

If yes, please indicate the crossroads or nearest landmark.

The map shows how smaller villages closest to the municipal boundary and towards the north end received fewer responses than those toward the centre and south end of the city. Many survey respondents named village or town centre locations where they would like to see boundaries change and explained why. Common suggestions included adjustments to proposed boundaries, such as expansion or contraction, upgrading or downgrading boundary designations (e.g., from community village to town centre), or amalgamating multiple boundaries into a larger village or town centre.

Many respondents also made village or town centre-specific suggestions for elements such as supporting the level of walkability, improving public infrastructure, providing greater support for existing local businesses and pushing for the inclusion of specific stores and amenities such as grocery stores, hardware stores, libraries and small-scale retail. A summary of suggestions for each of the top five villages is included below.

Fernwood

Many respondents suggested making Fernwood village larger and nearly car-free. There was a call to amalgamate Fernwood with Haultain Corners and North Park, creating a more integrated community. Respondents also highlighted the need for more services, such as grocery stores, liquor stores and pharmacies. There was a strong desire for better connectivity between Fernwood and the surrounding areas like Bay Street. Some envisioned Fernwood as a community village rather than just a local village, with more low and medium-rise buildings to support the growing population.

North Park

The responses for expanding North Park emphasized the need for expansion and amalgamation with neighbouring villages like Fernwood and Haultain. Alternatively, some suggested enlarging North Park Village's boundaries to include Pandora Avenue, Cook Street and Quadra Street. There was a strong desire for more shops, services, lower-cost grocery options and improved amenities like a library.

Cook Street Village

There were a variety of responses regarding Cook Street Village. Many suggested expanding the proposed boundary further east and west and upgrading it to a town centre within the village boundaries. In contrast, some believed the existing village boundary was too large due to the many apartment buildings. Some respondents highlighted the struggle to retain commercial tenants and suggested focusing on supporting existing businesses before expanding further. There was an expressed need for more essential services like banks, credit unions, larger drug stores and affordable grocery stores. There was a desire for more multi-level shopping and services with accessible public transit rather than more parking.

Quadra Village

The responses for the Quadra Community Village highlighted a strong desire for expansion and development. Many suggest enlarging Quadra to include areas up to Bay Street and Summit and the existing Midtown centre. Many respondents also wanted to add new shops, services and community spaces, such as a library. Improvements in pedestrian infrastructure and traffic calming measures were also emphasized. There were also calls to enhance the area's vibrancy and improve public safety.

James Bay

The responses for James Bay included interest in lower-cost grocery options and additional shops along Menzies Street towards the legislature. Some mentioned that expanding the village north along Menzies Street towards the Inner Harbour and south towards Dallas Road would be interesting, citing its potential for small-scale retail. One roadway that was repeatedly mentioned for a community village was Medana Street. Additional services like a hardware store and a focus on supporting small local businesses were also mentioned. Finally, some respondents suggested amalgamating James Bay and James Bay West villages and upgrading them to a town centre designation.

Waterfront Villages

Two-thirds of survey respondents indicated that they would like to see small shops in key locations along the waterfront.



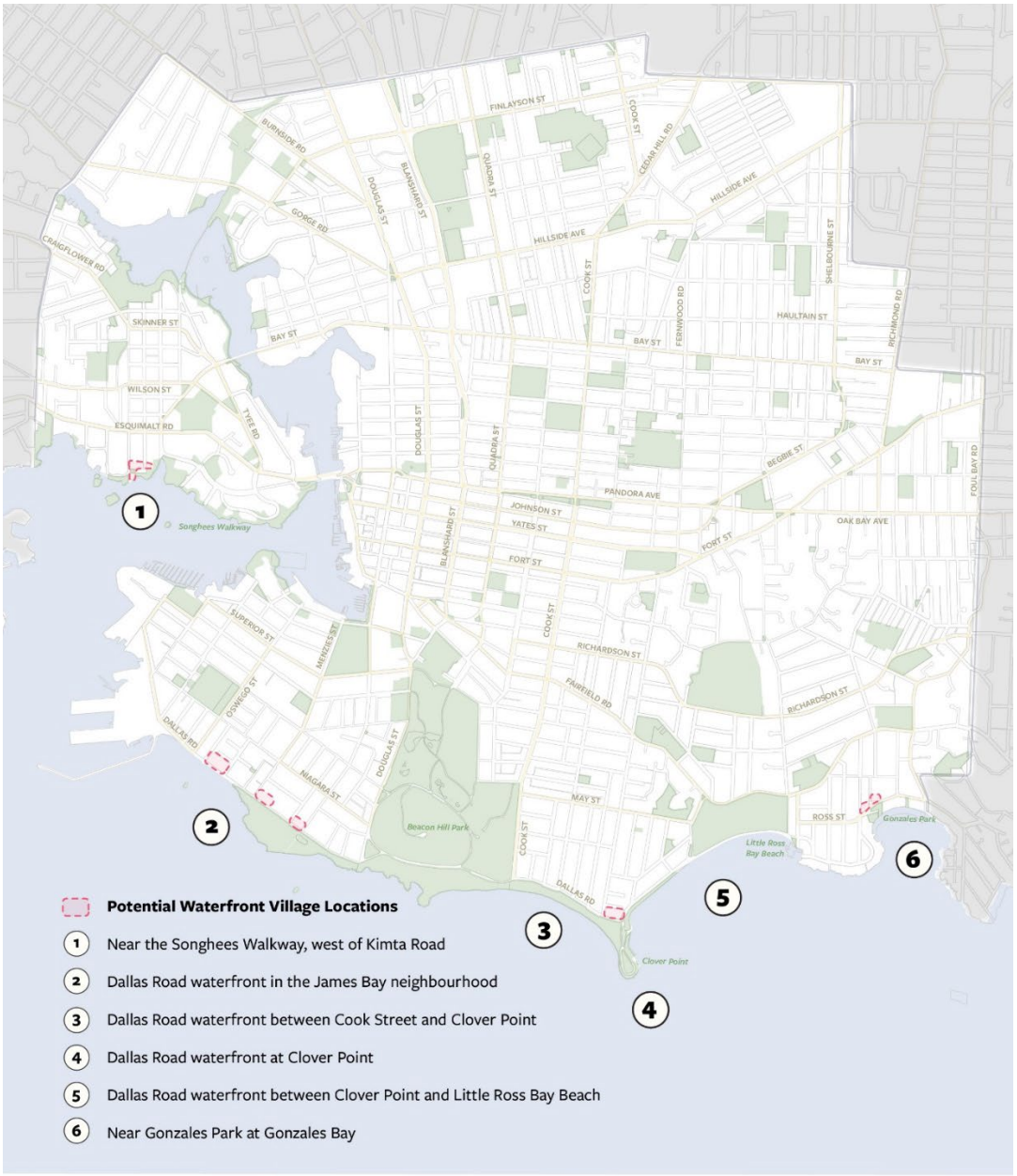
98 per cent of survey respondents completed this question

Key insights:

- A majority of respondents (67 per cent) answered "Yes" in response to the question.
- Some respondents (20 per cent) opposed the idea, answering "No."
- 12 per cent of respondents stated they were "Unsure" about the idea.

Six potential waterfront village locations were identified in the OCP engagement materials. They are shown on the map below and include:

- Near the Songhees Walkway, west of Kimta Road
- Dallas Road waterfront in James Bay
- Dallas Road waterfront between Cook Street and Clover Point
- Dallas Road waterfront at Clover Point
- Dallas Road waterfront between Clover Point and Little Ross Bay Beach
- Near Gonzales Park at Gonzales Bay



The graph below shows survey respondents' preferred locations for adding small shops along Victoria's waterfront based on the six options provided and the option to specify another location. Respondents could select multiple options.



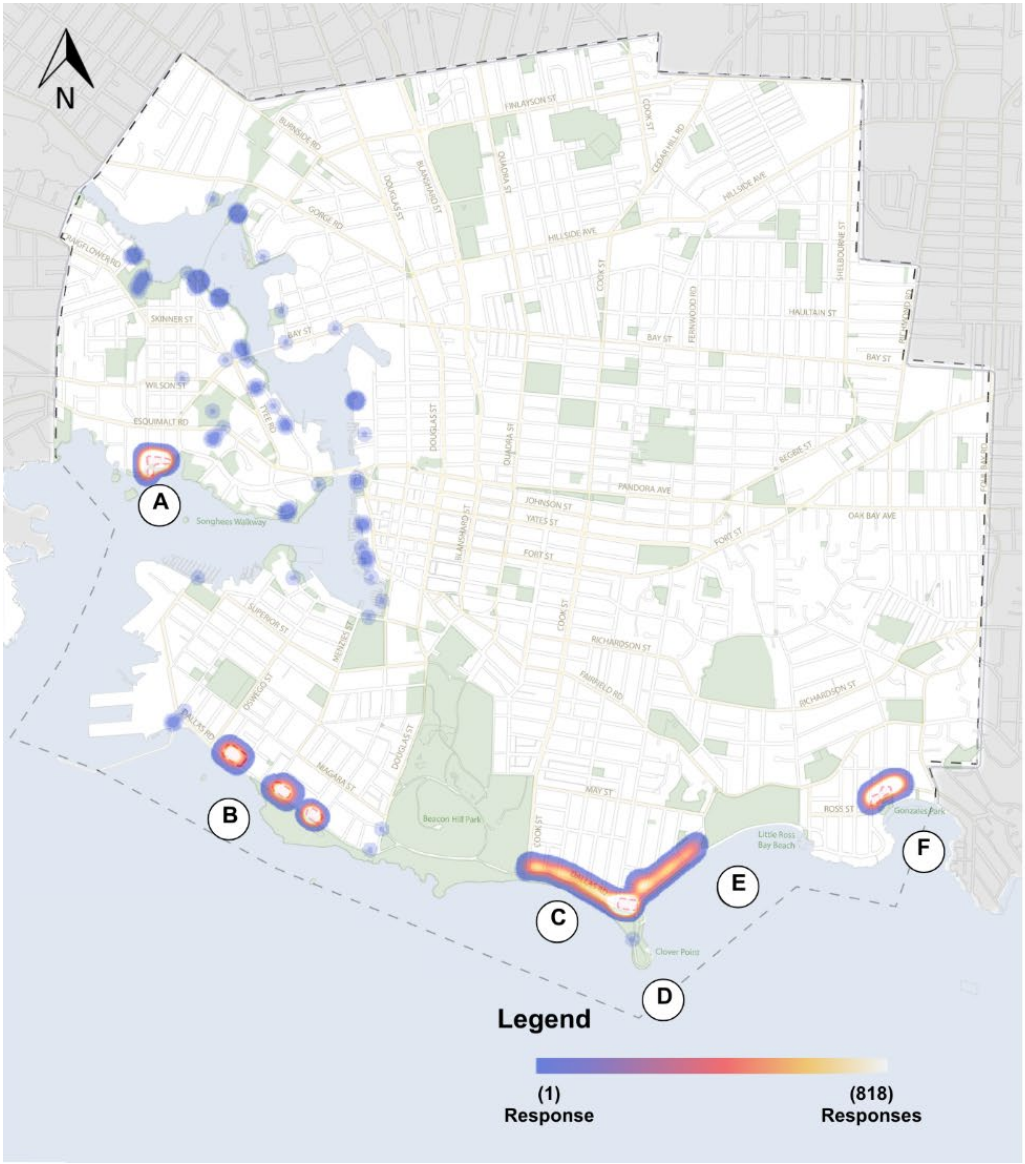
65 per cent of survey respondents completed this question

Based on the options provided, locations along Dallas Road west of Clover Point and near the Songhees Walkway were preferred for small shops along the waterfront. The responses to this question are presented on the map below, including alternative locations suggested by respondents.

Highest ranked selections, in order:

- The most popular location was “Dallas Road waterfront in the James Bay neighbourhood,” with 758 selections.
- “Near the Songhees Walkway, west of Kimta Road” was the second most popular among respondents, with 724 selections.

- 632 votes were registered for “Dallas Road waterfront between Cook Street and Clover Point,” followed closely by “Dallas Road waterfront at Clover Point” with 611 selections.
- 592 selections were registered for “Near Gonzales Park at Gonzales Bay,” while “Dallas Road waterfront between Clover Point and Little Ross Bay Beach” received 517 selections.
- 103 selections were registered for “if other, please indicate the crossroads or nearest landmark.”



Waterfront Village Locations

City-Proposed & Respondent-Suggested Locations

Survey Asked...

Where would you like to see small shops along the waterfront:

- (A) Near Songhees Walkway
- (B) Dallas Road in James Bay
- (C) Dallas Road between Cook St and Clover Point
- (D) Dallas Road at Clover Point
- (E) Dallas Road between Clover Point and Little Ross Bay Beach
- (F) Near Gonzales Park

If other, please indicate the crossroads or nearest landmark.

Building and Open Space Design

This section summarizes feedback on upholding and contributing to Victoria's unique character, designing buildings and urban spaces for people of all ages and abilities, planning infrastructure for a growing population, simplifying the zoning and approvals process and impacts on green spaces and public places.

Development Guidelines

Participants provided feedback based on multiple opportunities to review key elements of and proposed updates to development permit area and heritage conservation area guidelines. Some comments emphasized the need for clear and consistent guidelines to ensure the city's Vision and planning principles are upheld. Various comments on this topic emphasized the importance of preserving Victoria's architectural heritage, including Victorian and Edwardian styles, which participants linked to the city's identity and tourism industry. Emphasis was also placed on maintaining a human-scale and aesthetically pleasing buildings that reflect the city's character, which was sometimes juxtaposed with "Vancouverish" glass towers and generic high-rise condos. Preserving and enhancing green spaces, natural element, and tree lined streets was mentioned as an important part of maintaining the city's charm and environmental health. Urban design strategies were encouraged that ensure public safety, accessibility for all ages and abilities, and readiness for mobility changes, such as the inclusion of pedestrian and cycling infrastructure. The protection of culturally significant areas, such as Chinatown and Old Town was seen as crucial to the city's historical narrative, cultural diversity and even economic prosperity as it relates to tourism.

Uphold and Contribute to the Unique Character of Victoria's Neighbourhoods

Many participants expressed concerns about the impacts of new high-density developments on Victoria's character and charm. Some have requested that new buildings complement the architectural heritage and uniqueness of the city's neighbourhoods, particularly in James Bay, Fairfield and in and around the Cook Street Village.

Some criticized the proposed placement of four- to six-storey buildings and called for buildings of that scale to be concentrated along transit corridors. Others expressed excitement about the potential changes and advocated for gradual, context-sensitive densification that harmonizes with existing architectures, focusing on townhouses and small-scale apartment buildings. Significant concerns about preserving heritage buildings and mature trees in these distinctive neighbourhoods were raised.

Some participants expressed concerns that many new building designs lack inspiration, character and charm. This included calls for a more aesthetically pleasing architecture that complements Victoria's historical context. Suggestions included using high-quality

materials, such as brick and wood, instead of cheaper alternatives and incorporating traditional design elements like decorative trim and varied rooflines. Some participants emphasized the importance of designing all sides of a building attractively, not just the front.

Additionally, concerns were raised about the visual impact of large, monolithic condominium blocks with retail spaces underneath, which some viewed as detrimental to the city's character. There were also calls for the use of eco-friendly building materials, energy-efficient building designs and for preserving biodiversity by maintaining green space and the urban tree canopy.

Design Accessibility into the Built Environment

Participants emphasized the need for buildings and urban spaces to be designed for people of all ages and abilities. Accessibility was a central theme, with participants advocating for universal design standards in new buildings to accommodate people with disabilities.

Some participants also highlighted the need for retrofitting existing infrastructure for accessibility, such as providing more time for pedestrians to cross the street at crosswalks and constructing more curb ramps. Participants called for public spaces that promote wellbeing and encourage social interactions, such as well-lit, safe and clean areas with adequate seating and shade.

Infrastructure Resilience and Service Planning for a Growing Population

Some participants expressed concerns about the capacity of Victoria's infrastructure to support the projected increase in population. Highlighted issues included pressure on emergency services, narrow streets that could become bottlenecks, inadequate transit options and strain on the healthcare, education and transportation systems.

A holistic and phased approach to densification was suggested, to ensure that infrastructure—such as water supply, sewage systems and road networks— are upgraded before or with new housing developments. Participants suggested concentrating new housing in areas with established infrastructure, like the Blanshard and Douglas corridors, where frequent and rapid transit service already exists. Safety concerns were raised about narrow streets facing traffic and parking challenges.

Additionally, some emphasized the importance of planning for future climate resilience through strategic infrastructure improvements. Recommendations included integrating rooftop solar panels, green roofs, rainwater catchment systems and natural ground covers to help reduce the urban heat island effect. Other recommendations concerned expanding emergency preparedness efforts, including more emergency supply stations and check-in services for seniors and vulnerable populations. Concerns about urban sprawl affecting

local wildlife were raised with suggestions for creating wildlife corridors and landscaping with native plants.

Zoning and a Simplified Approvals Process

Some participants indicated that the City's permitting and regulatory processes can be challenging to navigate and cause frustration. Some describe the services as slow and inefficient, which has been seen as discouraging investment and slowing down beneficial development. As a result, some participants called for a more streamlined approval method, especially for smaller-scale projects.

Criticism was also directed at zoning regulations, with some participants calling for the City to simplify the rezoning requirements. Furthermore, some participants expressed widespread dissatisfaction with housing policies, suggesting the City strengthen inclusionary zoning policies, implement vacancy controls and adopt faster approval processes for affordable housing.

Participants emphasized the importance of transparency and genuine community engagement in housing and development decisions. They urged the City to communicate more clearly about its housing goals, zoning updates and plans while actively involving residents in shaping policies.

Enhanced Green Spaces and Public Places

Some participants expressed concern about the loss of green space due to new construction and the environmental impacts of development. Many suggested that developers should be required to include useable green space in their projects, such as community gardens, rooftop terraces and tree-lined walkways. The importance of preserving mature trees and avoiding concrete-heavy landscapes was emphasized.

Enhancing public areas was also a key focus for some participants. Suggestions included improving bus stops by adding benches and planting shade trees along busy streets. There was a strong interest in creating urban living rooms or third spaces—places where people can relax and socialize for free—highlighting a desire for well-designed areas that foster social interaction.

An Active Waterfront

This section summarizes feedback on Victoria’s harbour and the waterfront, highlighting the balance between economic activity, public enjoyment and environmental stewardship of the harbour.

A Waterfront that is Accessible for Everyone

Throughout the engagement, participants discussed a wide range of harbour uses. Some participants highlighted the harbour's role as a centre for economic activity and goods movement and the need to balance industrial operations with public enjoyment and safety, particularly in congested areas.

There were calls to support commercial vehicle access to the harbour and to retain and expand existing industrial areas. Participants noted that access to commercial and emergency vehicles is essential for maintaining the harbour's functionality. The importance of integrated mobility planning to ensure safety for cyclists, pedestrians and vehicle users was also emphasized.

Some participants expressed a desire for enhanced public access to the waterfront, including completing the David Foster Harbour Pathway and other ways to highlight Victoria's connection to the coastline and ocean. Participants called for increased access to these spaces for recreational activities such as kayaking, paddle boarding and general leisure.

A Healthy Marine Harbour Environment

Participants highlighted several environmental concerns, particularly regarding the impacts of industrial and cruise activities. They emphasized the need for improved ecological protection measures to sustain the harbour's natural environment and to reduce noise and pollution from industrial operations. Some participants requested an assessment of the cumulative impacts on the waterway to ensure the protection and health of sensitive habitats. They also want to prioritize nature-based solutions and Green Shores principles along the shorelines to support climate resilience and biodiversity.

Diverse Economic Activity on the Waterfront

Participants suggested that facilitating a mix of uses in the harbour would enhance economic vitality. Specific suggestions included designating some waterfront areas for mixed-use, including retail, restaurants and harbour-specific experiences. Participants emphasized the importance of the Lekwungen Nations' presence in the harbour and recognized the need for the economic opportunities available to First Nations.

Climate Adaptation Through Strategic Governance

Improved coordination and strategic partnerships between government and industry were suggested to address the challenges related to climate change and sea level rise. Participants highlighted the importance of ongoing commitment to climate change through City governance and organizational practices. It was suggested that dedicated staff could help guide policy and support long-term planning.

Mobility

This section captures feedback from public engagement events and the survey. It includes sections on road safety, education, transit, accessibility and parking. The responses reflect a range of ideas about different modes of transportation.

Road Safety and Active Transportation

Participants' feedback largely supported expanding protected cycling infrastructure, although some opposition was also heard. Many participants raised concerns about cycling safety, particularly at intersections, with multiple calls to improve separation between cars and bikes to reduce crashes. Converting existing painted bike lanes into fully separated paths was suggested to enhance safety for all road users. Some suggested introducing car-free streets to prioritize pedestrians and active mobility options. Many participants stressed that the bike network should be designed to accommodate people of all ages and abilities, including children, those who use mobility devices and users of devices such as e-bikes and electric scooters. Some individuals want to ensure communication between jurisdictions, particularly regarding extending bike lanes on streets that reach neighbouring municipalities.

Education, Awareness and Public Safety

Participants raised concerns about the need for public education on new biking infrastructure, especially around bike lanes and shared road spaces. Several highlighted the confusion accompanying new lanes and traffic features, suggesting educational outreach could improve understanding and safety.

Participants also raised concerns about public safety in public spaces, especially parks and transit areas. They called for effective policing and more straightforward guidelines to ensure these areas are welcoming and secure for all residents and commuters.

Public Transit and Accessibility

Improvements to public transit were frequently mentioned, with participants requesting a more reliable, efficient and comprehensive transit system both locally and inter-regionally. Routes that serve high-demand locations—such as Cook Street Village and downtown—more effectively and frequently are desired.

Many participants highlighted the need for greater accessibility in the built environment. Suggestions included longer walk intervals at crosswalks to accommodate those with mobility challenges, accessible public transit stops with more covered shelters and fully accessible public spaces within the community. Participants also called for lighting improvements along local traffic calming areas within residential neighbourhoods.

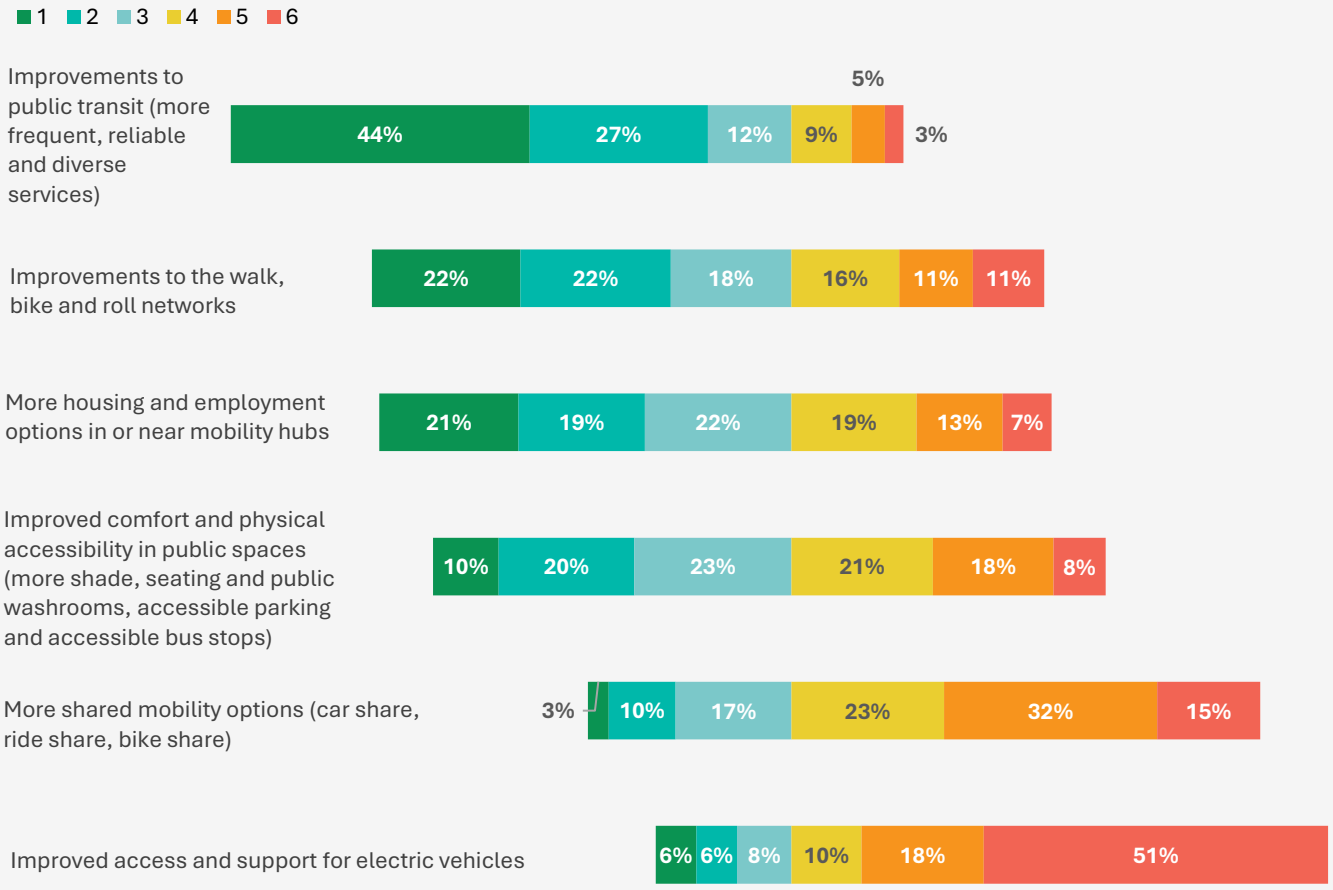
Parking

Many participants expressed concern about reduced on-street motor vehicle parking availability due to bike lanes and other development projects. Some participants suggested retaining or increasing motor vehicle parking in high-density and high-traffic areas (such as downtown) to accommodate residents, visitors and business needs. Parking zones outside the downtown with shuttle access in and out of the city core and dedicated car-share and bike parking in new housing developments to reduce private vehicle parking requirements and enhance transportation options for new residents was also suggested. Some participants suggested reducing the parking requirement of new buildings, which might lower housing and business development costs and be used for other purposes like green space, additional housing or amenities like bike parking. Some participants suggested additional bike parking throughout the city, including secure bike lockers and e-bike charging stations, which would help to support growing e-bike usage.

Sustainable Transportation Choices

The following graph shows participants' priorities for how the City and its partners can support them in choosing more sustainable transportation choices, more often.

How can the City and its partners support you in choosing more sustainble transportation choices, more often?
(Rank all that apply with 1 being your top priority, 6 being your lowest priority)



96 per cent of survey respondents completed this question

Overall, the responses indicate a strong preference for improvements to public transit, walk and roll networks and accessible public spaces, with less emphasis on shared mobility options and electric vehicle support.

- "Improvements to public transit (more frequent, reliable and diverse services)" was ranked as the highest priority overall. Participants also most frequently selected it as their top priority, with 44 per cent ranking it as their first choice.
- "Improvements to the walk, bike and roll networks" and "More housing and employment options in or near mobility hubs" also received strong support overall with 22 per cent and 21 per cent ranking those as their top priorities, respectively.

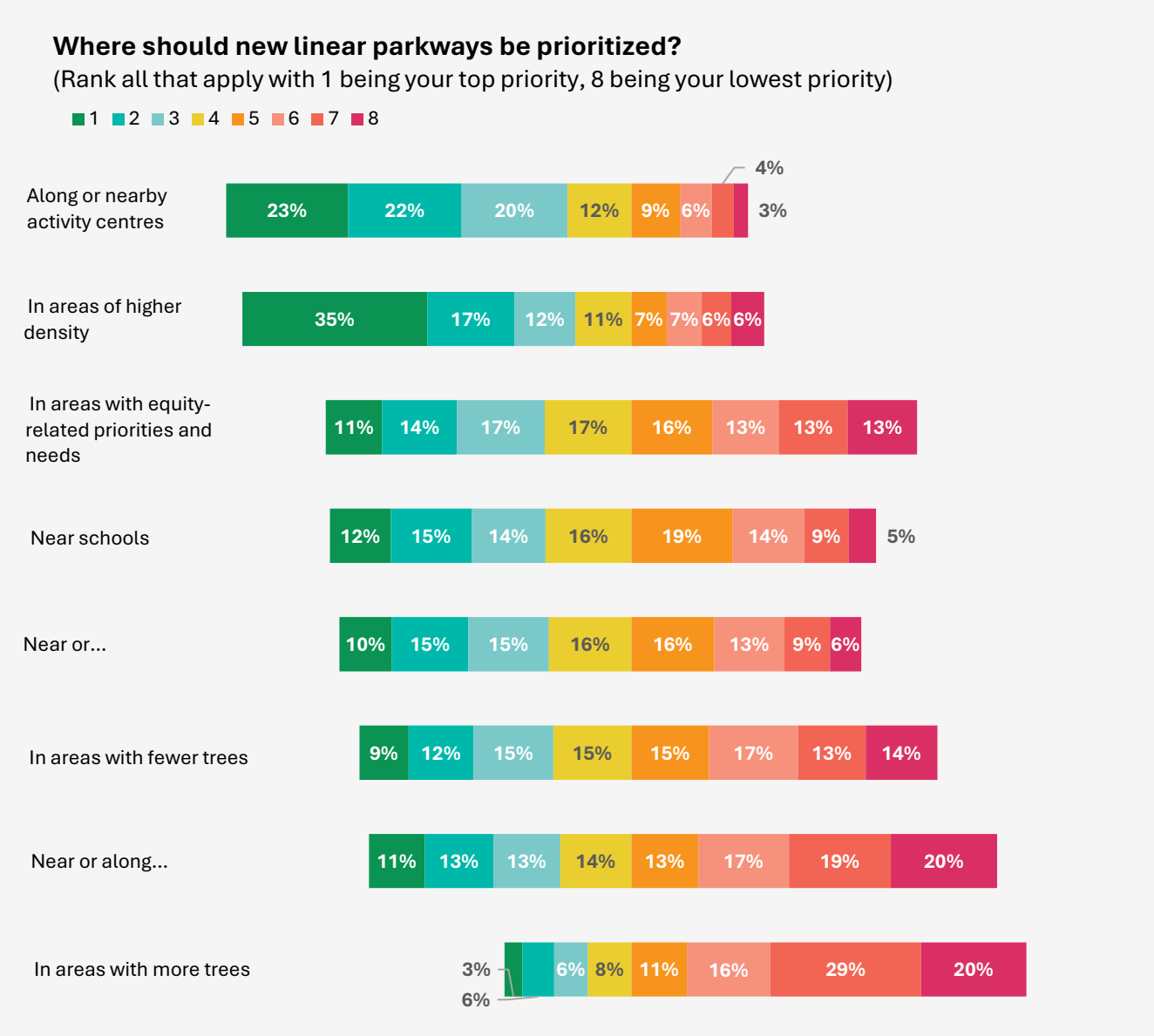
- Ranking for “improved comfort and physical accessibility in public spaces (more shade, seating and public washrooms, accessible parking and bus stops)” was distributed across all ranking levels, suggesting mixed opinions on its priority.
- Results for “more shared mobility options (car share, ride share, bike share)” are skewed towards the lower end, with fewer top rankings and most appearances at rank five, suggesting it was seen as less important by respondents.
- “Improved access and support for electric vehicles” is the least favoured choice with 51 per cent of respondents placing this option as their lowest priority.

Linear Parkways

This section captures feedback on the location and design of linear parkways.

*W*here to Locate Linear Parkways

The graph below shows how survey respondents ranked their priorities for where new linear parkways should be prioritized.



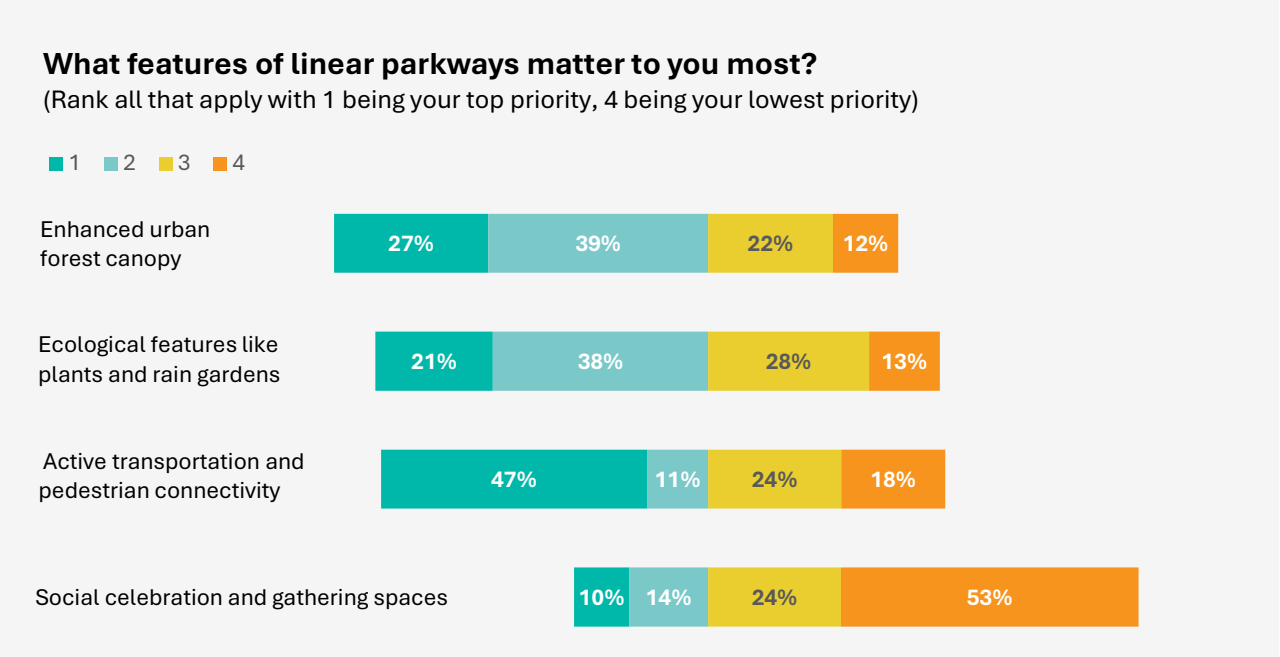
93.45 per cent of survey respondents completed this question

Key insights on where to locate new linear parkways:

- "Along or nearby activity centers (like villages, community centers and commercial streets)" was the top priority overall
- "In areas of higher density" was selected as the first choice for 35 per cent of participants
- The lowest priorities were "near or along creeks or streams" and "in areas with more trees."

Features of Linear Parkways

The graph below shows how survey respondents ranked their priorities for potential features of linear parkways.



94 per cent of survey respondents completed this question

Almost half of respondents (47 per cent) identified "active transportation and pedestrian connectivity" as their top priority among the four options. However, considering the average rankings of all respondents, "enhanced urban forest canopy" and "ecological features like plants and rain gardens" emerged as higher priorities overall. In contrast, "social celebration and gathering spaces" was identified as the lowest priority for more than half of respondents (53 per cent) and was the lowest priority for respondents overall.

- "Enhanced urban forest canopy" emerged as the top priority for respondents, with two-thirds of respondents (66 per cent) selecting it as their first or second choice.
- "Ecological features like plants and rain gardens" ranked second overall, with 59 per cent of respondents selecting it as either their first or second priority and 28 per cent ranking it as their third priority.
- "Active transportation and pedestrian connectivity" was most often selected by respondents as their first priority (47 per cent), but only 11 per cent ranked it as their second priority.
- "Social celebration and gathering spaces" was the option least prioritized by respondents, with only 24 per cent selecting it as either their first or second priority.

Ecological Benefits

Support for linear parkways highlighted potential environmental and ecological benefits and a positive impact on community health and wellness. Some participants suggested planting pollinator plants and food-bearing trees to create wildlife habitat and enhance green corridors for walking and cycling. Some participants recommended incorporating native, drought-tolerant plants to reduce maintenance costs and to integrate Indigenous names and history into these spaces.

Effects on Mobility

Concerns were raised about the implications of linear parkways on traffic and access, especially in residential areas such as James Bay. Some participants expressed issues related to road closures, particularly regarding vehicle access and emergency services while others encouraged car-free or car-light streets.

Sensitivity to Context

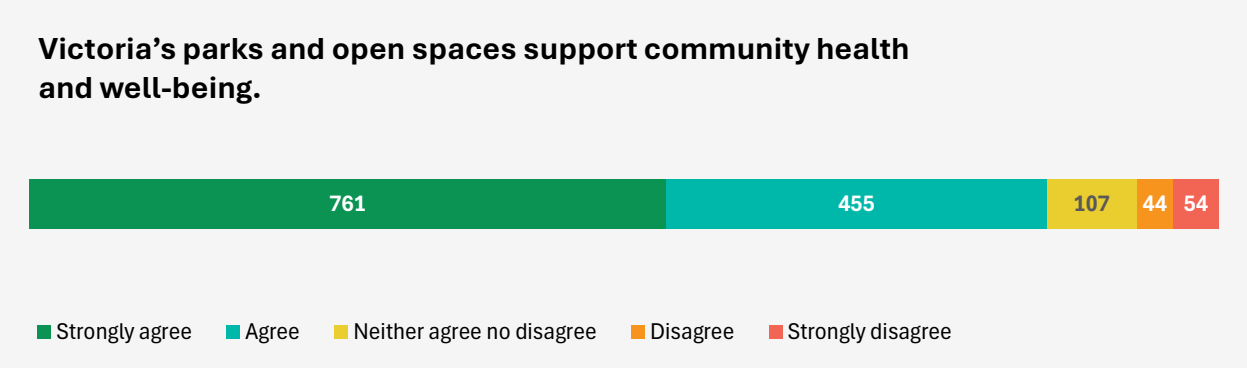
Several participants emphasized that linear parkways should be planned considering the specific context of different areas rather than applying a uniform approach across the city. Some participants consider balancing pedestrian use and vehicle access essential.

Parks and Open Spaces

This section captures feedback on parks and open spaces, the connection between community safety, health and well-being and balancing green spaces with development.

Survey respondents were asked to rate their agreement with statements regarding how well Victoria's parks and open spaces support community health and well-being. Over 98 per cent of survey respondents completed this question.

- More than 85 per cent of respondents either strongly agree or agree that Victoria's parks and open spaces support community health and well-being.
- Less than 8 per cent of respondents reported that they neither agree nor disagree with the statement and less than 7 per cent of respondents reported that they either disagree or strongly disagree.



98.14 per cent of survey respondents completed this question

Maintaining and Enhancing Existing Green Space

Participants strongly support maintaining and enhancing Victoria's parks and green spaces, emphasizing their importance in contributing to environmental sustainability and community wellbeing. There was a call for green spaces to be more inclusive and accessible, particularly in higher-density areas. Some participants suggested focusing on gardens for enjoyment and shared food-growing spaces to help address food security.

Balancing Green Space Expansion with New Development

Participants highlighted the need for a range of park features including playgrounds, dog parks and public seating and space for more natural features like trees and green space. Many suggested increasing the need for well-designed, safe places to gather in public for community members to enjoy themselves alone or with friends and family. Many participants suggested planting more pollinator-friendly and drought-tolerant plants and protecting the mature tree canopy to improve resilience to climate change.

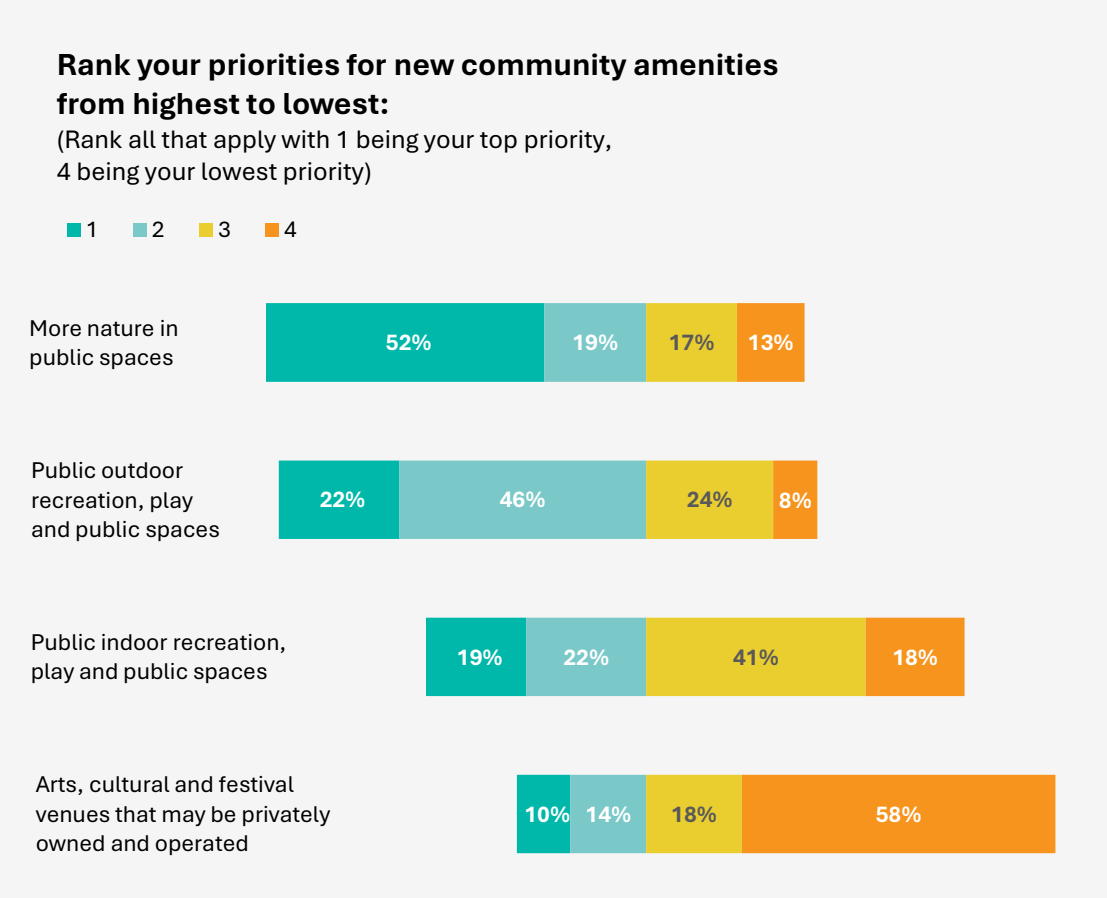
Public Safety in Parks

Many participants mentioned they are afraid to take their children to parks and public spaces around the city due to ongoing public safety concerns related to the toxic drug crisis. Concerns were also raised about the impact this crisis has on the safety of unhoused populations, with some participants urging the City to develop a more permanent solution that addresses the effects on public parks. Some participants recommended creating new parks among or between mid-rise residential buildings to provide safe places for children to play close to home, as families are seen moving away from downtown for better access to parks and green spaces.

Public Facilities and Amenities

This section captures feedback on indoor and outdoor community spaces and amenities.

The graph below shows how survey respondents ranked their priorities among the provided options for new community amenities.



96 per cent of survey respondents completed this question

Key insights:

- "More nature in public spaces (like trees on streets or rain gardens in parks)" was the top priority overall and 52 per cent of respondents ranked it as their first choice.
- "Public outdoor recreation, play and social spaces (like multi-use parks and public plazas)" was a close second overall, with 22 per cent of respondents ranking it as their first choice and 46 per cent as their second choice.

- “Public indoor recreation, play and social spaces (like recreation and community centres)” ranked third overall, with 19 per cent of respondents ranking it as their first choice and 41 per cent as their third choice.
- “Arts, cultural and festival venues that may be privately owned and operated” was ranked as the lowest priority overall, with 58 per cent of respondents ranking it last.

Supporting More Community Placemaking

Participants highlighted the need for social spaces such as plazas, village parks, outdoor gathering areas and community hubs that support family-friendly housing and transit corridors. Features like park benches, shaded walking paths, a mature tree canopy, public art and culture initiatives, such as art installations and musical performances were emphasized as essential for fostering social interaction and improving walkability.

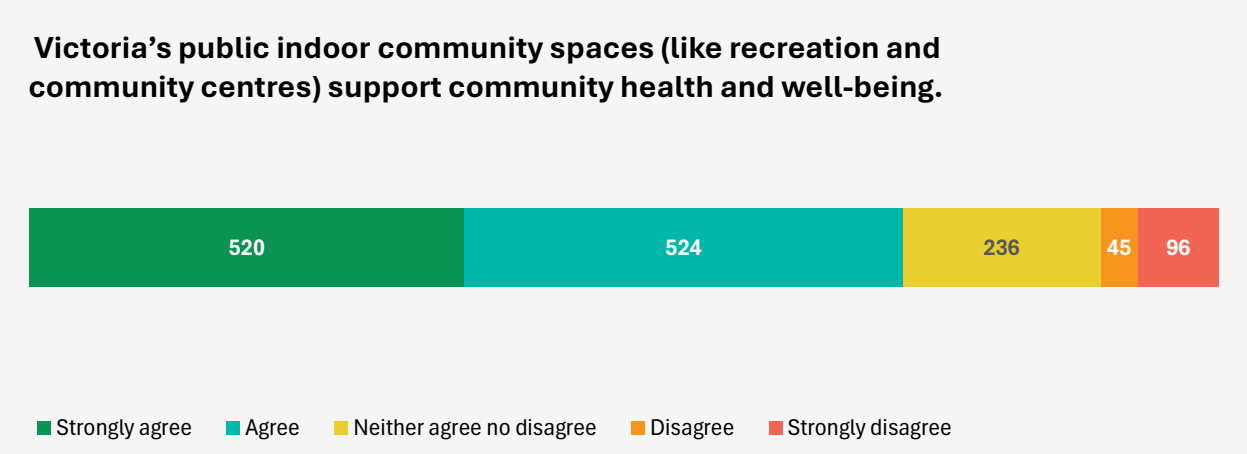
Participants also advocated for increasing greenery in public spaces to ensure these places remain welcoming and pleasant. They suggested repurposing and increasing access to public spaces, including Royal Athletic Park and parking lots near the Inner Harbour. Additionally, there was a call for more inclusive and senior-friendly public places, youth-oriented parks in high-density neighbourhoods and improved waterfront access for recreational activities.

Public facilities were another significant focus, with participants highlighting the need for expanded amenities to accommodate the growing population. This included constructing new schools, upgrading existing facilities like Crystal Pool and Fitness Centre, increasing the number of libraries and building a multi-purpose community centre downtown.

Sustainability emerged as a critical theme, with participants urging eco-friendly materials in new infrastructure projects. Suggestions included a new central library building integrated with arts facilities that meet green building standards. There was also an emphasis on the need for public parking, bike infrastructure and public washrooms to make public spaces accessible to everyone.

Indoor Community Spaces

Survey respondents were asked to rate their agreement with statements regarding how well Victoria’s indoor community spaces (like recreation and community centres) support community health and well-being.



98 per cent of survey respondents completed this question

- 85 per cent of respondents reported that they either strongly agree or agree with “Victoria's public indoor community spaces (like recreation and community centers) support health and well-being’.
- More than 15 per cent of respondents reported they neither agree nor disagree with the statement.
- Significantly fewer respondents, about 10 per cent, reported that they disagreed or strongly disagreed with the statement.

Heritage, Culture and Identity

This section captures feedback on preserving Victoria’s unique architectural heritage and cultural identity. Feedback highlights architectural preservation, historic buildings in neighbourhoods, heritage tourism and the enhancement of Victoria’s local arts and cultural scene.

Architectural Preservation

Participants strongly supported preserving Victoria's architectural heritage, emphasizing the importance of protecting and maintaining historical buildings and heritage homes. Concerns include the potential loss of Victoria's character due to modern developments, especially taller buildings, which some participants said overshadow the city's unique historical charm. There was a clear call to preserve old homes, historic neighbourhoods and the architectural identity that draws both residents and tourists to Victoria.

Some participants noted that modern urban planning often prioritizes new development over historic preservation and some stressed the need for a planning framework that better respects and maintains the city’s character. Suggestions included implementing policies

that limit building heights in certain areas, preserving neighbourhood character and integrating heritage values into placemaking initiatives.

Community and Cultural Identity

Participants highlighted the rich and diverse narratives shaping Victoria's identity, advocating for recognizing intangible heritage and the tangible heritage elements that have been more widely recognized historically. This included a desire expressed by some participants to expand the definition of heritage beyond architecture to encompass cultural influences and contributions from various communities. An inclusive approach to heritage preservation was emphasized, with suggestions to uphold Chinatown's National Heritage Site designation, expand upon Heritage Conservation Areas and better reflect Victoria's multicultural history. This would include emphasizing First Nations and Indigenous Peoples' stories, Chinatown's intangible heritage and contributions from the Jewish community, early settlers and others. Many also acknowledged Victoria's maritime and military history as integral to the city's overall identity.

Heritage Tourism

Several comments highlighted the economic importance of heritage preservation, noting that Victoria's unique historical buildings and aesthetics are significant draws for tourists. Concerns were raised about the potential impact of replacing heritage structures with modern developments, which could diminish the city's tourism appeal and economic strength. Participants emphasized enhancing public spaces to celebrate heritage values through initiatives such as heritage walking tours, interpretive signage and storytelling elements. These efforts could deepen engagement with Victoria's history and foster community pride. Many emphasized that heritage buildings and their unique surrounding neighbourhoods are crucial in distinguishing Victoria from other cities.

Enhancing Our Local Arts and Culture Scene

Participants strongly supported preserving and expanding Victoria's arts and cultural spaces, specifically focusing on areas like Old Town and Chinatown. They called for more Indigenous representation in public art and greater recognition of the Songhees Nation and the Xwsepsum Nation. Suggestions included more diverse, community-driven festivals focusing on the local food scene and enhancements like public art, murals and creative bike racks. Many also emphasized the need for improved nightlife, live music venues and support for grassroots art spaces that are facing rising costs and pressures from urban development.

Celebrating Victoria's Cultural Identity

One-third (33 per cent) of survey respondents offered insights on Question 20: "What other aspects of Victoria's identity would you like to celebrate?"

Many respondents spoke positively about the city's small-town charm and friendly atmosphere, appreciating the relaxed lifestyle and strong community bonds. There was a notable expression of pride in Victoria's inclusive and progressive environment, with a clear emphasis on safe spaces for the LGBTQIA2S+ community. Participants highlighted the importance of a vibrant cultural scene, including local music, art and culinary offerings and expressed a desire for more community spaces and festivals to support these activities.

Community-building efforts were also commended, with critical mention of volunteerism and collaborative initiatives strengthening connections with residents. Access to the city's flower gardens, green corridors and parks was also acknowledged as a significant point of pride. Survey respondents celebrated Victoria's reputation as a pet-friendly city and advocated for enhanced amenities for dog owners and the upkeep of spaces for animals.

Architectural integrity and urban character emerged as focal points in the feedback, with many calls to protect Victoria's heritage buildings and traditional neighbourhoods. There was a strong emphasis on the importance of thoughtful urban planning that respects neighbourhoods' existing character in the face of new developments. While some participants expressed support for modern and innovative architecture that harmonizes with the landscape, others favoured the preservation of a distinct historic aesthetic.

Concerns were raised regarding the potential impact of proposed increases in building height and size (four- to six-storeys) in neighbourhoods, highlighting the need to safeguard residential communities to accommodate a diverse range of residents, including multi-family units, single-parent households and senior living. Affordability in terms of both renting and purchasing property was also a concern.

Accessibility for individuals with disabilities, those experiencing homelessness and equitable access to public spaces and services were underscored as essential issues. Respondents desired to celebrate the city's rich cultural history, noting its multicultural and maritime influences. Suggestions included enhancing the visibility of First Nations and Indigenous culture through native plant landscaping and educational signage.

Concerns regarding tourism's effects were voiced, advocating for a balanced approach that prioritizes the well-being of residents, supports the local economy and protects natural ecosystems. Despite operational challenges, the resilience of the local economy and small businesses was acknowledged.

Many respondents identified Victoria's natural beauty, favourable weather and coastal lifestyle as significant elements of its identity. They underscored the need to preserve and promote access to nature and outdoor recreational opportunities. Recommendations

focused on creating community hubs through new community centres, sports facilities and gathering spaces that cater to people of all ages, including senior-friendly areas and social spaces that can help strengthen neighbourhood connections and improve residents' quality of life. Participants called for improvements to local infrastructure, emphasizing the development of artificial turf fields, year-round public indoor spaces and the maintenance of city parks. Walking, running, cycling and various outdoor water sports, including paddleboarding, diving, kayaking and sailing, were recognized as essential components of Victoria's coastal culture.

The graph below presents the ranking of various elements contributing to Victoria's identity, as prioritized by survey respondents.

What elements of Victoria's identity do you value and want to celebrate most?

(Rank all that apply with 1 being your top priority, 10 being your lowest priority)



96 per cent of survey respondents completed this question

Overall, the graph reflects diverse perspectives on what elements are most valued within Victoria's community identity.

- “Climate-friendly living” has the highest concentration of top priority rankings, with 31 per cent of respondents selecting it as their primary focus.
- “Ecological features and connectivity” and “Coastal features and activities (including tourism)” also show significant interest, with substantial percentages in the higher priority categories.
- “Indigenous identity, cultural expression, presence” and “Diversity and inclusion” are spread across the priority spectrum, reflecting a balanced level of interest.
- Categories such as “Business and Economic Hub” and “Capital City” ranked lower.

Economy

This section captures feedback on economic challenges, rising costs for community members and business owners, and tourism's impacts.

Local Business and Tourism

Participants highlighted economic challenges facing Victoria’s local businesses, with rising costs and reduced revenues leading to closures. Concerns about homelessness, visible drug use and safety in downtown areas were raised as impacting both businesses and tourism.

Additionally, participants mentioned that some rising costs for insurance, security and cleaning due to homelessness have been challenging for businesses in and near downtown. Retaining staff has been a challenge due to safety concerns as well. Some suggested solutions to support these businesses included targeted incentives, tax relief and grants to lower operational costs. Additionally, there were calls for increased funding for ongoing maintenance to address concerns related to vandalism and graffiti.

Participants called for a balanced, sustainable approach to tourism that prioritizes environmental care and residents’ quality of life. While tourism, especially from cruise ships, brings economic benefits, participants raised concerns about pollution, overcrowding and strain on local infrastructure. Some advocated for reducing cruise ship traffic due to its impact on the livability of James Bay residents. In contrast, others agreed that the tourism industry was necessary for Victoria’s economy and that there was a need for more hotel capacity to accommodate the growing visitor numbers. Participants also highlighted the need for better transit connections to critical areas, like the airport, to support tourism and local businesses.

Greater Commercial Amenities and Services

Rising food prices and limited access to affordable groceries were highlighted as vital economic challenges. Some participants want more neighbourhood retail spaces, such as restaurants and daycares and more opportunities for recreational activities for youth and young adults.

Participants expressed concerns about the scarcity of jobs that meet Victoria's high living costs. Some suggested developing more office spaces to encourage higher-paying opportunities and incentivizing corporations to set up head offices in Victoria. Some called for increased support for tech sector entry through networking and industry-specific co-working spaces. Participants advocated for more support for young entrepreneurs through financial incentives, promotional opportunities and networking events.

A Climate-Resilient City

This section captures feedback on climate actions and community programs that enhance natural assets and green infrastructure, climate-friendly building materials, trees and the urban forest, food security and urban agriculture.

The graph below illustrates the ranking of climate actions deemed most important by participants.

Victoria should invest in programs that help community members make decisions and take actions to reduce emissions and adapt to a changing climate.



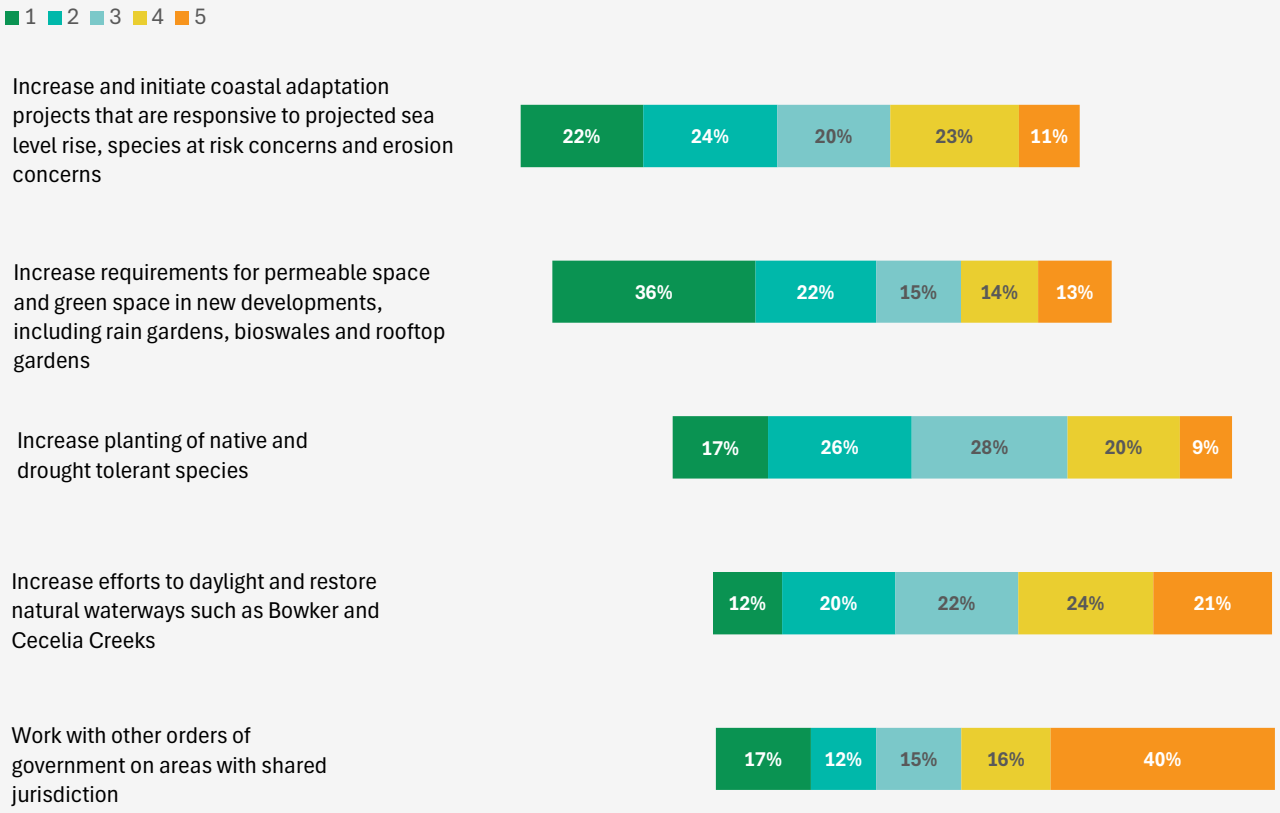
98 per cent of survey respondents completed this question

Key insights:

- More than 77 per cent of respondents either strongly agree or agree that Victoria should invest in programs that help community members make decisions and take actions to reduce emissions and adapt to a changing climate.
- 11 per cent of respondents stated they neither agree nor disagree.
- Another 11 per cent of respondents stated they either disagree or strongly disagree.

The graph below presents the ranking of the climate actions most important to the participants.

What climate resilience actions are most important to you?
(Rank all that apply with 1 being your top priority, 5 being your lowest priority)



94 per cent of survey respondents completed this question

Key insights:

- "Increase and initiate coastal adaptation projects that are responsive to projected sea level rise, species at risk concerns and erosion concerns" was the top priority overall, with 22 per cent ranking it as their first priority, 24 per cent as their second and only 11 per cent as their lowest priority among the options provided.
- "Increase requirements for permeable space and green space in new developments, including rain gardens, bioswales and rooftop gardens" was ranked as the top priority by the greatest number of respondents, at 36 per cent and it emerged as the second highest priority for respondents overall.
- "Increasing efforts to daylight and restore natural waterways such as Bowker and Cecilia Creeks" was the second lowest priority overall.
- "Work with other orders of government on areas with shared jurisdiction" was the lowest priority among respondents, with 40 per cent ranking it as their lowest priority.

Enhancing Natural Assets and Green Infrastructure

Preservation and enhancement of green spaces emerged as key priorities. Participants stressed the importance of native plant restoration, protecting unique ecosystems like the Garry Oak meadows and riparian areas and using climate-adapted, non-grass landscaping to support biodiversity. Some participants want the City to develop a natural asset management plan and prioritize natural assets, including daylighting creeks like Bowker Creek and Cecilia Creek.

Some participants expressed concern about the impact that population growth may have on access to potable water and mentioned that the City should draw lessons from cities that have experienced water crises. Some called for new and expanded approaches to stormwater management, including more green infrastructure such as permeable surfaces, rain gardens and bioswales and incorporating drought-tolerant, water-efficient plantings to ensure long-term water security.

Climate-friendly New Building Construction

Many participants emphasized the need for a forward-thinking approach that prioritizes climate-responsive design. Sustainability in housing development is a recurring theme, with calls for green infrastructure, climate-resilient building designs and energy-efficient materials. Some participants voiced concerns about the environmental impacts of demolishing old buildings for new, potentially short-lived structures. Suggestions included hiring specialized consultants for climate and health assessments and integrating climate considerations into City planning policy. There was also strong support for measures such as mandating solar panels on buildings, adopting renewable energy solutions like heat

pumps, green rooftops, natural cooling solutions like window covering and implementing incentives to reduce energy consumption and promote sustainability.

The graph below presents survey respondents' priorities regarding promoting climate-friendly new building construction.

What do you think is most important to ensure climate friendly new building construction?

(Rank all that apply with 1 being your top priority, 8 being your lowest priority)



95 per cent of survey respondents completed this question

Overall, the average rank of the options provided was similar, particularly among the options that were ranked second, third, fourth and fifth overall.

- "More homes in the same land area (building up, not out), which requires fewer construction materials and resources for each home built" stands out as the top priority overall, with 33 per cent selecting it as their top priority.
- "Re-use and recycle building materials," "require the use of electric systems for heating, cooling and hot water heating" and "limit the use of carbon intense materials for construction, such as concrete" were ranked lower overall, as third lowest, second lowest and lowest, respectively.

Trees and the Urban Forest

Public feedback emphasized the importance of the urban forest. Some participants emphasized the importance of street trees in creating shade, reducing the ambient temperature at street level and contributing to a more comfortable public realm. More broadly, participants also highlighted the critical role of the urban forest in maintaining ecological health and climate resilience, particularly for mature trees in residential areas and parks. Some participants highlighted the need to promptly replace dead or diseased trees with similar sized trees to preserve canopy coverage.

Participants questioned whether current tree protection measures are effective, highlighting that trees are often perceived as obstacles to development. Feedback emphasized the importance of preserving mature trees, which provide more shade, support biodiversity and provide significant climate benefits compared to the younger trees by which they are ultimately replaced. Suggestions included stronger bylaws, greater enforcement and increasing the diversity of tree species and size at planting. Participants also called for developers to integrate existing trees into designs. Some participants stressed the importance of protecting the urban forest for its role in carbon sequestration, stormwater management and wildlife habitat.

Food Security and Urban Agriculture

During engagement events, participants emphasized local agriculture's vital role in enhancing Victoria's food security. Urban growth pressures on supply chains have raised concerns about potential shortages during emergencies. To meet these challenges, they highlighted the need to expand spaces for food production, such as food forests, supportive agriculture infrastructure and community gardens, especially given the long waitlists for existing community garden plots. Some participants emphasized the need for all new residential buildings to include accessible green spaces for food-growing areas or pollinator gardens. Ensuring access to nutritious and culturally relevant foods was also a priority. There were calls for permanent farmers' market infrastructure and for incorporating Indigenous land stewardship practices to promote sustainable development and advance reconciliation.

Local urban agriculture was praised for contributing to environmental health, with participants noting its role in fostering biodiversity, reducing emissions and creating climate-resilient landscapes. Suggestions from participants included implementing eco-friendly policies, such as on-site composting and pollinator-friendly spaces. Some participants mentioned providing financial support to agricultural users for soil remediation and water subsidies to encourage the long-term sustainability of urban agriculture initiatives. Further suggestions advocated for a city-wide biodiversity strategy and a food systems action plan to coordinate efforts across municipalities to integrate food systems into the planning process and to protect farmland.

In addition to addressing food security, urban agriculture was viewed as strengthening the local economy and promoting a farm-to-table culture. By supporting small-scale farming and creating community-based food production opportunities, some participants envision a future where urban agriculture provides accessible, locally sourced food, enhances local entrepreneurship and continues to build community identity.

APPENDIX A.

Places and Spaces Engagement Summary

Places and Spaces Planning

The 10-Year OCP Updates represents a fresh approach to planning the city's future. Moving away from individual neighbourhood plans, the new OCP will present a unified vision for the city that still honours the distinct character of each neighborhood and the insights of past neighbourhood plans.

In May 2024, as part of the OCP Update process, the City launched Places & Spaces, a focused engagement process to consult with three local areas that had outdated plans: Oaklands, James Bay and the Jubilee, Fort Street and Oak Bay Avenue area.

The ideas generated from the Places & Spaces Engagement will help to shape vibrant public spaces, unique urban designs, and enhanced mobility in these neighbourhoods, all within the context of the broader OCP vision.

This approach balances city-wide needs with the unique charm and character of each place.




Places & Spaces
at a Glance
Phase 1: May – June 2024
Phase 2: June – September 2024
Phase 3: Ongoing
299
Registered Workshop Participants
2
Showcase Events at City Hall
181
Online Survey Responses
4
In-person Workshops

Places and Spaces Engagement Process

Phase 1: Ideas Workshops

In-person workshops were held in each local area, bringing together City staff, urban planners and Victoria residents to collaborate on ideas for the future of urban design, public spaces and community connections. These sessions were open to all residents and due to high interest, a second session was added for James Bay.

The workshops generated draft ideas and concepts, which were transformed into a set of Big Moves expressed in renderings and summarized for discussion and review in phase two.

Phase 2: Ideas Showcases

In late June, draft concepts for each of the three local areas were shared with the public at two in-person showcase events held at City Hall. Residents were invited to review maps, renderings and ideas and provide feedback, guided by a one-page questionnaire. People that attended an Ideas Workshop received a personal invitation to the Ideas Showcases, but the events were open to the public and promoted extensively.

Online Showcase and Survey

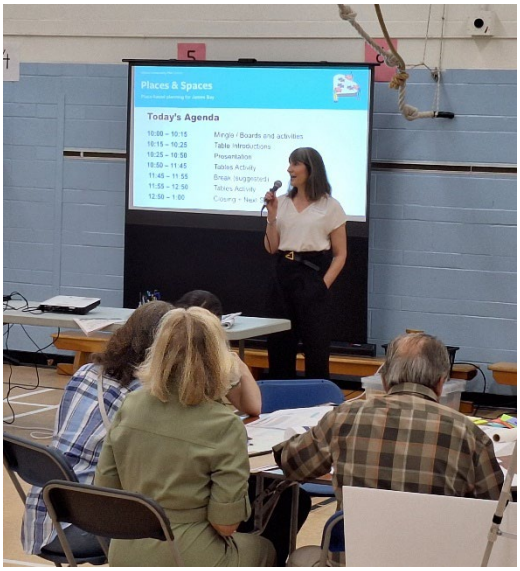
In August, the Ideas Showcase was made available online through Have Your Say, the City's online engagement page, where residents could explore the concepts and provide feedback via a guided survey.



Residents, City staff and urban planners collaborated at the Places & Spaces workshops.



Residents were invited to review maps and renderings at the Ideas Showcases.



Staff led Places & Spaces workshops.

Places & Spaces Engagement Promotion

During this engagement process, the following methods were used to promote the opportunity for public input:

City platforms

- The City's Have Your Say engagement platform: **engage.victoria.ca/places-spaces**
- City ENews: August edition
- Have You Heard Newsletter: Summer edition
- Social media posts: Facebook, Instagram, Twitter
- Email promotion directly to Ideas Workshop attendees

Out in the community

- Posters and rack cards delivered across the three areas and directly to businesses, schools and neighbourhood associations
- Materials made specifically to reach youth and distributed at schools and via social media
- Pop-ups and festivals: Staff shared information about the OCP and Places & Spaces engagement at festivals and events around the city

Sharing with neighbourhood associations

Direct outreach to neighbourhood associations to promote through their own platforms and distribution lists. Outreach to:

- Fairfield-Gonzales Community Association
- Fernwood Community and Arts Association
- Fernwood Neighbourhood Resource Group
- James Bay Neighbourhood Association
- Oaklands Community Association
- North Jubilee Neighbourhood Association
- South Jubilee Neighbourhood Association and
- Rockland Neighbourhood Association

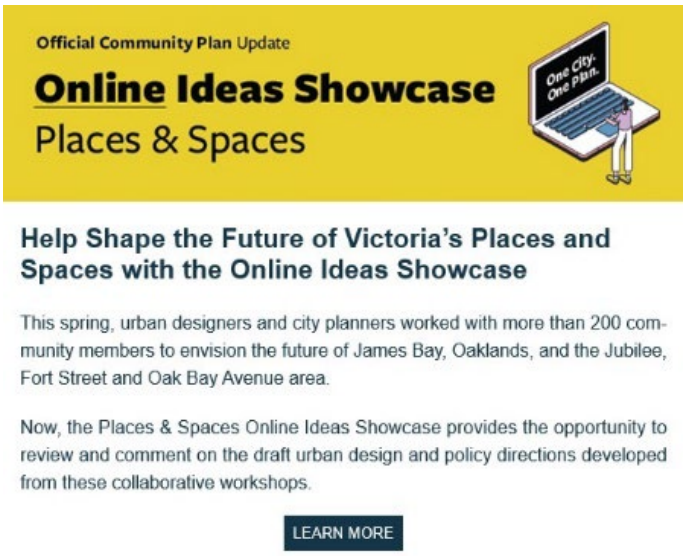
Sharing with key organizations and stakeholders

Email promotion directly to key organizations and stakeholders including:

- The Inter-Cultural Association of Victoria
- Alter Arts Society
- Walk On, Victoria
- Greater Victoria Placemaking Network
- Oaklands Rise Woonerf
- Sundance-Bank Elementary School Parent Advisory Council (PAC)
- Central Middle School PAC
- Oaklands Elementary School PAC
- Destination Greater Victoria
- James Bay Beacon (Community newspaper)
- South Park Community School PAC
- James Bay Community School Centre and PAC
- James Bay Community Project
- James Bay New Horizons (Non-profit activity centre)
- Direct promotion through neighbourhood Facebook groups

Promotional Examples

The visual used to promote the Places & Spaces workshops on social media.



A screenshot of the Places & Spaces promotion in the August edition of the City's E-Newsletter.



What We Heard: Oaklands

Located in the heart of Victoria, the Oaklands neighborhood is a vibrant and family-friendly community known for its parks, schools, and diverse housing options. This walkable area is a hub of activity, featuring the bustling Hillside Mall and the charming Haultain Corners village, which continues to grow as a local hotspot. Oaklands is also celebrated for its lively markets and dynamic programming at the community centre, making it a popular destination for locals and a welcoming neighborhood for young families.



Oaklands Engagement Themes

Connectivity: Bike routes, traffic calming, pedestrian pathways and new connections.

Green Space: Planting trees and introducing a canopy to mitigate heat and enhance livability and gradually restore, naturalize or 'daylight' creeks.

Villages and Town Centres: Walkable amenity and transit-rich environments with enhanced public spaces, greenery and mixed-use buildings; traffic congestion.

Community Amenities: Community spaces and public spaces for community events such as night markets, art shows, antique markets and festivals as well as playground upgrades and picnic areas in parks.

Oaklands Big Moves

The Ideas Workshop for Oaklands generated seven big moves, described below together with the feedback we heard.

Big Move #1: Village at Gosworth

Envisioning a new village at Gosworth Road and Cedar Hill Road that:

- Maintains and enhances existing shops and services.
- Includes welcoming public space to support shops and services.
- Enables new homes, connections and enhanced green spaces.

What we heard:

Local Village

- Support for small, locally-owned businesses such as coffee shops, pubs, and convenience stores within walking distance for Oaklands residents.
- Suggestions to integrate small shops within residential areas.
- Desire for village design that reflects the area's history and character.
- Concerns that businesses might not be viable in this location.

Housing and Density

- Support for affordable housing that aligns with long-term community needs.
- Support for townhomes and family-oriented housing with three or more bedrooms.
- Housing density near amenities with thoughtful architectural design.
- Concerns that density will reduce available parking spaces.

Traffic and Transportation

- Desire to make streets safer, quieter and better for cyclists and pedestrians, with a suggestion to reduce the speed limit of Cedar Hill Road.
- Support for protected bike lanes on Cedar Hill Road.

Big Move #2: Improvements Along Hillside Avenue

- Create a vibrant, welcoming street that better connects the neighbourhood.
- Connect the north and south with signaled intersections.
- Create pedestrian shortcuts through large blocks.

- Improve public transit services.
- Consider higher density development.

What we heard:

Transportation and Road Design

- Support for making Hillside Avenue safer for cyclists and pedestrians.
- Suggestions to narrow lane widths, reduce vehicle lanes and add raised crosswalks.
- Support for dedicated bus lanes and transit signal priority; a technique to improve service and reduce delays for mass transit.
- Support for protected bike lanes to improve safety and encourage cycling.
- Calls for wider sidewalks, shaded streets and more pedestrian crossings.
- Calls to "make Hillside Avenue less of a highway."

Connectivity and Planning

- Support for better connections to neighborhoods, especially north and south of Hillside Avenue, through greenways, pedestrian crossings and transit corridors.
- Preference for holistic road safety measures (e.g., narrowing roads) over temporary fixes like signalized crossings.

Urban Greening

- Support for expanded tree coverage.
- Interest in medium-term plans for daylighting Bowker Creek and incorporating art to highlight natural features.

Big Move #3: Living Streets (Woonerfs)

Woonerf is Dutch for 'living street' and refers to a way of designing streets as people-friendly, open spaces.

- Design key streets as welcoming and safe spaces with large trees and slow traffic.
- Build on the existing Kings Road woonerf.

What we heard:

Traffic Calming and Street Safety

- Support for traffic-calming measures like planters, pocket plazas and woonerfs.

- Calls for streets that are accessible to all users.
- Concerns about people being forced onto roads due to a lack of sidewalks.

Greening

- Support for planting trees and introducing more tree canopy.

Kings Road Woonerf

- Concerns that the Kings Road woonerf intersection creates safety hazards for pedestrians, cyclists and vehicles.
- Calls for better maintenance of the Kings Road woonerf to ensure the street is functional and safe.
- Interest in integrating environmental features like raingardens.

Big Move #4: A Walkable Town Centre at Hillside Mall

- Reimagine Hillside Mall as a bustling mixed-use centre connected with the surrounding neighbourhoods and served by transit, walking and rolling connections.
- Establish a quality transit hub, linking key bus routes to other modes of travel.
- Develop residential and mixed-use buildings with a diversity of housing, shops, services and amenities.

What we heard:

Mixed-use Development

- Support for infilling parking lots and underutilized spaces with mixed-use, high-density developments that include housing, shops and community amenities.
- Desire for developments to integrate public spaces, green areas, and communal features that encourage gathering and social interaction.
- Calls for a mix of housing types, including townhomes, mid-rise buildings, affordable units, and family-friendly options with three or more bedrooms
- Mixed views on building heights, with some preferring high-rise developments and others favouring lower-density options.

Enhanced Transportation and Connectivity

- Support for a transit hub at Hillside Mall.
- Calls for improved transit access, including dedicated bus lanes and better transit integration with surrounding neighborhoods.

- Calls for protected bike lanes on Hillside Avenue and better connections to regional trail networks like the Bowker Creek Greenway.

Big Move #5: Connections with Bowker Creek and Rock Bay Creek

- Celebrate and enhance local creeks hidden by urban development.
- Gradually restore, naturalize or 'daylight' Bowker Creek.
- Collaborate with the municipalities of Saanich and Oak Bay to create, enhance and connect green spaces along Bowker Creek.
- Seek opportunities to restore and celebrate the Rock Bay Creek watershed.

What we heard:

Bowker Creek

- Strong enthusiasm for daylighting Bowker Creek, with many respondents emphasizing its potential to beautify the area, provide recreational opportunities and act as a key feature of the neighborhood.
- Suggestions to use Bowker Creek as a greenway connecting community destinations and integrating it into walking and cycling routes.
- Calls to incentivize property owners and developers to support daylighting efforts.

Environmental and Cultural Considerations

- Support for enhancing Bowker Creek with flowing water, riparian habitats and opportunities for youth or community education.
- Suggestions to integrate Lekwungen art, design and interpretive panels for education on the cultural and ecological significance of the area.

Integrating the Community

- Support for housing that opens onto pedestrian routes rather than car streets.
- Suggestions to include elements such as vendors and small businesses, along with community amenities like lighting, public washrooms and water stations.

Big Move #6: Enhanced community hub near Oaklands Green

- Connect and enhance schools, community centres and green spaces.
- Build on the community function of Oaklands School.

- Design slow, shared streets that accommodate school-aged children and can be used for community gathering.

What we heard:

Community Hub

- Support for enhancing Oaklands School, Oaklands Park and community green spaces to serve as social and activity hubs.
- Support for initiatives such as pocket plazas, night markets and local retail to create vibrant, walkable neighborhoods.
- Mixed views on closing Belmont Avenue, with some supporting the closure for safety and connectivity benefits and others concerned about traffic impacts.

Safety and Accessibility around Schools

- Support for safer streets and improved walking and biking routes near schools.
- Concerns about traffic redirection from street closures potentially creating choke points and increased congestion elsewhere.

Big Move #7: Enhanced Villages and New Community Corners

- Grow the village at Cedar Hill Road and Hillside Avenue with a focus on new shops, new housing, improved pedestrian comfort and access to transit.
- Expand public space at Haultain Corners and allow the gradual addition of shops or work-live opportunities.
- Enhance existing public space in the Bay Street Village.
- Support small 'community corners' retail throughout the neighbourhood.

What we heard:

Preserving Neighbourhood Character

- Preference for lower-scale buildings (e.g. townhouses or maximum three storey buildings) and small-scale shops at Haultain Corners.
- Emphasis on retaining existing local businesses to preserve the area's identity.
- Support for mixed-use spaces with retail and housing by allowing small-scale commercial enterprises throughout neighborhoods.

Walkability

- Support for more vibrant, walkable community hubs like Haultain Corners.

- Desire for better walking infrastructure and safer, quieter streets, with some support for partial street closures to vehicles.

Additional Feedback for Oaklands

In addition to giving feedback on the Big Moves, respondents were asked to provide suggestions for amenities and public spaces in Oaklands more generally.

Question #1: What are the top three amenities or improvements you would like to see in Oaklands?

Top Three Ideas

1. **Green spaces and amenities:** Strong support for creating and improving parks, community gardens, and green spaces that are family-friendly, safe, and visually appealing.
2. **Density and mixed-use development:** Calls for restrained densification with a focus on family-oriented housing (for example, townhomes with three or more bedrooms), affordable housing, and mixed-use zoning to integrate small shops, cafes, and local-serving businesses within neighborhoods. Greater density was suggested, particularly along main roads and near hubs like Hillside Centre.
3. **Active transportation and traffic calming:** Strong support for improved bike networks, enhanced pedestrian infrastructure, and traffic calming measures. Suggestions include bus lanes on Hillside, woonerfs, and turning restrictions to reduce congestion and noise while increasing safety for all road users.

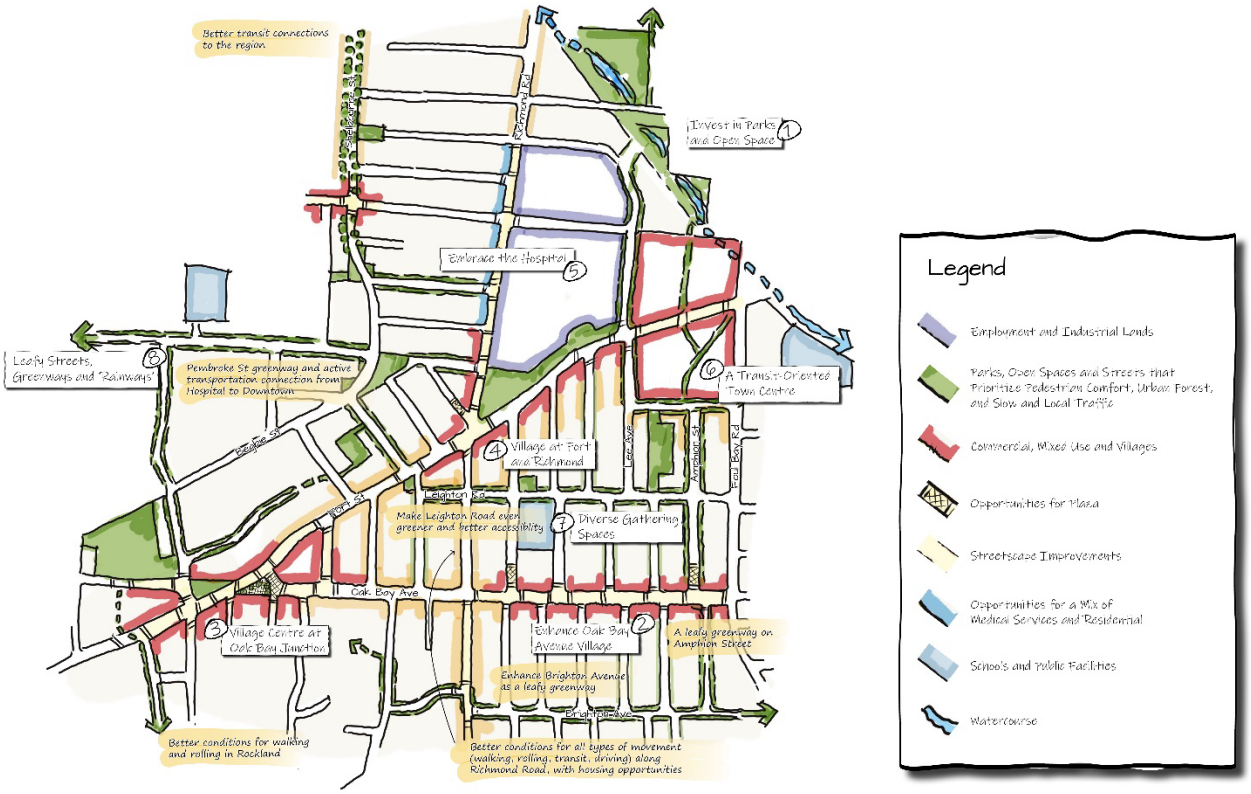
Question #2: What public space activities and experiences would you like to see more of in Oaklands?

Top responses:

- Protected bike lanes
- Safer pedestrian areas and crossings
- Community events such as night markets, art shows, antique markets and festivals
- New small businesses such as cafes, restaurants and garden centres
- Family-focused activities, playground upgrades and picnic areas in parks
- More day care spaces, community centres, community gardens, and/or a library
- Unique amenities such as an outdoor climbing wall or an outdoor pool
- Enhanced green space for gathering games and social interaction

What We Heard: Jubilee, Fort Street and Oak Bay Avenue

Encompassing parts of Fernwood, Rockland, Jubilee and Gonzales neighborhoods, this vibrant area features a diverse mix of housing and bustling junctions that serve as key connections within Victoria. The Bowker Creek watershed weaves through open spaces and residential areas, offering opportunities to beautify the urban landscape. Anchoring the area is the Royal Jubilee Hospital, which draws workers and visitors from across the region.



Jubilee, Fort St., Oak Bay Ave. Engagement Themes:

Hospital Integration: Integrating the hospital with the community through expanded medical facilities, housing for hospital workers and improved transit options.

Parks: Enhancing parks and open spaces; Bowker Creek and the hospital's green space.

Community Amenities: More amenities in parks, such as picnic shelters, splash parks, off-leash dog parks and spaces for youth.

Town Centres: Walkable, amenity and transit-rich environments with enhanced public spaces, greenery and mixed-use buildings balanced with concerns about traffic and congestion.

Jubilee, Fort St. and Oak Bay Ave. Big Moves

The Ideas Workshop for Jubilee, Fort St. and Oak Bay Ave. generated eight big moves, described below together with the feedback we heard.

Big Move #1: Invest in parks and open space

- Enhance parks, open spaces and natural areas including Bowker Creek.
- Protect, connect and enhance the hospital green space as a natural area with amenities.
- Explore opportunities to expand small parks such as Begbie Green and Fern Street.
- More activities in parks.
- New plazas and green spaces in villages and town centres.
- Connect neighbourhoods to new natural spaces along Bowker Creek (as envisioned in the Bowker Creek Blueprint).

What we heard:

Green Space and Parks

- Support for more green spaces and upgrades to existing parks.
- Appreciation for trees in urban spaces including boulevards, corridors and parks.
- Support for enclosed off-leash dog parks.
- Desire for park amenities to keep pace with residential growth.
- Suggestions to build more climate resilience with drought-tolerant plants, trees and permeable surfaces to sustainably manage rainwater.

Public Spaces and Plazas

- Desire for accessible seating and weatherproof amenities like shelters and picnic areas in parks and plazas.
- Support for spaces that foster social interaction such as dog parks, food trucks and public seating.

Big Move #2: Enhance Oak Bay village

- High-quality public space to support community gathering.
- Public space with shops and services.
- Corner plazas or side street closures to support public spaces.

- Access for all abilities and modes of transportation (walking, rolling, transit and vehicles).

What we heard:

Pedestrians and Public Space

- Support for expanding pedestrian areas by widening sidewalks and adding public spaces.
- Support for safer pedestrian crossings, particularly at night and across wide intersections.
- Mixed views on street closures, with some supporting pedestrian zones and others concerned about the impact on local traffic and accessibility.
- Concerns that side street closures will lead to traffic congestion in other areas, including narrow residential streets.

Cycling

- Support for cycling infrastructure, specifically protected, AAA bike lanes around intersections and crossings.
- Calls for separated bike lanes along Oak Bay Avenue, with others suggesting bike lanes on parallel streets to maintain parking for businesses.

Urban Design

- Support for higher-density residential areas balanced with concerns for overall height and transitions from more urban corridors and town centres.
- Calls for commercial development in support of a vibrant and accessible area.
- Desire to preserve historic buildings and neighbourhood character.
- Support for the creation of youth spaces like skate parks and recreation facilities.
- Interest in public spaces that can host art, music or other community events.

Big Move #3: A Town Centre at Oak Bay Junction

- More housing, shops and high-quality public spaces in support of a walkable, transit-rich town centre.
- Residential and mixed-use buildings to create a diversity of housing, shops and services.
- Reorient the Oak Bay Junction intersection for pedestrian safety and a convenient bus exchange while maintaining traffic flow.

- Enhance and expand public plazas and green spaces.

What we heard:

Affordability

- Support for affordable housing options.
- Suggestions for mixed-use developments that prioritize affordability and prevent displacement or gentrification.

Community Impact

- Desire to balance density with green and accessible public spaces.
- Support for small commercial spaces.
- Emphasis on preserving and/or restoring heritage buildings.
- Concerns about displacement of existing businesses and loss of local character.

Traffic and Parking

- Concerns that changes could exacerbate existing traffic congestion.
- Concerns that increased density will put too much pressure on infrastructure.

Big Move #4: A Village at Fort Street and Richmond Road

- A well-connected pedestrian-friendly village.
- Enhance and connect the hospital green.
- Support shops, services, medical offices and housing in the hospital precinct.
- Improve sidewalks, plazas and crosswalks to support pedestrians and transit and to create a sense of place.

What we heard:

Community Spaces and Amenities

- Support for more pedestrian-friendly spaces, plazas, and gathering areas.
- Calls for improved access to public spaces for vulnerable groups, especially near medical services.
- Desire for more street-level commercial spaces, specifically local businesses.
- Support for redevelopment that includes medical spaces.
- Concerns about gentrification and displacement.

Pedestrian and Cycling Infrastructure

- Calls for better pedestrian crosswalks, specifically at Richmond Avenue and Leighton Road.
- Support for protected bike lanes and more cycling connections.

Traffic and Parking

- Support for added parking spaces to supplement housing and commercial spaces.
- Concerns that density will exacerbate traffic congestion in the area.

Big Move #5: Embrace the Hospital

- Space for medical offices, non-profits and biotech near the hospital.
- Enhanced connections from the hospital to the neighbourhood and Bowker Creek.
- Improve transit options near the hospital.
- More places to live and shop around the hospital.

What we heard:

Medical and Commercial Spaces

- Support for embracing the hospital as a central feature by embracing its green spaces, adding medical offices and adding amenities for patients, staff and visitors.
- Support for benches and quiet events in the hospital's green space.
- Support for more dining options, corner stores and services near the hospital.
- Interest in integrating commercial biomedical spaces.
- Concerns about building more medical spaces during ongoing doctor shortage.

Housing and Affordability

- Support for more housing near the hospital, especially for staff and workers.
- Calls for housing that is truly affordable, with suggestions for non-profit, below-market rental options.
- Support for mixed-use residential to maximize space and accessibility.

Big Move #6: A Transit-oriented Jubilee Town Centre

- Transform the existing transit hub into a walkable, amenity-rich Town Centre that is well-connected to the region by several frequent transit routes.
- Support phased shopping centre redevelopment to create a walkable urban place.
- Add green space, tree canopy and connections to Bowker Creek.
- Create indoor and outdoor amenities.
- Develop seamless connections to the surrounding neighbourhood.

What we heard:

Transportation and Connectivity

- Support for walkable and bikeable infrastructure, improved public transit connections, and options for reducing car dependency.
- Concerns about sufficient parking spaces to meet demands of increased density.

Amenities and Public Spaces

- Support for community spaces such as libraries, childcare centres, community centres and recreational facilities.

Big Move #7: Diverse gathering spaces

- Explore a partnership with the school district to create spaces for childcare, seniors programs and community gatherings.
- Complement the services provided at the Oak Bay Recreation Centre.
- Improve access to library services.

What we heard:

Community Spaces

- Support for community kitchens, street art and programs encouraging intergenerational interaction.
- Suggestion for a community hub on the Bank Street school site.
- Suggestion for outdoor adult fitness centres.

Programs and Social Support

- Support for low- or no-cost public areas such as libraries.
- Requests for programs geared to younger and middle-aged adults.

- Suggestion for evening and weekend activities.

Big Move #8: Leafy streets, greenways and rainways

- Create a network of green streets that support urban forest, ecology, health and wellbeing.
- More safe, slow streets for walking and rolling.
- More trees, rainwater features and places to sit.
- Create comfortable connections to expanded green spaces along Bowker Creek.
- Enhance existing greenways such as Leighton Road and explore creating new greenways, potentially along Amphion Street.

What we heard:

Trees and Greenery

- Support for adding trees, shrubs and green spaces, specifically on streets like Amphion Street, Leighton Street and Richmond Road.
- Preference for planting more mature trees for immediate shade benefits.
- Suggestions to add trees as buffers between pedestrians and traffic on busy roads.
- Concerns that road closures will worsen traffic congestion in residential areas.

Community Use

- Suggestions for interactive features such as picnic areas, seating and shade.
- Calls to integrate edible landscapes and pollinator gardens into community spaces.
- Concerns that closing Leighton and Amphion Streets will disrupt local access.

Bowker Creek and Urban Waterways

- Support for restoring Bowker Creek and daylighting buried streams.
- Concern from Amphion Street residents about frequent flooding from Bowker Creek.

Additional Feedback for Jubilee, Fort St. and Oak Bay Ave.

In addition to giving feedback on the Big Moves, respondents were asked to provide suggestions for amenities and public spaces.

Question #1: What are the top three amenities or improvements you would like to see in Oaklands?

Top Three Ideas

1. **Improved active and public transportation:** Participants repeatedly emphasized the desire for enhanced cycling and pedestrian infrastructure including protected bike lanes, pedestrian-friendly streets, and traffic calming measures.
2. **Housing density and mixed-use development:** Strong support was expressed for increasing housing density (particularly affordable housing) and integrating mixed-use developments. Recommendations include zoning changes to allow residential and commercial use on more lots, building taller or denser housing in some areas, and designing with community-oriented features like small shops, public spaces, and outdoor dining.
3. **Green, community-oriented spaces:** Many calls for increasing tree canopy, creating greenways and using native plants to improve outdoor spaces along with a desire for more parks, public seating, and pedestrian plazas. Participants also asked for small-scale amenities such as libraries, recreation centres, and community hubs.

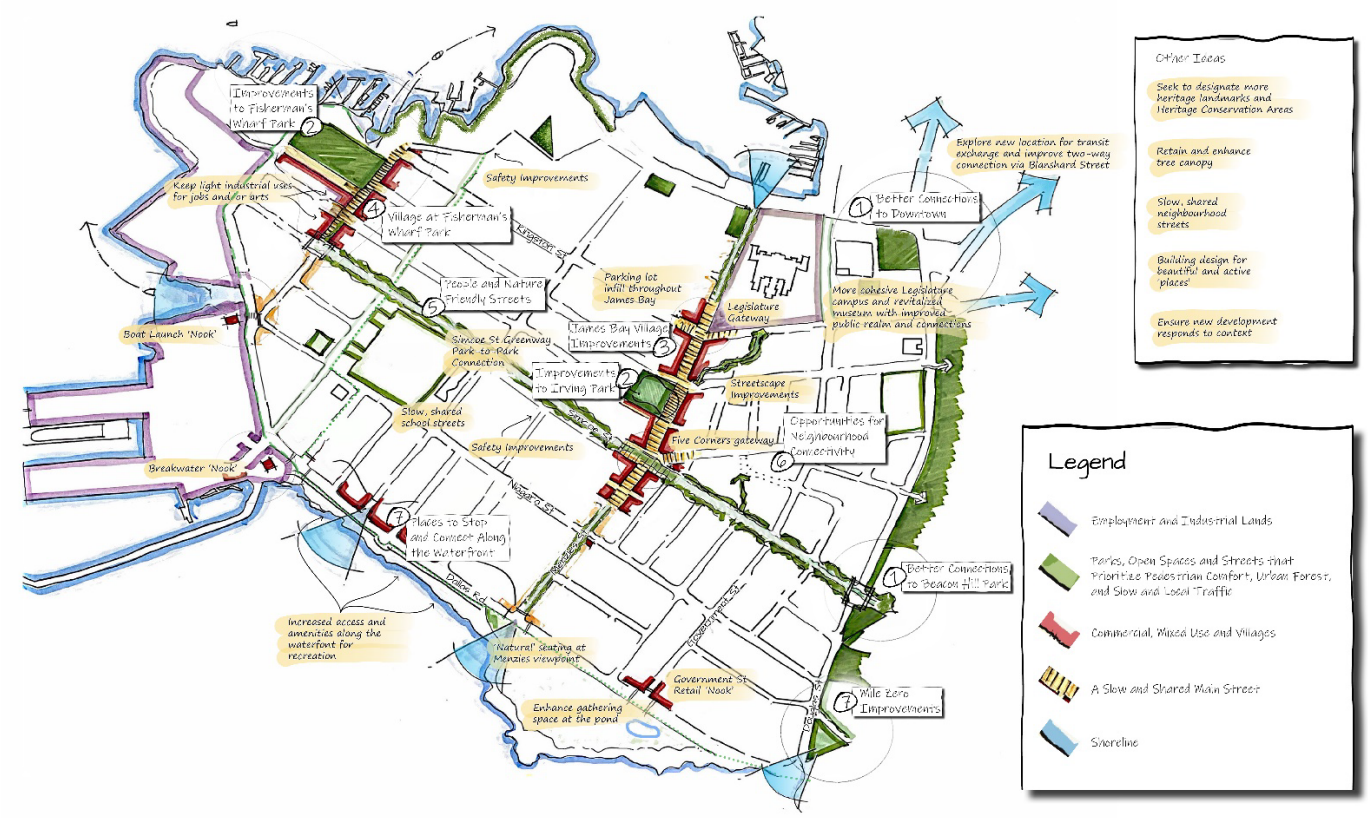
Question #2: What are the top three amenities or improvements you would like to see in Oaklands?

- Safer cycling routes
- Improved pedestrian infrastructure
- Outdoor gathering spaces
- Cafes, restaurants and outdoor dining options
- Green space, parks, trees and shaded spaces
- Public seating
- Community-focused activities and spaces that cater to all ages
- Events such as markets, festivals and outdoor movie nights
- Cultural vibrancy through things like public art, performance spaces and cultural events

What We Heard: James Bay

Nestled between Beacon Hill Park, downtown and the Salish Sea, James Bay is Victoria's oldest neighbourhood and a vibrant hub for visitors during the spring and summer. In addition to events and attractions that draw locals and tourists, James Bay also welcomes thousands of cruise ship passengers annually through the Ogden Point Terminal.

The overwhelming interest in the James Bay Places & Spaces Ideas Workshop led to a second session being added on the same day to meet demand. Participants stressed the need for a balanced approach to growth — one that celebrates the neighbourhood's rich history and character while preparing for its future needs.



James Bay Engagement Themes

Connectivity: Better cycling, pedestrian connectivity, and connections to the ocean balanced with concerns about accessibility, traffic congestion and local vehicle access.

Park Revitalization: Enhancing Irving Park and Fisherman's Wharf Park with more greenery, seating and community spaces balanced with concerns about traffic congestion and the loss of existing green space.

Heritage: Preserving the neighbourhood's historical architecture and character.

James Bay Village: Improved public spaces and expanded retail options along with concerns about street closures and traffic impacts.

Waterfront Activities: Improving public spaces at Ogden Point and the James Bay Anglers area, adding more small shops and improved connections to Fisherman's Wharf Park balanced with concerns about impacts to the natural beauty and tranquility of Dallas Road.

James Bay Big Moves

The Ideas Workshops for James Bay generated seven big moves, described below together with the feedback we heard.

Big Move #1: Better Connections in and out of James Bay

- Improving connections in and out of James Bay.
- A new transit exchange.

What we heard:

Public and Active Transportation

- Calls to add transit station and bike hub.
- Support for improvements to bike infrastructure, sidewalks and crosswalks.
- Requests for traffic calming.
- Calls to consider seniors and people with mobility issues in any future designs.
- Calls to address gaps in the cycling network (e.g., Southgate Street near Beacon Hill Park).
- Support for better transit solutions to reduce congestion from cruise ship traffic.

Traffic Congestion

- Entry and exit points to James Bay (Douglas, Blanshard and Wharf Streets) are already strained and proposed changes risk worsening congestion.
- Concerns about access to James Bay for emergency services and during evacuations.
- Mixed views on relocating the transit hub to Douglas Street. Some prefer the proposed new location over Government Street, while others fear it will exacerbate congestion and reduce accessibility.
- Calls for any traffic calming measures or pedestrian-friendly designs to balance vehicle and parking needs.

Big Move #2: Make Existing Parks Better

- Revitalizing James Bay parks for all ages.
- Improvements to Irving Park.
- Improvements to Fisherman's Wharf Park.
- Community gathering spaces.

What we heard:

Irving Park

- Mixed views on a new bandstand, some opposed due to proximity to bandshell at Beacon Hill Park.
- Calls for more children's activities.
- Concern about shade from tall buildings.
- Desire for park to serve as a gathering spot for locals.

Mile Zero Redesign

- Desire to celebrate Indigenous cultural heritage.
- Support for green spaces and active transit areas.
- Calls for all-ages activities, such as an outdoor gym.
- Support for better pedestrian and bike access, including a roundabout.
- Suggestion for more "history and storytelling" of Mile Zero.
- Preference for services such as a bank or bakery, rather than gathering space.
- Concerns about added road complexity in the area.

Big Move #3: James Bay Village Improvements

- A gateway to James Bay Village at the B.C. Legislature Building and Five Corners.
- Public spaces and expanded retail options.
- New plazas offering shops and services.
- Enhance Five Corners to become an iconic destination.

What we heard:

Five Corners and Simcoe Street

- Support for a bike valet and traffic calming.
- Preferences for green and sheltered plaza designs that are suitable year-round.
- Some support for fully car-free spaces.
- Opposition to closing Simcoe Street, citing the street as critical route for deliveries, emergency vehicles and local businesses (Alternative suggestion to close Toronto Street or partial closure of Simcoe and Menzies Streets).
- Concerns that road closures or new traffic patterns will push traffic onto narrow residential streets.

Building Heights and Development

- Support for wider setbacks, greenery and maintenance of heritage facades.
- Preference for buildings up to four storeys tall.
- Concerns about high-rise developments paired with calls for context-sensitive heights that preserve light, heritage and neighbourhood character.

Waterfront Connections

- Some support for better pedestrian connections to Dallas Road.
- Concern about adding shops and food trucks along Dallas Road: ecological impacts, peaceful enjoyment of nature and viability during winter months.
- Support for places to meet friends indoors.

Big Move #4: Village at Fisherman's Wharf Park

- Establish a new local village around St. Lawrence Street and Erie Street.
- Increase walkable shops and services.
- Better connect the new village to transit, parks and waterfront.
- Design streets as places people want to linger.
- Consider marine transit connections such as water taxis or water bus.

What we heard:

Community Destination

- Support for improvements to St. Lawrence Street and Fisherman's Wharf Park.

- Support for adding trees and spaces that encourage lingering.
- Support for added amenities like cafés and washrooms.
- Calls for useful and diverse retail options.
- Support for a year-round covered market.
- Concerns about excessive densification from tall buildings.
- Skepticism about the area's viability as a destination for locals, citing its popularity among cruise ship tourists in the summer.

Getting Around

- Calls to connect David Foster Harbour Pathway to Fisherman's Wharf.
- Enthusiasm for fully pedestrianized streets but concerns about traffic impacts.
- Support for better public transit from cruise ship terminal to reduce vehicle traffic.
- Concerns about congestion from visitor parking and increased foot traffic.
- Some desire for continued vehicle access, mainly for accessibility and local use.

Big Move #5: Streets as Places for People

- Creating streets that are comfortable, attractive and easy for people of all ages and abilities to get around.
- Protect and expand urban forest and green spaces.
- Traffic calming and routes to better manage transit for visitors.
- Buildings designed and oriented to create attractive streets and respond to neighbourhood context.

What we heard:

Getting Around

- Strong support for improved connections for pedestrians and cyclists.
- Support for traffic calming, wider sidewalks and tree-lined streets.
- Desire to maintain vehicle access, especially on key routes like Simcoe and Superior Streets.
- Support for better public transit options.
- Concerns about impact of removing parking on residents and businesses.

Tourism

- Calls to reduce the impact of cruise ship traffic with pedicabs, e-scooters and better wayfinding signage for tourists.
- Significant concerns around the number of taxis and buses in peak tourism months.

Trees and Nature in Public Spaces

- Support for enhancing green spaces, pollinator pathways and garden-focused projects.
- Support for integrating green roofs, rain gardens and sustainable features in new developments.
- Desire for public gathering spaces that are inviting and nature-oriented

Building Designs and Density

- Some support for moderate, low-rise densification (four to six storeys) and mixed-use buildings.
- Emphasis on value of James Bay's heritage homes and gardens.
- Many said new developments should harmonize with the neighbourhood's character rather than replace it with uniform, modern designs.

Big Move #6: Neighbourhood Connections

- Improve the experience for visitors and locals getting around James Bay.
- Better connection between James Bay and other neighbourhoods, the waterfront and Beacon Hill Park.
- Enhance connections between Mile Zero and Fisherman's Wharf Park.
- Improve wayfinding through the neighbourhood.
- Simcoe Street Park-to-Park greenway.

What we heard:

Park-to-Park Greenway

- Support for greenways, mid-block connectors, expanded sidewalks and enhanced bike and pedestrian pathways.
- Support for more trees, rain gardens and green spaces.
- Michigan Street suggested as an alternative greenway option.
- Concerns about parking, accessibility and traffic redirection.

Getting Around

- Support for car-free streets.
- Support for better integration of bike parking at transit stops and public bike-share programs.
- Calls to improve signage and wayfinding to prioritize convenience for locals.

Big Move #7: Places to Stop and Connect Along the Waterfront

- Indoor and outdoor gathering spaces for year-round enjoyment.
- Opportunities to pilot retail and seasonal activities along walking routes.
- Enhance James Bay Anglers boat launch with cafes and public seating.
- Opportunities for shops, services and public spaces at Ogden Point.
- Waterfront amenities such as shower, washrooms and a boat launch.

What we heard:

Enhancing and Preserving Waterfront

- Support for added amenities like seating and washrooms.
- Support for reducing vehicle access on Dallas Road.
- Calls to respect natural landscapes, avoid excessive development and preserve habitats.
- Suggestions to limit retail to existing paved areas.

Commercial Development

- Support for cafés, shops and markets at Ogden Point.
- Mixed views on allowing for retail and food options along Dallas Road.
- Opposition to large retail chains in the area.
- Concerns about strain on local infrastructure, with limited intersections and bottlenecks in James Bay.

James Bay Additional Feedback

In addition to giving feedback on the Big Moves, respondents were asked to provide suggestions for amenities and public spaces in James Bay more generally.

Question #1: What are the top three amenities or improvements you would like to see in James Bay?

Top Three Ideas

1. **Improvements to Irving Park**: Many participants shared ideas for revitalizing Irving Park, suggesting ways to make it more welcoming and transform it into a vibrant community hub or a dedicated children's play area.
2. **Transportation Improvements:** Many responses mentioned reducing car traffic, improving bike lanes, calming traffic, widening sidewalks and making the neighbourhood more pedestrian-friendly, particularly around Five Corners and Menzies Street.
3. **Preservation of Heritage and Historic Character:** Multiple participants stressed the importance of preserving the historical aspects of James Bay, such as maintaining the heritage buildings and making sure that new developments respect existing character. There was a strong aversion to high-rise structures.

Question #2: What public space activities and experiences would you like to see more of in James Bay?

Top Responses:

- More Community events such as music festivals, farmers' markets and outdoor gatherings
- More activities in MacDonald Park and Irving Park
- Expanded year-round market featuring local produce and crafts
- A public swimming pool
- Spaces for art and busking
- Outdoor seating and informal gathering areas
- More green spaces

Engagement feedback collected via surveys, meetings, events and other forms of correspondence is available at engage.victoria.ca/places-spaces.

2025

CITY OF VICTORIA | 10-Year Official Community Plan Update

10-Year OCP Update

Draft Plan and Regulatory Directions



Committee of the Whole | February 27, 2025

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Today's Presentation

1. Background and Engagement Recap
2. Introduction to the Draft OCP
3. What We Heard and Where We're Headed
4. Critical Implementation
5. Recommendations and Next Steps

- Housing
- Urban Design
- Community
- Economy
- Mobility
- Blue Green

2

1 Process Background and Engagement Recap

3

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



4

Process Outcomes

- **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.

5

Why We're Doing This

- Need for updated directions to support housing and climate action
- Need for a modern policy and regulatory framework
- Support streamlined processes and decision-making in a growing city
- Need to align with legislative requirements



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Timeline

WE ARE HERE

- **May 2023** — Council Direction to Proceed
- **Feb 2024** — Emerging Directions and Engagement Launch
- **Fall 2024** — Engagement Closed, Drafting Revisions
- **Feb 2025** — **Draft Directions to Council**
- **Summer 2025** — Public Hearing

New provincial legislation impact municipal land management begins to roll out

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Engagement

- A variety of online and in-person engagement opportunities were available from March to September
- Met people out in the community with new, fun and informative ways to engage



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A Successful Engagement

People Were Engaged

- 1,400+ Survey Response
- 2,500+ In-person Interactions
- 900+ Newsletter Subscribers
- 12K+ Aware Participants

People Were Aware

- 39K+ Influencer Views
- 140K+ Spotify Impressions
- 38K Social Media Impressions
- 17 Bus Shelter Ads



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Places and Spaces

- Place-based planning component for James Bay, Oaklands and the Jubilee, Fort Street and Oak Bay Avenue areas
- 4 In-Person Workshops
- 2 Showcase Events
- 180 Survey Responses
- Informed policy for local areas as well as citywide approach



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2 Introduction to Victoria 2050

The Draft Official Community Plan

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Plan Structure

- About the Plan
- Part 1: **Truth and Reconciliation**
- Part 2: **Victoria's Past, Present and Future**
- Part 3: **City Networks**
- Part 4: **People and Partnerships**
- Schedules

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Vision 2050

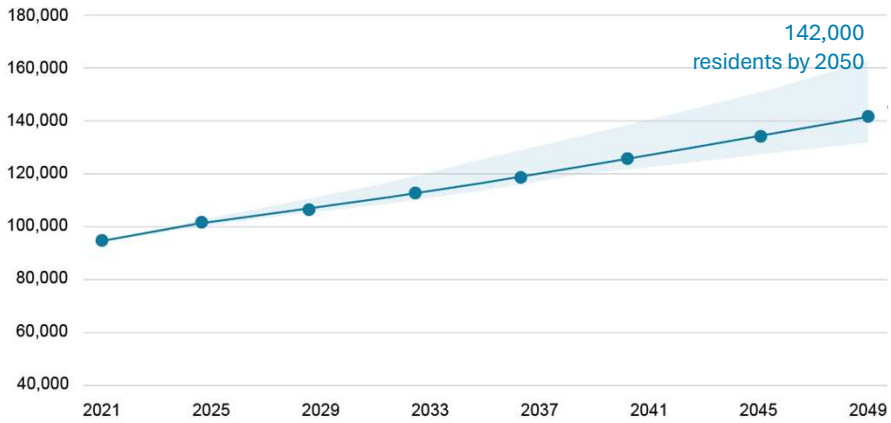
Over the next three decades, the City of Victoria will **thoughtfully and intentionally navigate difficult trade-offs** in pursuit of the following vision:

Victoria is a **diverse**, **livable** community anchored by a **range of housing options**, the **prosperous urban core** of British Columbia's capital region, and a global leader in the implementation of **climate-forward** **urban infrastructure**.

Welcoming and inclusive of all ages, lifestyles, incomes and backgrounds.	Healthy, safe and enjoyable places to live, work and play.	Housing options for a range of needs in all areas of the city.	A strong economy that builds on regional strengths and supports local well-being.	Proactively reducing emissions and preparing for the impacts of climate change.	The built and natural infrastructure that provides critical services for our residents and region.

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Goal Posts: Getting to Vision 2050



+ 47,000
New Residents

+ 34,600
New Homes Needed

+ 19K-40K
New Jobs

Climate Targets

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Housing Needs

	5-year Need 2021-2026	20-year Need 2021-2041	Anticipated 30-year Need 2021-2051
Net New Homes	8,254	26,604	34,600
Rental Share Targets	5,365	17,293	22,490
Family Share Targets	1,403	4,523	5,882

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Victoria 2050 City Actions

City-led Actions in Support of Vision 2050

- Next Phases of Zoning Modernization
- Updating Downtown Core Area Plan
- Renewing the City's heritage program
- Establishing new linear parkways program
- Developing new strategies to guide community infrastructure

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Reflecting Lekwungen History in the OCP

- Lekwungen history and culture of land management
- Colonial settlement and impact
- Songhees Nation today
- Xwesepsum Nation today
- Victoria's larger Indigenous community

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Values of Reconciliation

Reflecting the Victoria Reconciliation Dialogues

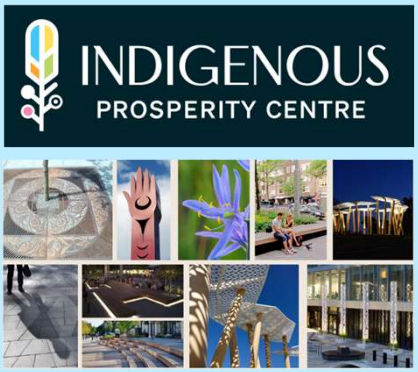
Proposed Values for Reconciliation in the OCP:

1. Respect the Right to Self Determination
2. Learn, Heal and Grow Together
3. Acknowledge Generations Before and Generations to Come
4. Decolonize Victoria's Culture and Governance

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Reconciliation Actions

- Advancing reconciliation in land use decisions
- Reflecting Indigenous culture in the public realm
- Supporting economic reconciliation
- Understanding and integrating Indigenous land and water management practices
- Welcoming and inclusive of Indigenous communities in civic process



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Takeaways

Policy and Regulatory Updates

- Establishing a new vision for Victoria out to 2050
- Updating several regulations to expedite the vision
- The City undertook a comprehensive and successful engagement to inform these updates
- The streamlined OCP is organized first by topics where City has authority or a high degree of influence, then by areas where partnerships and advocacy are required
- The OCP and aligned regulations are grounded in future needs and embrace a spirit of truth and reconciliation

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3 What We Heard and Where We're Headed

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What We Heard and Where We're Headed

- Housing
- Urban Design
- Community
- Economy
- Mobility
- Blue Green

What We Heard

Feedback collected through OCP Engagement

Key Considerations

Other factors that informed revised directions

Where We're Headed

Victoria 2050 Proposed Directions

Supportive Policy and Regulatory Updates

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Housing

What We Heard

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Housing | What We Heard

Accommodating Housing Need

- Responding to acute needs today (catching up)
- Meeting future needs (keeping up)
- Responding to Victoria's development patterns
- Land economic context
- Emphasizing low-carbon growth through infill





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Housing | What We Heard

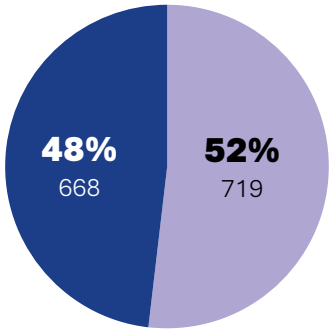
Six Storey Forms in Residential Areas

The OCP should consider six storey buildings in any residential area.

(Results in a mix of building heights in all residential areas and better supports diverse housing options including more opportunities for new secured rental.)

The OCP should consider four storey buildings in any residential area and focus six storey buildings in specific areas of the city.

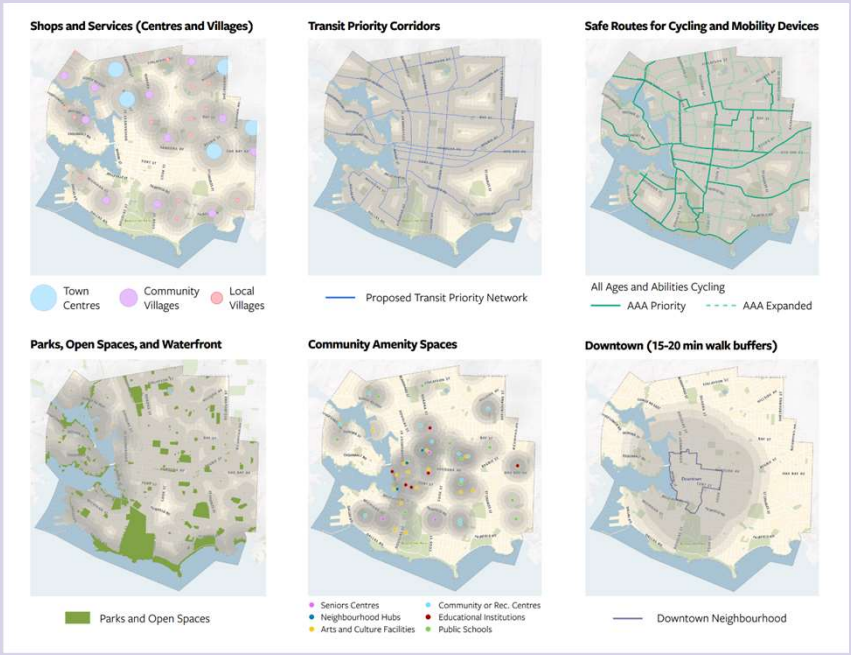
(Results in less building height differences in some areas but would likely mean fewer secured rental opportunities.)



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Housing | What We Heard

Ways to Focus Growth

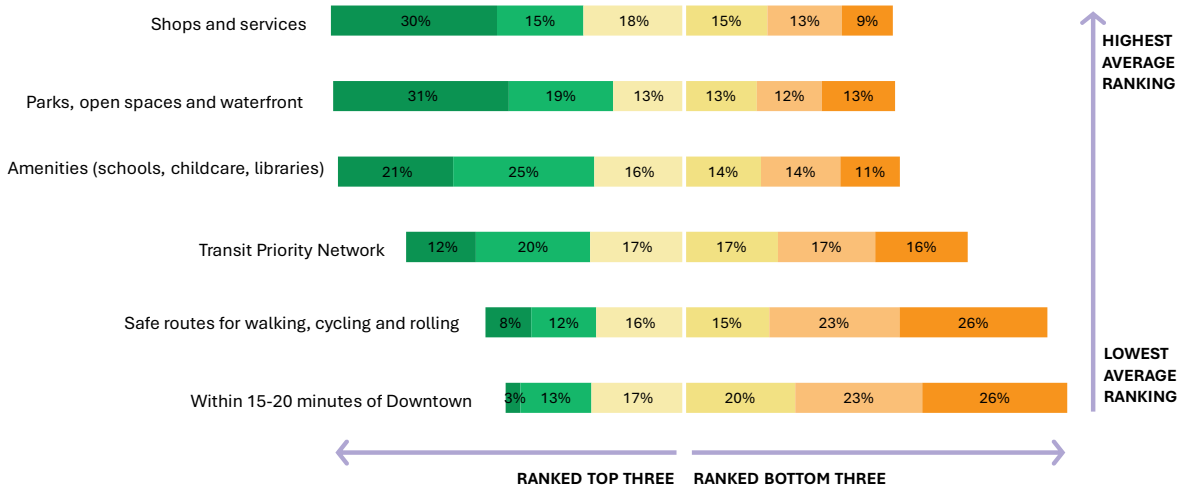


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Housing | What We Heard

Where to Focus Six Storeys

If new six storey housing opportunities area focused to some areas of the city, what are your priorities?



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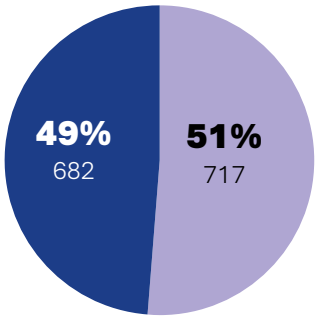
Housing | What We Heard

Prioritizing Rental

Which types of housing should the City prioritize as it proactively zones properties to align with the OCP?

Secured rental housing in addition to currently permitted housing forms (like townhouses and houseplexes)

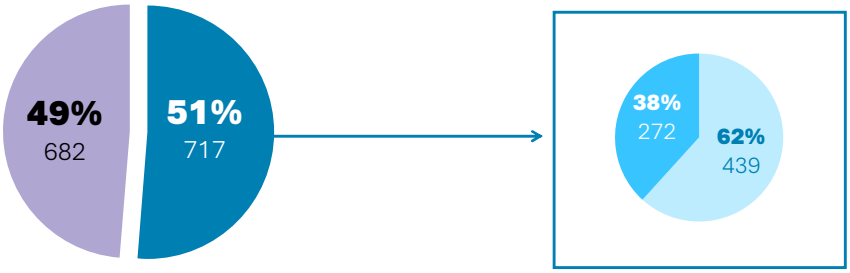
Any type of new housing (rental or owned homes) that aligns with the OCP



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Housing | What We Heard

For those that support rental priority, where?



Prioritize secured rental housing

Any type of new housing

All residential areas

Areas close to services and amenities

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Housing | What We Heard

- Ongoing desire for meaningful, high quality housing solutions
- Meeting diverse needs: household sizes, incomes and lifestyles
- Access to services and community amenities
- Importance of a livable, enjoyable public realm
- Compassion and concern for Victoria's unhoused

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Housing

Key Considerations

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Housing | Key Considerations

New Era of Land Use Planning

Opportunity to learn as we go

- New provincially mandated planning cycles
- New planning and development finance tools
- Important to create a system that can learn, adapt and change

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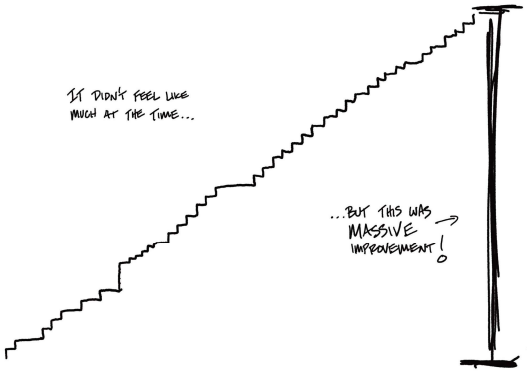
Housing | Key Considerations

Desired Evolution of Land Use

Need for meaningful, lasting solutions

Growth patterns that are predictable, replicable and supportable creating a desirable urban form and stakeholder confidence

Steady, incremental progress toward change



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Housing | Key Considerations

Objectives | Evaluate Options

Housing Diversity: Enable and encourage diverse housing and living options

Design Confidence: Achieve a desirable urban form

Process: Facilitate clear and simple development processes

Economic Impact: Positively influence economic goals

Climate Impact: Positively influence climate goals

Must meet the **Provincial minimum** of zoned and designated capacity for **26,600 housing units.**

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Housing

Where We're Headed

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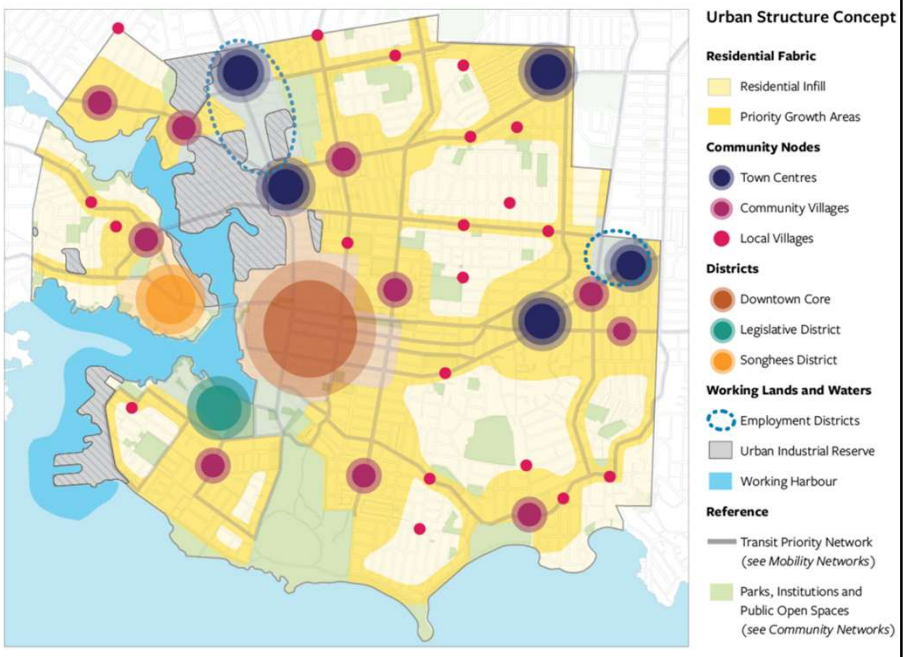
Housing

Where We're Headed

Proposed Urban Structure

Expanded Residential Infill
(four storeys)

Focused Priority Growth Areas
(six storeys)



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Housing | Where We're Headed

A More Focused Approach

- Emphasizes complete communities, in line with public feedback
- Considers parks and public spaces, in line with public feedback
- Considers areas where design confidence may be higher
- Makes room to adjust as we learn



Housing | Where We're Headed

Residential Zoning Approach

Building Form	Location	Density	Height*
Single Family and Suites (fewer than three units)	All Residential Fabric	0.5:1 FSR	7.6 metres
Heritage Conserving Infill	All Residential Fabric	1.1:1 FSR	Greater of 7.6 metres or 80% of the heritage registered building
Residential Infill (four storeys or fewer)	All Residential Fabric	1.6:1 FSR	14 metres
Intensive Infill (five storeys or greater)	Priority Growth Areas	2.6:1 FSR **if density bonus conditions are met**	20.5 metres

Housing | Where We're Headed

Priority Housing Needs

Secured Rental

60% of Victorians are renters

Persistent low rental vacancy rates

Non-Market

24% of renters are in Core Housing Need

87% experiencing homelessness want housing

Family

Just 1% of rentals have three or more bedrooms

Families are moving elsewhere

Accessible
Adaptable
Low Carbon
Resilient

Housing | Where We're Headed

Development Viability

Challenging market conditions persist

Elevated costs from pandemic remain:

- Labour
- Construction
- Land

Cost risks from other levels of government considered:

- CRD new DCCs
- Provincial building code updates
- Uncertain future of Federal Programs

Projects remain viable in various instances:

- High revenue sites for mid-rise builds
- Acquisition of large lots
- Long-term land appreciation
- Favourable financing

Housing | Where We're Headed

Zoning | Bonuses for Housing Needs

Base Entitlement | All Residential Fabric	1.6 FSR
In Priority Growth Area, if providing:	
.5% of floor area as affordable units OR $10 per sq. ft. contribution to City housing funds	2.6 FSR
100% Secured Rental	2.6 FSR
Non-market Rental (public housing body / non-profit / co-op)	2.75 FSR
Within the 200-metre tier of a Transit Oriented Area: All residential units above base density of 1.6 FSR must be non-market rental	3.51 FSR

Housing | Where We're Headed

Assisted Living and Temporary Shelters

Supporting Vulnerable Populations Through Appropriate Regulations

- Reviewed best practices and community feedback
- Considered various forms of assisted as well as temporary shelters
- Considered operator needs
- Considered diverse client needs
- Considered the importance of access to core services

Housing | Where We're Headed

Tenant Assistance

Advancing a Tenant Protection Bylaw and Development Permit Area

- Ability to support displaced tenants in more redevelopment contexts
- Greater ability to require compliance from landowners
- Compensation based on length of tenancy
- Updated moving compensation
- Relocation assistance in finding new housing
- Right of first refusal to a similar unit in the new building

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Takeaways

Housing

- Responding to split public opinion on how to meet housing needs
- Making space to learn and adjust while meeting legislative requirements
- More infill opportunities throughout the city
- Opportunities for six storey forms in Priority Growth Areas
- Streamlined zoning accelerates the provision of all forms
- Density bonus and zoning regulations enable the City to advance priority housing needs
- New approach to tenant protection offers greater support for those being displaced

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Urban Design | What We Heard

Consistent, High Quality Urban Design

- Clear and consistent approach for both the private and public realm
- Desire for human scale, aesthetically pleasing forms
- Reflecting and evolving Victoria's heritage and unique local areas
- Prioritizing integration of nature and climate action
- Importance of accessibility, safety and comfort

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Urban Design | Where We're Headed

Perimeter Block Form

- Green backyards and green, leafy streets
- Positive interactions with the public realm
- Continuing to emphasize forms that can be constructed with low carbon materials

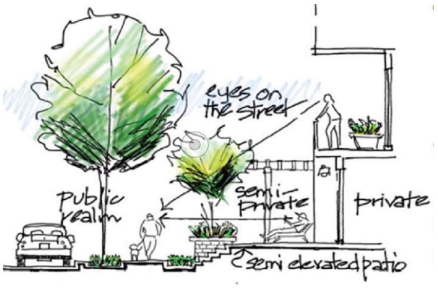


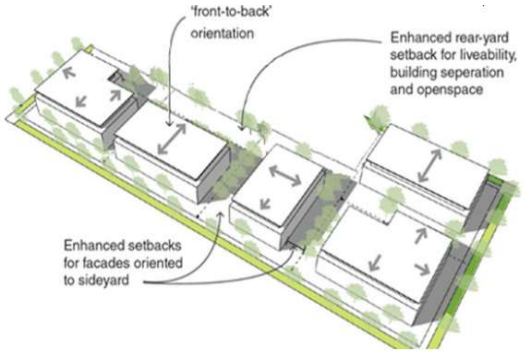
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Urban Design | Where We're Headed

Development Guidelines

- **Four** DPAs (reduced from 26)
- **One** guideline document for areas outside core area (reduced from 19)
- Clear, simple guidelines with higher quality outcomes
- Focus on design fundamentals
- Enhance and do not compromise development opportunities on adjacent sites





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Urban Design | Where We're Headed

Public Realm Design

- New public realm standards for Villages, Town Centres and Priority Growth Areas, applicable to both frontage and City works
- Comfortable, safe pedestrian priority public realm
- Responsive to adjacent land use and respectful of local identity
- Refinements and housekeeping updates to downtown standards



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Takeaways

Urban Design

- Overall urban form that supports livability and low carbon growth
- Regulations, standards and guidelines that support nature and climate action
- Simplified and streamlined framework
  - ✓ Significant reduction and consolidation of design guidelines
- Focus on design fundamentals
  - ✓ Signal to applicants what is most important
  - ✓ Clear and practical

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Community | Villages and Centres | What We Heard

High Density Town Centres

Proposed five new Town Centres - high-density, transit-supportive nodes

- **Emphasize diverse, high mix of uses that support area objectives and major mobility facilities**

Proposed some expansion to Village network to meet future retail demand and close gaps

- **Maintain and enhance high-street feel and community serving uses**



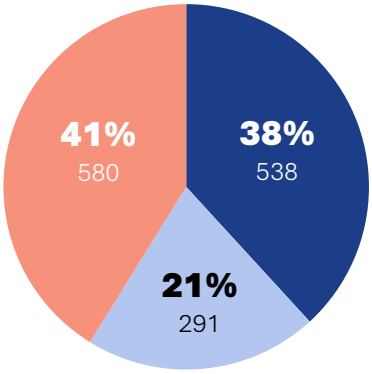
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Community | Villages and Centres | What We Heard

Tall Buildings

Outside of the downtown, where should new taller buildings be considered in Victoria?

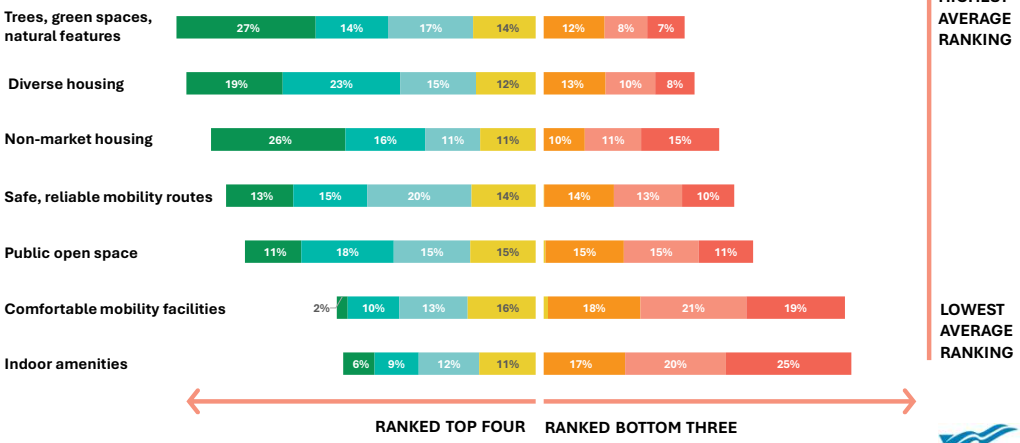
- In and surrounding Town Centres
- In and surrounding Town Centres and Community Villages
- In and surrounding Town Centres and Community Villages, as well as adjacent to major public amenities (like large parks or the waterfront)



Community | Villages and Centres | What We Heard

Top Priorities for Town Centres

As Victoria's Town Centres develop, what are your top priorities for these places?



Community | Villages and Centres What We Heard

- Desire to expand and add villages
- Some concern about density and height in Town Centres
- Desire for a phased, incremental approach
- Concern about struggling retail and need for core services
- Support for waterfront villages, particularly along Dallas Road

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Community | Villages and Centres

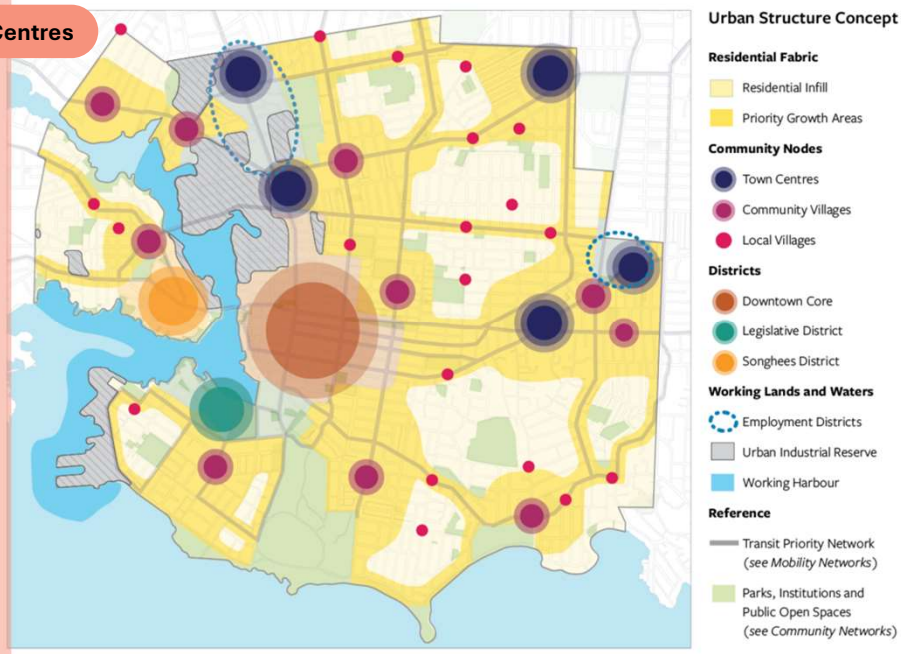
Where We're Headed

Proposed Urban Structure

High Density Town Centres

Preserved and Enhanced Community Villages

Expanded Local Villages



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Community | Villages and Centres

What We Heard

Connected Community Nodes



Town Centres
Integrating land use and transportation with a high mix of uses in tall, low carbon buildings and prominent public space.



Community Villages
Neighbourhood high streets with a mix of daily services, amenities and integrated public spaces.



Local Villages
Filling the gaps with a mix of services that can grow into more prominent nodes over time.

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Community | Villages and Centres | What We Heard

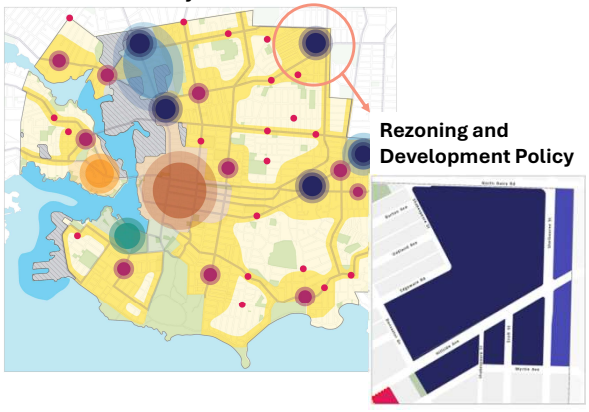
Town Centre and Village Zoning Approach

Node Area	Base Density and Height *May be refined based on assessment of current zones*	Accessible via Rezoning *Guided by Rezoning and Development Policy*
Town Centre	1.6:1 FSR 4 storeys	6-18 storeys, depending on location
Community Village	1.6:1 FSR 4 storeys	6 storeys in most areas, 8-12 in key locations
Local Village	1.6:1 FSR 4 storeys	4-6 storeys, depending on location

Community | Villages and Centres | What We Heard

Guiding Rezonings

Official Community Plan



Locally specific guidance for Town Centres and Villages

Considering taller buildings in Priority Growth Areas, where supporting OCP objectives:

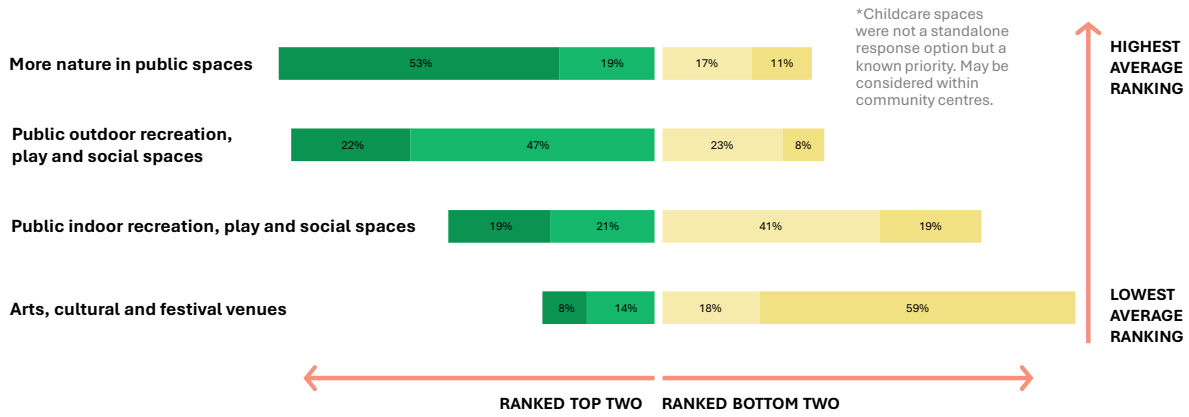
- Adjacent to Town Centres and Downtown
- Adjacent to existing tall buildings
- On large sites where on-site amenity is achieved (e.g. non-market housing)



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Community | Community Infrastructure | What We Heard

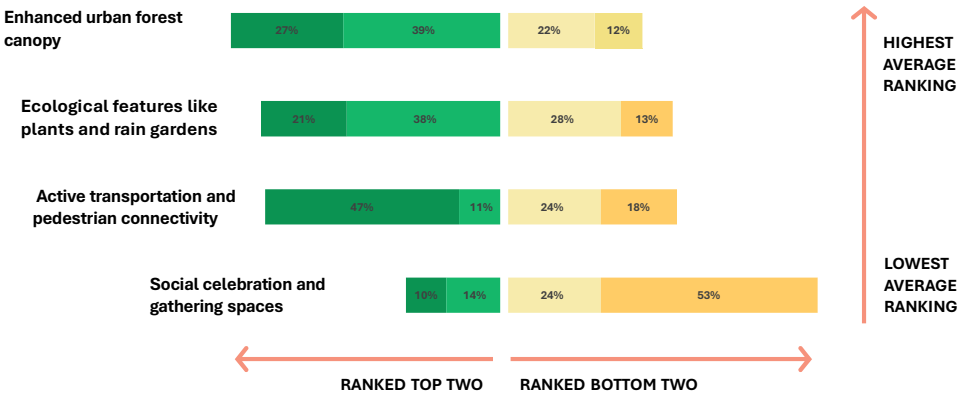
OCP Engagement | Ranked Priorities for New Community Amenities



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Community | Community Infrastructure | What We Heard

Desired Features of Linear Parkways



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Community | Community Infrastructure | What We Heard

Need for Community Infrastructure as We Grow

- Making sure Victoria remains a great place to live
- Sufficient and equitably distributed community infrastructure
- New or expanded indoor community space
- New outdoor social spaces and parks

Desire for Climate Forward City

- Food at the forefront
- Passionate feedback about the importance of the urban forest
- Concern about climate action

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Community | Community Infrastructure | Key Considerations

Required to Clarify Amenity Needs

Legislation introduced new Amenity Cost Charge tool

- Council provided direction to develop ACC bylaw with OCP
- Requires City to identify amenity needs associated with growth
- All forms of development would contribute
- Prohibits double-charging for amenities (i.e., IHCAP rescindment)
- Must be calibrated to the ability of development to pay
- Successful only if municipal contribution levels are feasible

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Community | Community Infrastructure | Key Considerations

Infrastructure an Increasingly Recognized Challenge

- Land costs are high
- Taxation funding is stretched thin
- DCCs are limited to core infrastructure
- ACCs can support critical social infrastructure with clarity, but generally funding mechanisms are limited while costs loom large

FCM Estimates Infrastructure Costs of **$107,000** Per Unit

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Community | Community Infrastructure | Where We're Headed

Urbanizing Community Infrastructure

- Move away from a diffused network of mid-size community assets
- Coarse-grained network of major assets, like:
  - Recreation Centres
  - Community Centres
  - Major Cultural Centres
- Fine-grained network of local-serving assets, like:
  - Neighbourhood houses
  - Childcare spaces
  - Food distribution spaces
  - Small, flexible public open spaces



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Community | Community Infrastructure | Where We're Headed

Establishing a Linear Parkways Program

- Need for creative park provision and programming as we grow
- Support diverse park functions and community needs in the city
- Linear Parkways:
  - Utilize existing public lands
  - Enhance connectivity
  - Create destinations for park-like experiences



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Community | Community Infrastructure | Where We're Headed

Street Parks and Street Plazas

- Repurpose under-utilized roadways
- Places for public gathering and ecological services
- Complement and connect (but not replace) other components of the Urban Parks Network
- Varied opportunities exist on different streets
  - Local, lower volume and slower 'shared' streets
  - Small street-end plazas
  - Larger higher volume complete streets





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Community | Community Infrastructure | Where We're Headed

Proposed Amenity Cost Charge Bylaw

- $50.8M total program ($33.2M via development, $17.6M from City)
- Modest program translates into $1,400 per unit levy on new apartments
- Updated every 5-years to account for community needs & financial capacity

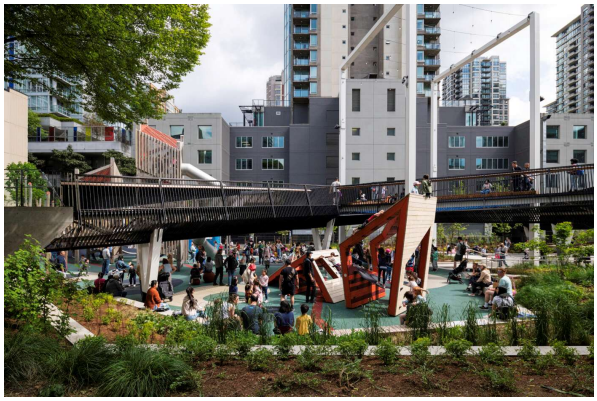
Program Area	Description
Community Space Such as Downtown Community Space or new Vic West community space	Community, cultural and childcare spaces (operated by a third party) that support a range of recreation, services and community programming for Victoria residents throughout the city.
Street Parks and Plazas Basic, Enhanced and Enhanced Plus treatments	Areas where under-utilized roadways are repurposed into great public spaces with opportunities for enhanced ecological services. Strategically and equitably located throughout the city.

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Community | Community Infrastructure | Where We're Headed

Urbanizing Parks Network

- Moving away from numerical targets
- Capturing more in what we assess for a complete system
- Focus first on maximizing what we have
- Strategic in what we add to improve the overall network



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Community | Community Infrastructure | Where We're Headed

Future Planning and Partnerships

- Planning for Community Infrastructure
- Setting framework for key approaches:
  - Needs / catchment focused approach
  - Efficient use of land through co-location
  - Focus on partnerships



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Takeaways

Community

- Village and Centre network enhanced for complete, connected, low carbon communities
- Rezonings anticipated in these areas, guided by new, streamlined Rezoning and Development Policy
- Need for expanded community infrastructure as Victoria grows, including parks and community spaces
- Limited funding mechanisms and high land costs
- Introducing a new Amenity Cost Charge tool that is aligned with City funds and development viability
- Emphasizing strategic, efficient investments and partnerships across governments and sectors
- Introducing Linear Parkways Program and prioritizing community infrastructure planning

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Economy | What We Heard

- Appreciation for Victoria's local economy
- Desire to maintain and bolster economic diversity
- Concern over tourism impacts
- Desire to maintain and support working lands
- Desire to enhance and showcase the Working Harbour

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Economy

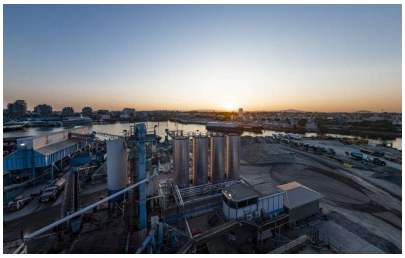
Key Considerations

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Economy | Key Considerations

- Need to respond to industrial land demands
- Need to be flexible and responsive to shifting economic landscape
- Need for transit-supportive uses and densities along Douglas





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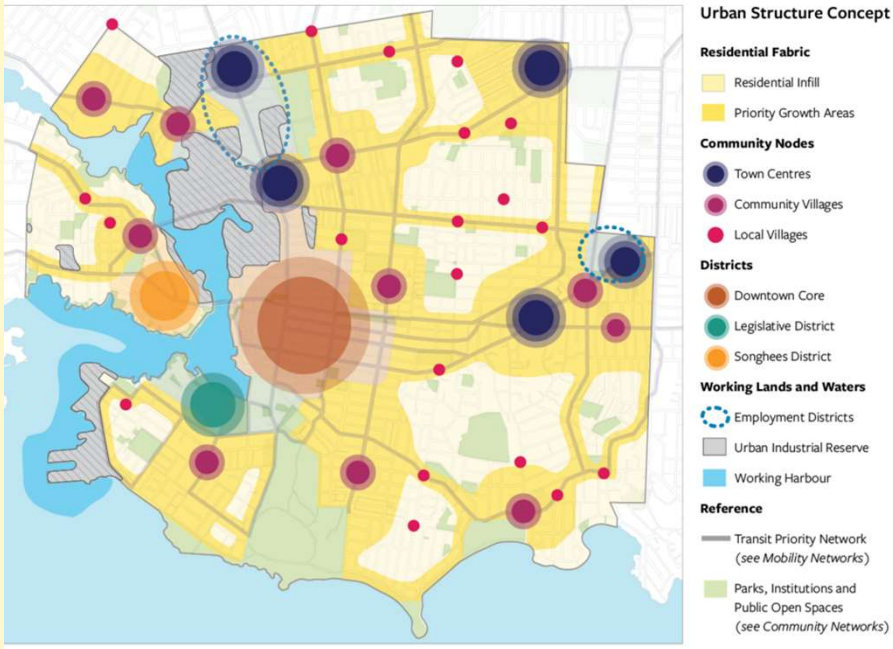
Economy

Where We're Headed

Proposed Urban Structure

Expanded Urban Industrial Reserve

Two Employment Districts



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Economy

Where We're Headed

Key Directions

Employment Districts

- **Mid Town:** Supporting high-density, innovative uses along Douglas
- **Jubilee:** Supporting health sector and hospital uses
- Both overlap with transit-supportive Town Centres



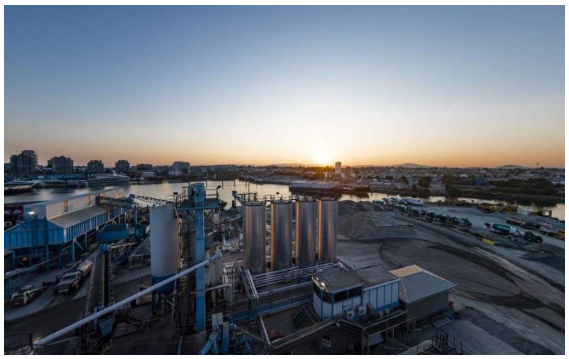
86

Economy | Where We're Headed

Key Directions

Industrial

- Intensification of marine industry
- Range of industrial, commercial and arts and culture uses for light industry
- Flexible approach, with an aim for no-net loss in rezonings outside of Urban Industrial Reserve



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Economy | Where We're Headed

Strengthening Downtown and Victoria Harbour

- A comprehensive vision for the Victoria Harbour
- Updating the Downtown Core Area Plan to advance economic, transit and local community objectives
- Implementing mechanisms to support the Victoria Inner Harbour Airport



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Takeaways

Economy

- Victoria has a strong economy with great potential
- Population growth will result in employment growth
- A diverse, resilient economy is needed to support a growing city and region
- Employment lands are limited, and industrial lands are in high demand
- A shifting economic and employment landscape requires a cautious but innovative approach, preserving important lands but enabling new mix of uses
- The city's primary employment district must support the Douglas Rapid Transit Corridor
- Work to renew plans for Downtown and the Working Harbour

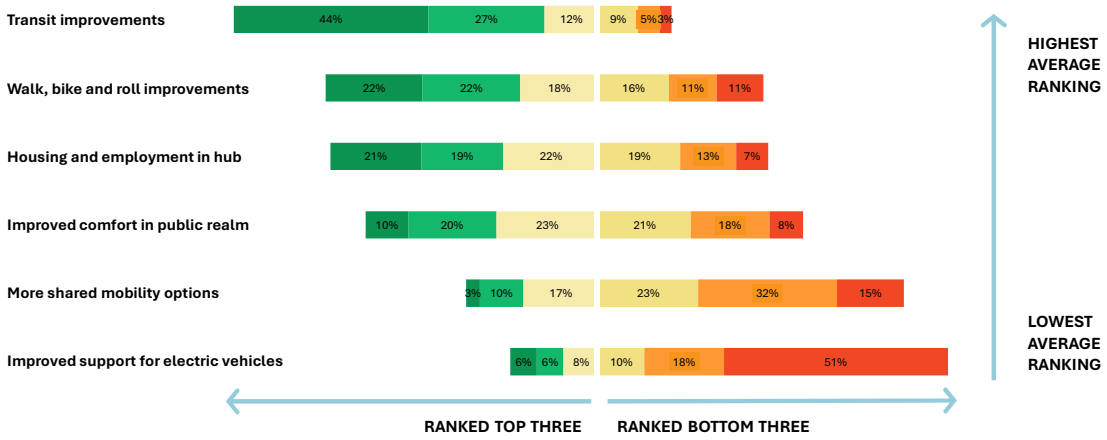
89



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Mobility | What We Heard

How to Support Sustainable Transportation Choices



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Mobility | What We Heard

Desire to Realize Better Transit, Faster

- Ample demand for transit to support new housing
- Concerns that car-light housing forms won't work without high transit service levels
- Frustration with the quality and level of service today
- Desire for defined community nodes and mobility hubs downtown



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Mobility | What We Heard

Multiple Desires in Constrained Rights-of-Way

- Strong feedback from industry on the impact of protected cycling routes to business viability
- Cycling advocacy for more routes
- Desire to prioritize green infrastrucutre
- Importance of safety and accessibility



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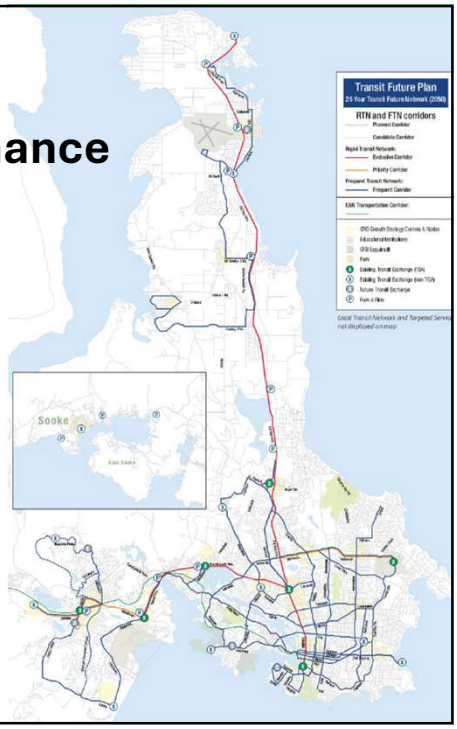


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Mobility | Key Considerations

Transit and Transportation Governance

- CRD introducing Regional Transportation Service (RTS)
- BC Transit completing regional corridor studies
- BC Transit also revisiting Transit Future Plan
- Province identified Transit Oriented Development Area



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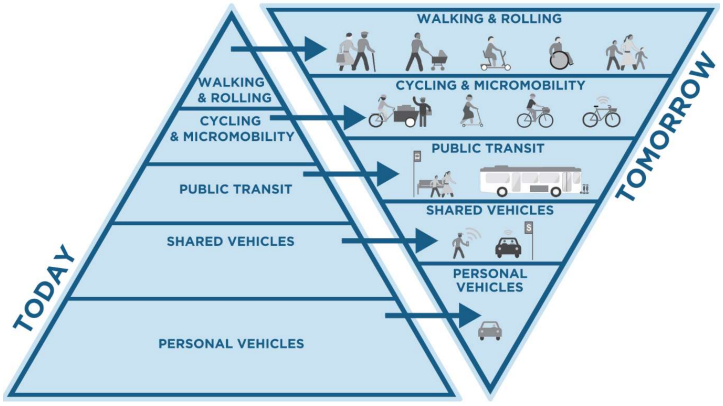


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Mobility | Where We're Headed

Mobility Future

- Mobility polices and targets support safety and climate action
- Enabling more local trips through walking, rolling, cycling and transit
- Advocating for significant improvements to transit service levels
- New network maps improve clarity of priorities in the right-of-way



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Mobility | Where We're Headed

Rethinking the Right-of-Way

- Bolster core network functions
- Support linear parkways and Blue Green Network objectives
- Support development opportunities and viability
- Ongoing work to identify design solutions in overlapping networks



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Mobility | Where We're Headed

Updating Street Classifications

- Crucial component of a new land use framework and approach
- Supports vision for integrated mobility networks
- Can support physical and community infrastructure and improved connectivity
- Responsive to land use and densities required to accommodate growth

Functional Street Classification



Mobility | Where We're Headed

Local Streets

Pedestrian safety is prioritized with pedestrian comfort zones including sidewalks and safe streets for play.

Green infrastructure is maximized.

Cyclists and other rolling is supported in a safe shared use environment.

Vehicle access is supported, but through-traffic is discouraged to support low vehicle volumes and speeds.

Transit service is encouraged on collector and arterial streets to make room on local streets for unique designs that support safe street objectives.

Parking is accommodated on-street but safe pedestrian spaces and green infrastructure come first.



Mobility | Where We're Headed

Collector Streets

- Pedestrian safety is prioritized with sidewalks and marked road crossings at strategic locations.
- Green infrastructure is integrated into flex zones which may include other streetscape elements.
- Cyclists and other rolling is supported in a dedicated area that is protected with infrastructure based on vehicle speeds and volumes.
- Vehicle access is supported, but the safety and performance of low-carbon alternatives comes first.
- Local transit service is encouraged with well designed facilities and safe, comfortable pedestrian routes to the transit stop.
- On-street parking is accommodated in select locations based on need, but other streetscape elements are prioritized.



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Mobility | Where We're Headed

Arterial Streets

- Pedestrian safety is prioritized with safe road crossings and larger sidewalks that are buffered from traffic.
- Green infrastructure is maximized with large mature street trees and green stormwater features.
- Cyclists and other rolling is supported in protected bike lanes and given safe accommodation at intersections.
- Vehicle accommodations prioritize commercial vehicles and transit service.
- Transit service is of the highest quality to support higher density land uses and inter-regional trips.
- On-street parking and loading will only be accommodated in select locations where there is space to support or commercial land uses exist.



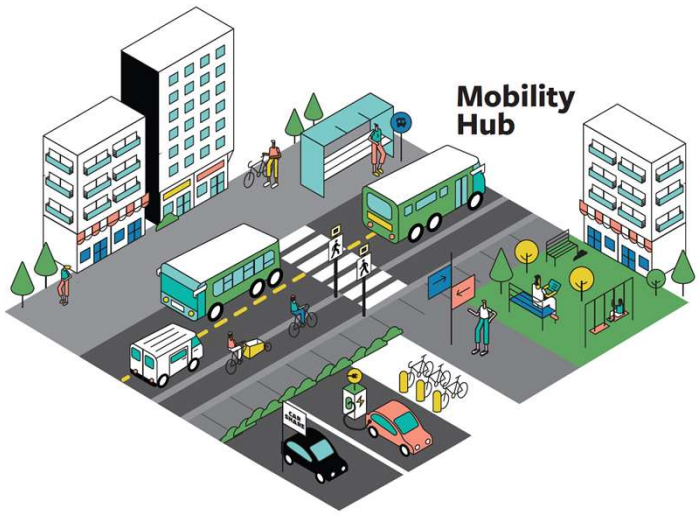
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Mobility | Where We're Headed

Mobility Hubs

Conflux of mobility options to support affordable, low carbon mobility

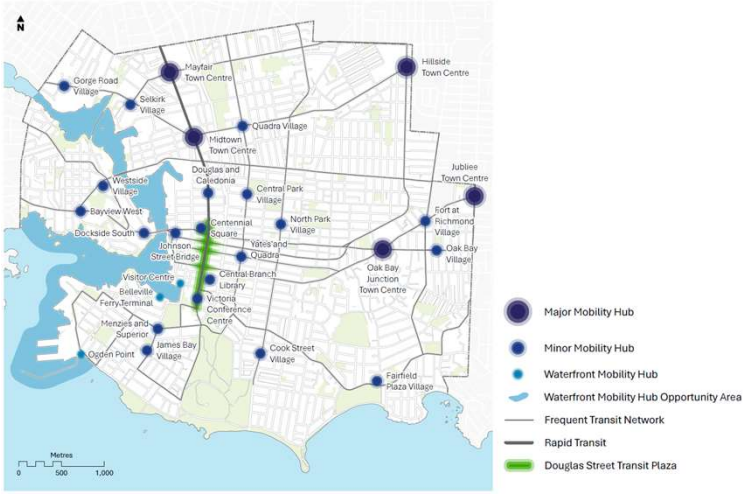


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Mobility | Where We're Headed

Mobility Hubs

- Aligned with community Nodes
- Major Hubs at Town Centres
- New Downtown Hubs support continued strategic planning downtown
- New Waterfront Hubs and opportunity to explore more through Harbour Planning



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Takeaways

Mobility

- Desire for safe, low carbon and affordable mobility
- Emphasis on improved transit service levels
- New network maps improve clarity of priorities
- New street classifications seek to balance right-of-way objectives
- New engineering standards clarify development expectations and support a cohesive public realm
- Ongoing work required to refine design solutions for major streets
- Mobility Hubs enhance integration of land use and transportation

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Blue Green Network | What We Heard

- Natural assets and green infrastructure are high priorities
- Urban forest ranked high in many survey questions
- Concerns over resilience in extreme weather
- Concerns about core infrastructure capacity

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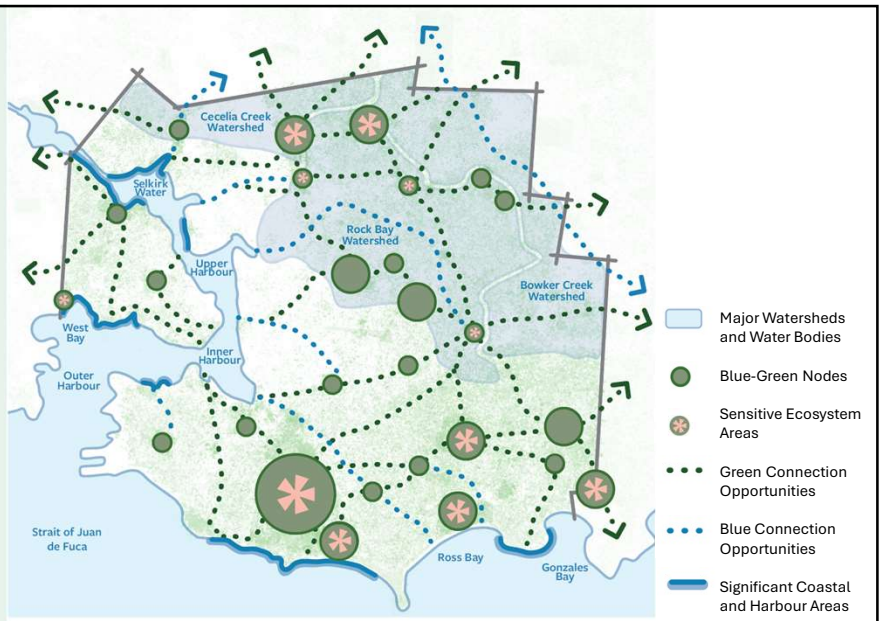
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Blue Green Network

Where We're Headed

Blue Green Network

Conceptual network to help understand and enhance blue green infrastructure



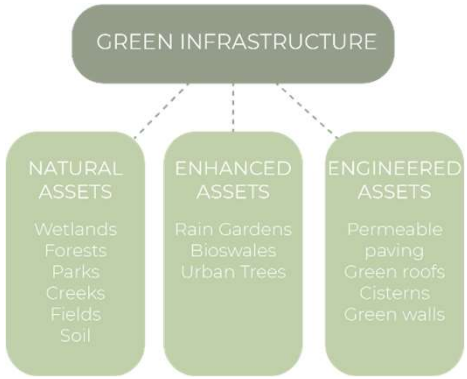
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Blue Green Network

Where We're Headed

Recognizing the Role of Functioning Green Infrastructure

- Enhancing natural assets, green infrastructure and the blue network, on and off the shoreline
- Embracing natural shoreline management and coastal resilience
- Supporting nature-based solutions and replicate historic environmental functions where it works
- Integrating outcomes of the forthcoming integrated rainwater management plan



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Blue Green Network | Where We're Headed

On-site Open Space in Zoning

Residential Fabric zones to include Open Site Space parameters that:

- Include contiguous tree planting area supportive of urban forest and rainwater management objectives
- Limit underground parkade projections for healthy root systems and improved rainwater permeability



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Blue Green Network | Where We're Headed

Design Guidelines

- Guide green infrastructure and permeability on-site
- Framework to support future Environmental Development Permit Areas:
  - Natural Asset Inventory
  - Harbour and Shoreline Management



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Blue Green Network | Where We're Headed

A Focus on Service Levels

- Equitably funding the efficient management of critical assets
- Improve understanding of natural and complex assets
- Focus on service levels in context of a changing climate:
  - Rainwater management
  - Shade and heat relief
  - Biodiversity and ecological resiliency
  - Community and social connections
- Support efficient service levels by investing in complex assets
- Recognizing the high upfront costs but the long-term savings of green infrastructure and complex assets

Blue Green Network | Where We're Headed

Clarifying Works and Services

- Works and services to be informed by a new Engineering Standards and Specifications Bylaw
- Improved clarity with utility providers
- Performance based targets for stormwater



Takeaways

Blue Green Network

- Enhance and invest in current and future, diverse and complex green infrastructure
- Considering service levels in context of changing climate. High upfront costs of complex assets and land, but long-term savings
- Prioritizing understanding of natural assets for improved land management
- Updated zoning, design guidelines and City works and services support blue green infrastructure

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2025

CITY OF VICTORIA | 10-Year Official Community Plan Update

10-Year OCP Update

Draft Plan and Regulatory Directions

Resume Presentation from February 27 Committee of the Whole

Committee of the Whole | March 6, 2025

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Recap and Clarifications

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Recap | Where We're Headed

Process and Materials Being Considered

- Expedited Process to Update Victoria's Official Community Plan
- Successful Engagement from March to September 2024
- Several policy and regulatory updates being considered to modernize the City's land management framework
- Must complete OCP and zoning updates by end of year

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.

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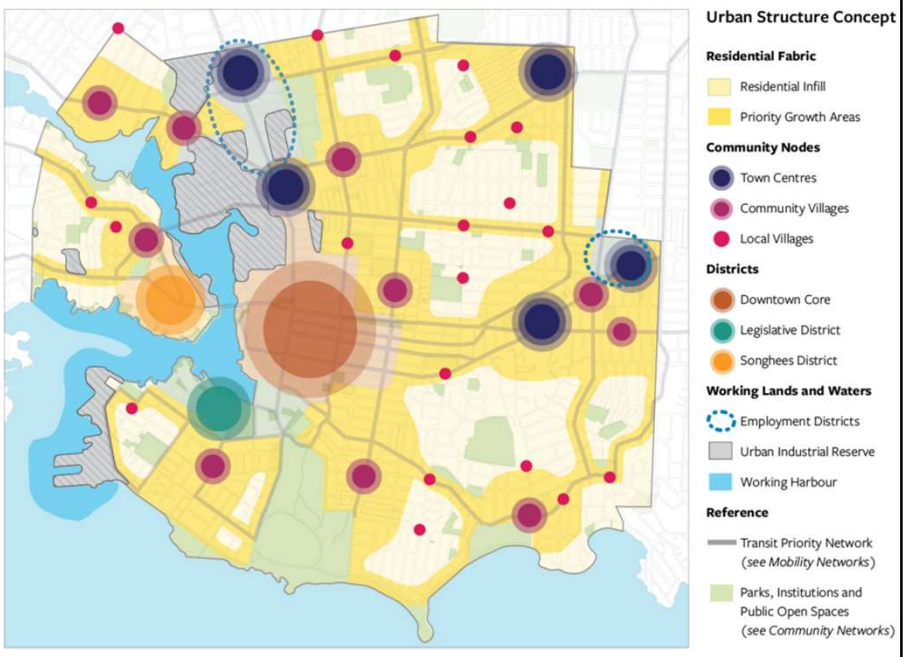
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Recap

Where We're Headed

Proposed Urban Structure

- Expanded Opportunities for Diverse Housing
- Residential Zoning Capacity Aligned
- New Town Centres
- Enhanced Village Network
- New Employment Districts
- Protected Industrial Lands



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Clarification

Summary of Residential Land Use Changes

	CURRENT APPROACH (% of developable land area)		PROPOSED APPROACH (% of developable land area)	
Built Form	**Considered in OCP**	**Entitled in Zoning**	**Considered in OCP**	**Entitled in Zoning**
3 STOREY	**41%** Traditional Residential	**~41%** Missing Middle	**56%** Residential Fabric	**56%** Residential Fabric
4 STOREY	**15%** Urban Residential	**n/a***	**56%** Residential Fabric	**56%** Residential Fabric
6 STOREY	**15%** Urban Residential	**n/a***	**30%** Priority Growth Areas	**30%** Priority Growth Areas
HIGH RISE TALL BUILDING	**7%** Core Areas	**n/a***	**11%** Core Areas and Town Centres	Future phase of zoning modernization

* Existing zoning generally reflects current use and density; no net new opportunities for housing provision without rezoning.

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Recap | Where We're Headed

Development Contributions in Residential Areas

Current Approach

- Council Policy (IHCAP)
- Contributions secured at rezoning from strata applications:
  - Contributions for affordable housing
  - Contributions for local amenity fund

Proposed Approach

- Density Bonus program for affordable housing contributions in Priority Growth Areas (strata projects)
- New ACC program for all housing types to support local amenities
- Programs reflect existing expectations for strata housing
- Ability to adapt bylaws over time

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Clarification

Greater Development Opportunity

- Enhance housing viability via increased development rights (4-6 storeys)
- Enable apartment housing forms without rezoning or OCP amendment
- Greater certainty via delegated approvals
- Shorter timelines enhance project viability
- Certainty around required developer contributions (ACCs and Density Bonus)

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Rental Case Study

Secured Rental Application | 2.6 FSR

Context	Current Approach	Proposed Approach
OCP Land Use	Traditional Residential	Priority Growth Area
OCP Amendment Required	YES	NO
Zoning Entitlement	1.1 FSR	2.6 FSR
Rezoning Required	YES	NO
Contribution Required	NO	YES
Incentives Available	YES	YES

NINE MONTH
TIMELINE REDUCTION

$86,500
DEVELOPER CONTRIBUTIONS
(0.25% INCREASE IN TOTAL SHARE OF PROJECT COST)

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Strata Case Study

Strata Application | 2.6 FSR

Context	Current Approach	Proposed Approach
OCP Land Use	Traditional Residential	Priority Growth Area
OCP Amendment Required	YES	NO
Zoning Entitlement	1.1 FSR	2.6 FSR
Rezoning Required	YES	NO
Contribution Required	YES	YES
Incentives Available	NO	NO

NINE MONTH
TIMELINE REDUCTION

$278,000
DEVELOPER CONTRIBUTIONS
(0.30% DECREASE IN TOTAL SHARE OF PROJECT COST)

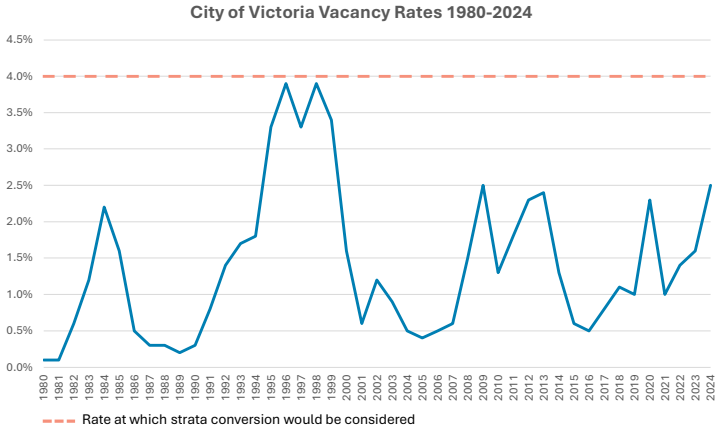
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Clarification

Rental Housing Vacancy and Conversion

- Healthy rental market is where the vacancy rate is 3-5%
- Local rental market extremely constrained for many years
- On-going effort to retain and expand rental supply
- Current and Proposed OCP identifies target vacancy rate of 4% **when considering conversions from rental to strata**

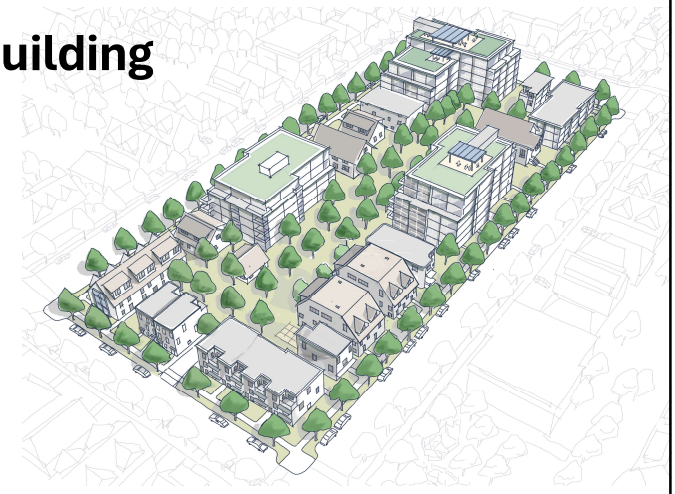


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Recap | Where We're Headed

Climate Forward City Building

- Emphasizing low carbon building forms
- Complete, connected communities

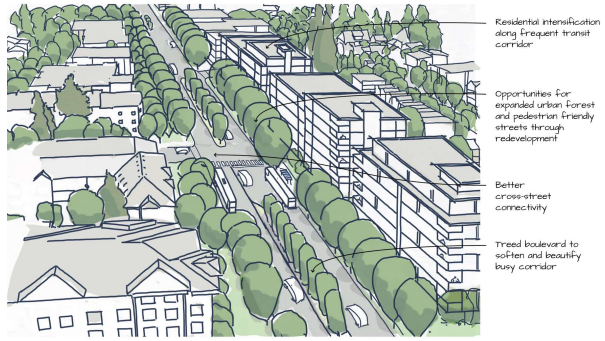


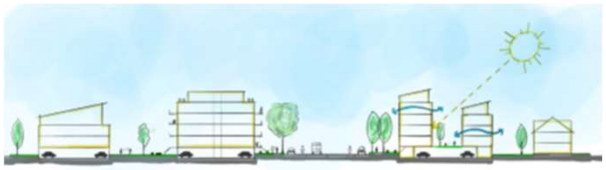
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Recap | Where We're Headed

Diverse, Livable Housing Opportunities

- Opportunities for six storey forms that support rental both on and off corridors
- Improvements to corridors over time will transition them to more enjoyable public places
- Urban design response can create livable homes and neighbourhoods



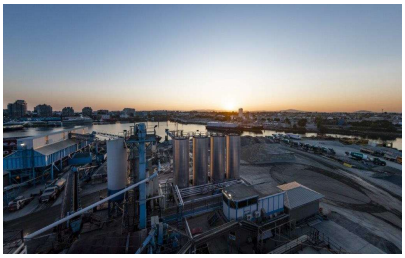


Recap | Where We're Headed

Prosperous Economy

- Protecting Victoria's industrial land base
- Supporting industrial intensification and innovative use of employment lands
- Future planning for the Downtown Core and the Working Harbour

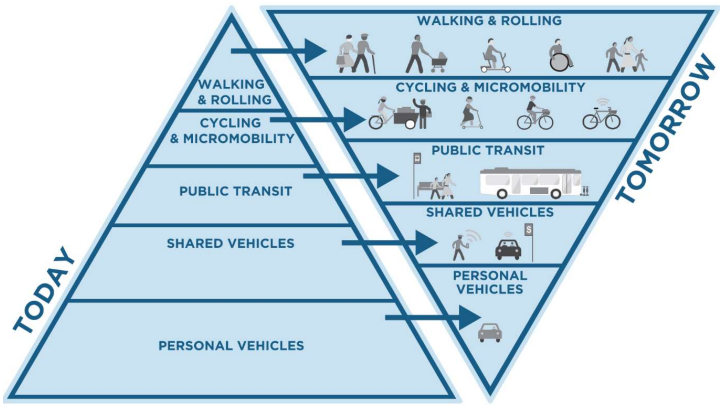




Recap | Where We're Headed

Mobility Future

- Enabling more local trips through walking, rolling, cycling and transit
- Advocating for significant improvements to transit service levels
- Improving clarity of priorities in the right-of-way



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Recap | Where We're Headed

Functional Connected Green Spaces

- Identifying a conceptual Blue-Green Network
- Recognizing the value of diverse green infrastructure
- Supporting investment in sustainable service delivery
- Improving understanding and enhancement of natural assets



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Recap | Where We're Headed

Strong Community Infrastructure

- Maximizing the function and accessibility of public spaces
- Encouraging collaborative approaches to meeting community needs
- Establishing a Linear Parkways Program
- Clarifying contributions to infrastructure through proposed ACC program







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4 Critical Implementation

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Streamlining Policy and Guidelines

Simplified Official Community Plan

Simplified Development Permit Area Framework

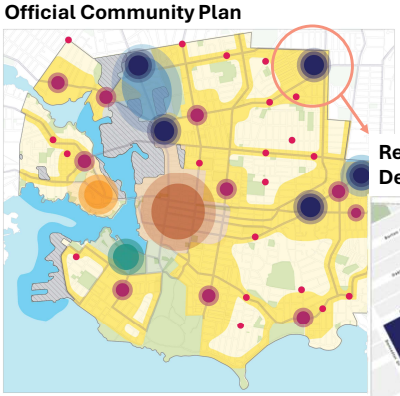
Reduced and Simplified Design Guidelines

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Improving Policy Framework

- Moving to a citywide Rezoning and Development Policy
- Consolidating neighbourhood plans
- Maintaining nuanced but nimble development guidance

Official Community Plan



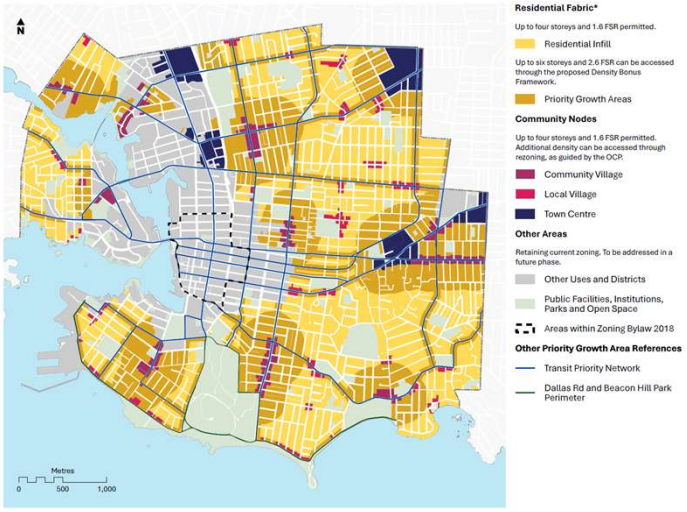
Rezoning and Development Policy



134

Modernizing Zoning

- New Zoning Bylaw to reflect OCP policy and emerging Design Guidelines
- Phased approach, starting with four new zones
- Phase 1 would also address several recent Council directives
- Foundational work for future phases



135



Modernizing Zoning

Create a new Zoning Bylaw that emphasizes simplicity, is user friendly and easier to administer

Present Zoning Bylaw amendments for introductory readings in Summer 2025

Provincial legislation requires completion of this work by December 31, 2025

136



Improving Site Servicing Approach

Updating the Approving Officer Role

Initiating a Servicing Officer Role

Integrating Latecomer Considerations

Delegating appropriate authorities for efficient processes

Bringing updated design standards to improve clarity with developments and works and services

137



Concurrent Process Improvements

Additional measures proposed:

- Comprehensive update to Land Use Procedures Bylaw
- Coordinated monitoring program

138

5 Next Steps and Recommendations

139

Advancing Bylaws and Policies

- **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 Works and Services Bylaw**
  Prescribes works and services off-site to be undertaken by development.
- **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.

CITY OF VICTORIA

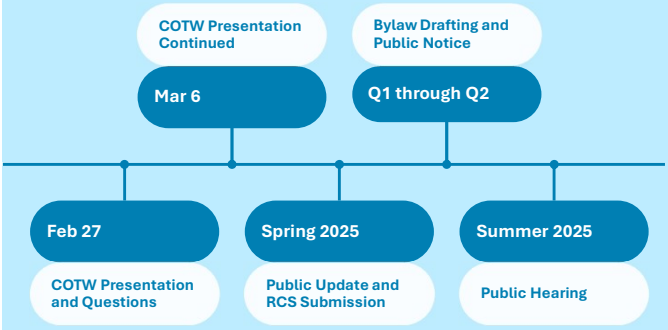
140

Next Steps

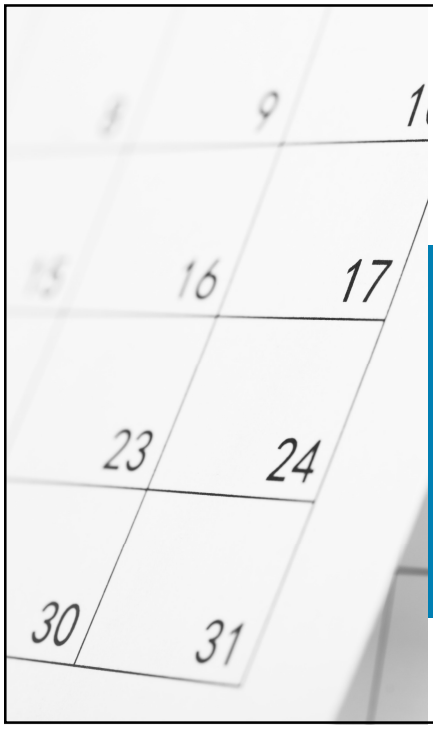
Should Council provide direction to proceed:

- 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



141



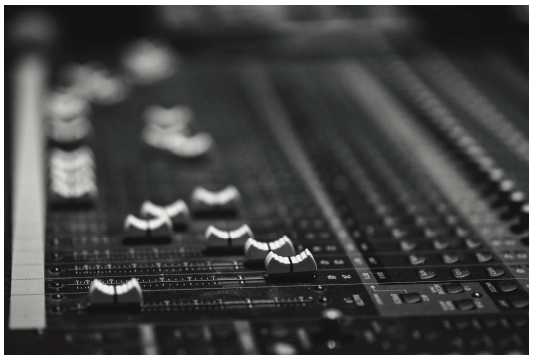
Timeline Implications

- Legislative deadline to update OCP and Zoning to meet 20-year housing need by end of year
- Other regulatory updates are closely tied to OCP and Zoning
- If changes are contemplated for content or process, timelines should be carefully considered

142

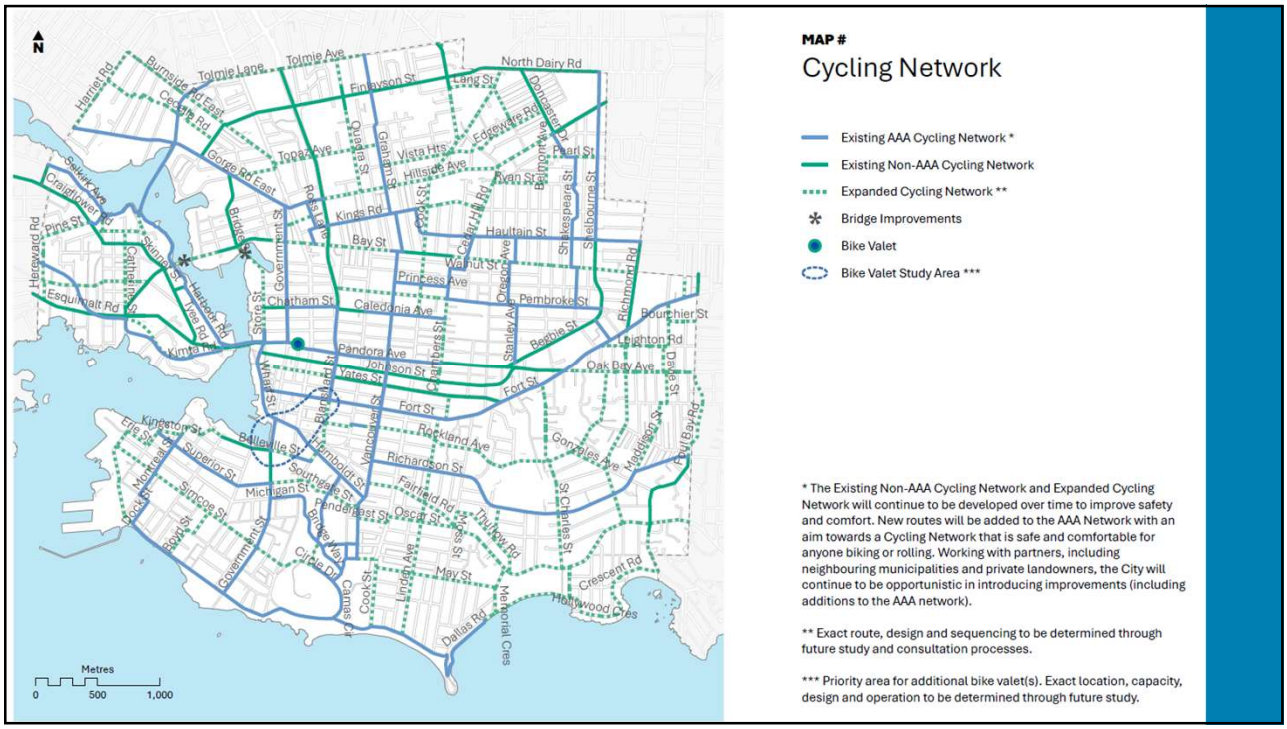
Navigating Difficult Trade-offs in Pursuit of Vision 2050

- Implementation is critical
- It won't be everything, everywhere, all at once
- These steps set a direction and pave a path
- As implementation measures are prepared and put into practice, trade-offs will be navigated

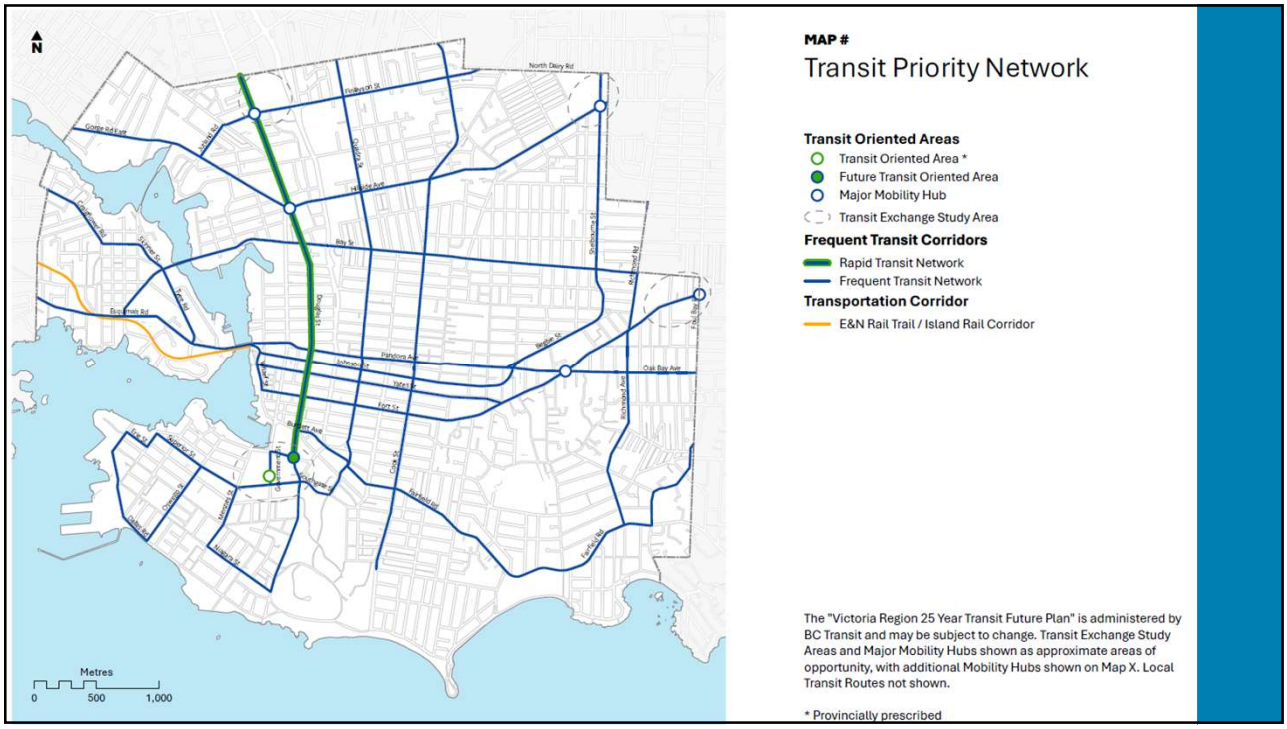


143

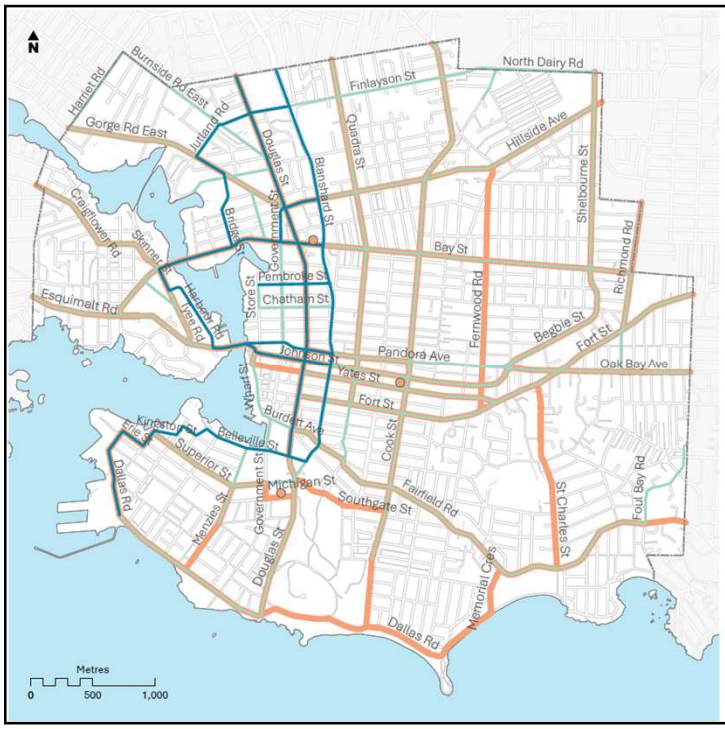
144


N
Metres
0
500
1,000
MAP #
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.

145


N
Metres
0
500
1,000
MAP #
Transit Priority Network
Transit Oriented Areas
Transit Oriented Area *
Future Transit Oriented Area
Major Mobility Hub
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 25 Year Transit Future Plan" is administered by BC Transit and may be subject to change. Transit Exchange Study Areas and Major Mobility Hubs shown as approximate areas of opportunity, with additional Mobility Hubs shown on Map X. Local Transit Routes not shown.
* Provincially prescribed

146



MAP #

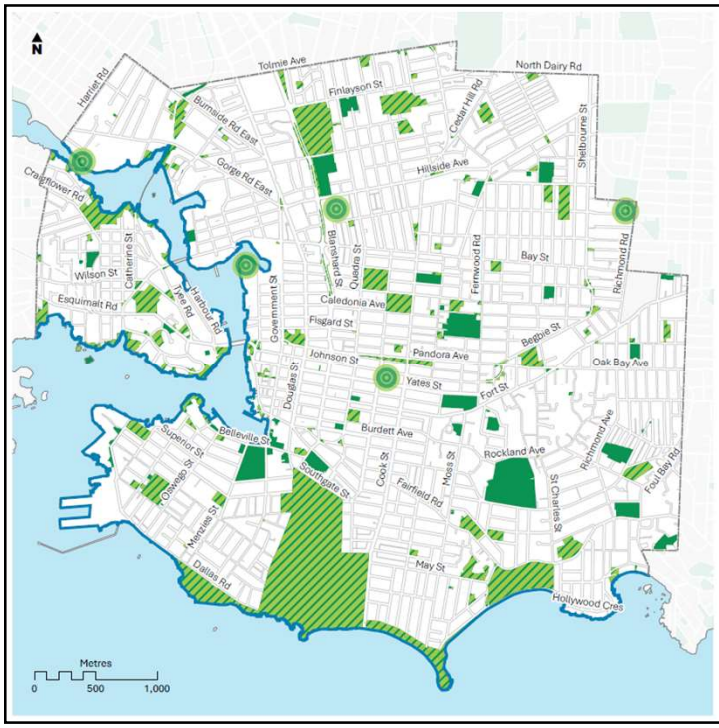
Truck and Emergency Response Network

- Emergency Response Route
- Truck Route
- Commercial Route
- Employment and Industrial, Core Employment
- Core (Business, Inner Harbour, Legislative), Town Centre, Community Village
- Core Residential

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 facilitate the efficient movement of industry goods and services in Victoria and the wider region.

147

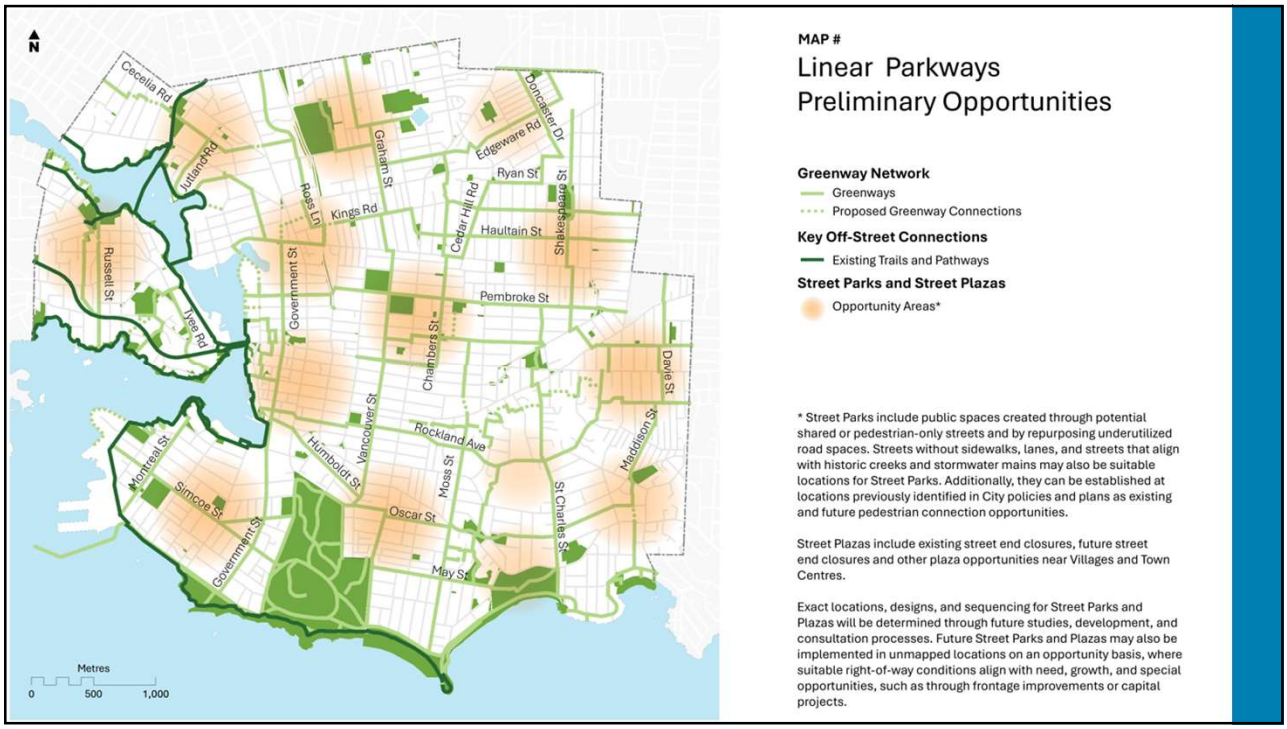


MAP

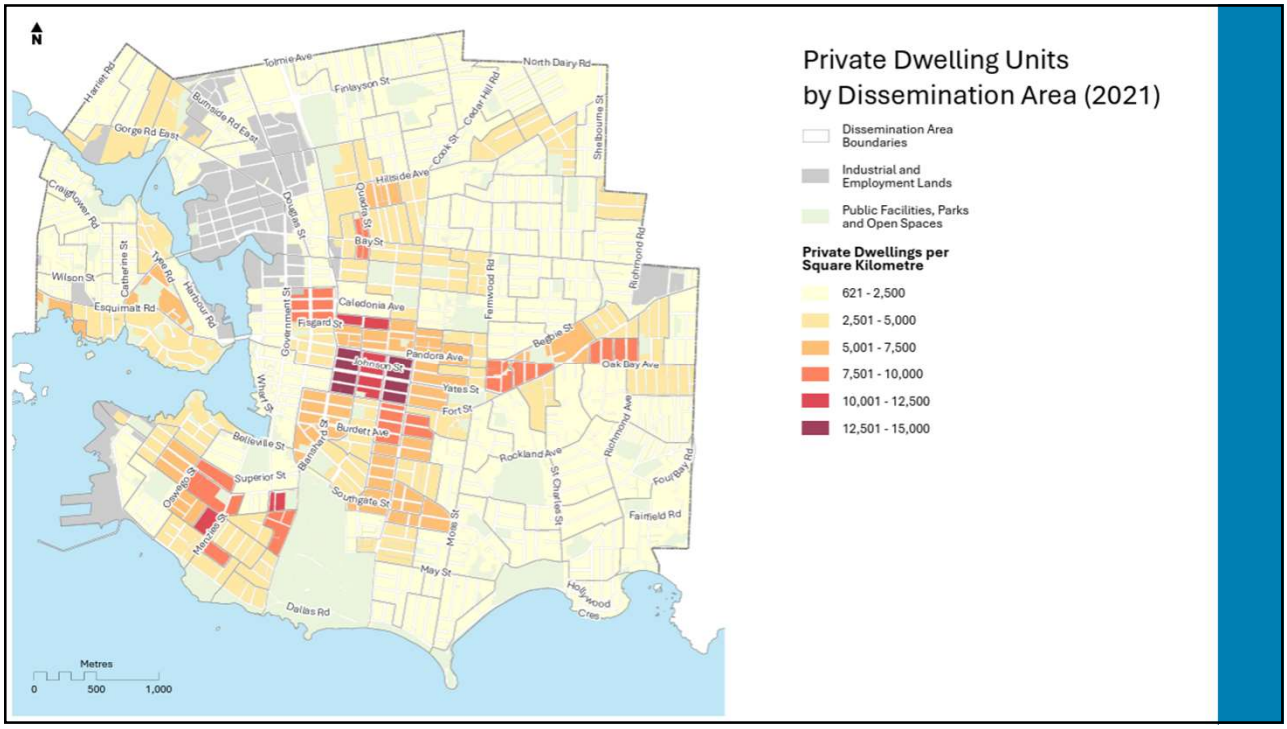
Parks and Open Spaces

- Municipal Parks
- Other Parks, Open Spaces and Plazas
- Proposed Parks
- Shoreline

148


N
Cecelia Rd
Lutland Rd
Russell St
Tyee Rd
Montreal St
Simcoe St
Government St
Ross Ln
Kings Rd
Graham St
Dunedin St
Edgeware Rd
Ryan St
Cedar Hill Rd
Haultain St
Shakespeare St
Pembroke St
Chambers St
Davie St
Vancouver St
Humboldt St
Rockland Ave
Moss St
Maddison St
St Charles St
Oscar St
May St
Metres
0
500
1,000
MAP #
Linear Parkways
Preliminary Opportunities
Greenway Network
Greenways
Proposed Greenway Connections
Key Off-Street Connections
Existing Trails and Pathways
Street Parks and Street Plazas
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.

149


N
Harrier Rd
Tolmie Ave
Finlayson St
North Dairy Rd
Burnside Rd East
Gorge Rd East
Craigflower Rd
Douglas St
Cook St
Cedar Hill Rd
Shelbourne St
Hillside Ave
Quadra St
Bay St
Wilson St
Catherine St
Tyee Rd
Harbour Rd
Esquimalt Rd
Government St
Fisgard St
Caledonia Ave
Fernwood Rd
Richmond Rd
Johnson St
Pandora Ave
Begbie St
Oak Bay Ave
Yates St
Fort St
Wharf St
Belleville St
Burdett Ave
Rockland Ave
Superior St
Southgate St
Moss St
St Charles St
Fairfield Rd
Fourth Bay Rd
May St
Dallas Rd
Metres
0
500
1,000
Private Dwelling Units
by Dissemination Area (2021)
Dissemination Area Boundaries
Industrial and Employment Lands
Public Facilities, Parks and Open Spaces
Private Dwellings per Square Kilometre
621 - 2,500
2,501 - 5,000
5,001 - 7,500
7,501 - 10,000
10,001 - 12,500
12,501 - 15,000

150