

G. BYLAWS

G.1 Tenant Protection Bylaw and Related Bylaw Amendments, Land Use Procedures Bylaw, and New and Updated Policies for OCP Alignment

Moved and Seconded:

That Council:

1. Give first, second, and third readings to:
 - a. *Tenant Protection During Redevelopment Bylaw, No. 25-044* (the “Tenant Protection Bylaw”).
 - b. *Affordable Housing Standards Bylaw, Amendment Bylaw (No. 2), No. 25-053* (the “Affordable Housing Standards Bylaw Amendment”).
 - c. *Ticket Bylaw, Amendment Bylaw (No. 18), No. 25-042*.
 - d. *Bylaw Notice Adjudication Bylaw, Amendment Bylaw (No. 7), No. 25-043*.
 - e. *Land Use Procedures Bylaw, Amendment Bylaw (No. 22), No. 25-055* (the “Land Use Procedures Amendment”).
2. Consider final approval of the *Rezoning and Development Policy (2025)* and the *Downtown Core Area Plan (2011, updated 2025)* at the same Council meeting at which the *Official Community Bylaw, 2025, No. 25-045* (the “OCP 2025”) is considered for adoption.
3. Direct staff to bring forward amendments to the City’s Reserve Fund Bylaw and Reserve Fund Policy to add an Amenity Cost Charges Reserve.
4. Following adoption of OCP 2025 and approval of the documents listed in recommendation (2), rescind the plans, policies and guidelines listed in Attachment H.

OPPOSED (1): Councillor Gardiner

CARRIED (8 to 1)



Council Report

For the Meeting of September 4, 2025

To: Council **Date:** August 21, 2025

From: Karen Hoese, Director, Planning and Development

Subject: **Tenant Protection Bylaw and Related Bylaw Amendments, Land Use Procedures Bylaw, and New and Updated Policies for OCP Alignment**

RECOMMENDATION

That Council:

- 1) Give first, second, and third readings to:
 - a) *Tenant Protection During Redevelopment Bylaw, No. 25-044* (the **“Tenant Protection Bylaw”**).
 - b) *Affordable Housing Standards Bylaw, Amendment Bylaw (No. 2), No. 25-053* (the **“Affordable Housing Standards Bylaw Amendment”**).
 - c) *Ticket Bylaw, Amendment Bylaw (No. 18), No. 25-042*.
 - d) *Bylaw Notice Adjudication Bylaw, Amendment Bylaw (No. 7), No. 25-043*.
 - e) *Land Use Procedures Bylaw, Amendment Bylaw (No. 22), No. 25-055* (the **“Land Use Procedures Amendment”**).
- 2) Consider final approval of the *Rezoning and Development Policy (2025)* and the *Downtown Core Area Plan (2011, updated 2025)* at the same Council meeting at which the *Official Community Bylaw, 2025, No. 25-045* (the **“OCP 2025”**) is considered for adoption.
- 3) Direct staff to bring forward amendments to the City’s Reserve Fund Bylaw and Reserve Fund Policy to add an Amenity Cost Charges Reserve.
- 4) Following adoption of OCP 2025 and approval of the documents listed in recommendation (2), rescind the plans, policies and guidelines listed in Attachment H.

BACKGROUND

The following proposed bylaws are provided for Council’s consideration:

- *Tenant Protection During Redevelopment Bylaw, No. 25-044* (Attachment A).
- *Affordable Housing Standards Bylaw, Amendment Bylaw (No. 2), 25-053* (Attachment B).

- *Ticket Bylaw, Amendment Bylaw (No. 18), No. 25-042 (Attachment C).*
- *Bylaw Notice Adjudication Bylaw, Amendment Bylaw (No. 7), No. 25-043 (Attachment D).*
- *Land Use Procedures Bylaw, Amendment Bylaw (No. 22), No. 25-055(Attachment E).*

The matter came before Council on April 17, 2025 where the following resolution was approved:

Draft Official Community Plan and Regulatory Directions

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:*
 - 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 a final, formatted version of the Draft Rezoning and Development Policy (Attachment G).*
 - h. *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).*

Note: Pertinent components of the April 17, 2025 resolution are noted above; the entirety of the resolution is provided in Attachment I for reference.

CONTEXT

On April 17, 2025, Council provided direction to bring forward a suite of new policies and bylaws created as part of the 10-Year Official Community Plan Update. In July 2025, Council gave introductory readings to core bylaws, including the updated Official Community Plan (OCP) bylaw, a bylaw to modernize zoning (through Zoning Bylaw 2018), and a new Amenity Cost Charges (ACC) bylaw. It further brought forward administrative amendments to the City’s other zoning bylaw for alignment. Council referred the relevant bylaws for consideration at a public hearing, which has been set for September 11, 2025.

This report brings forward additional bylaws for introductory readings and updated policies as directed in April 2025. The intent is to advance these related bylaws so that they may be considered for final adoption or approval together with the updated OCP, following the public hearing. A separate report will bring forward the new Site Servicing Bylaw and related bylaw amendments for consideration later in the fall of 2025.

TENANT PROTECTION BYLAW AND RELATED BYLAW UPDATES

The new Tenant Protection Bylaw (TPB) (Attachment A) was prepared in accordance with direction provided at the April 2025 Council meeting. The TPB is being introduced in parallel with the OCP and

the first phase of zoning modernization in recognition of the additional development rights associated with the update of the City's land use framework and the resulting potential to displace tenants.

The TPB will be applied citywide as a condition of the proposed Tenant Protection Development Permit Area (TDPA) to help mitigate the effects of displacement on tenants where rental units are lost due to redevelopment. The TPB is based on the City's current Tenant Assistance Policy with the notable change that it will now apply to a range of land-use applications resulting in redevelopment of a rental home, not just rezoning applications.

To carry forward the right of first refusal provisions from the current Tenant Assistance Policy to the new TPB, a minor update to the City's *Affordable Housing Standards Bylaw* is required. The proposed Affordable Housing Standards Bylaw Amendment (Attachment B) would establish a market rental rate for vacant units that would be referenced in the TPB and the City's zoning bylaws to determine the 20% below-market rent rates offered to displaced tenants exercising their right of first refusal for a unit in the new rental redevelopment. To allow for standard enforcement options for the TPB, amendments to the *Ticket Bylaw* (Attachment C) and amendments to the *Bylaw Notice Adjudication Bylaw* (Attachment D) are proposed.

The TPB is proposed to come into effect at the time of adoption since it is largely aligned with the existing Tenant Assistance Policy and would apply to projects without a complete building permit application submitted prior to adoption of the TPB. As directed by Council on May 15, 2025, once the new land use framework is adopted, staff will begin to undertake a review of the TPB's compensation requirements and report back with findings and recommendations.

BYLAW UPDATES FOR ALIGNMENT, IMPLEMENTATION AND CONSISTENCY

The comprehensive updates to the City's land use framework will necessitate amendments to bylaws that are impacted by or otherwise reference the new OCP and related bylaws.

Land Use Procedures Bylaw Amendments

The proposed Land Use Procedures Bylaw Amendment (Attachment E) is intended to align the bylaw with the updated OCP and ensure consistency with modernized zoning. The amendments support implementation of the proposed development permit areas (DPAs) and heritage conservation areas (HCAs), update definitions for consistency, update delegated authorities to streamline approvals and incorporate minor revisions to the fee structure to reflect current permit requirements. In addition, the variance guidelines would be amended to align with the new development permit areas and design standards, supporting greater consistency in staff review. The amendments also simplify the delegated development permit fee structure by moving away from DPA-specific categories and aligning the application fee scale more fairly with project size and type.

Collectively, these amendments support housing delivery, development review efficiency and alignment with the renewed policy framework. A more comprehensive review and update of the Land Use Procedures Bylaw is also planned, after the adoption of the new OCP and Zoning Bylaw.

Reserve Bylaw Amendments

To implement the proposed Amenity Cost Charge (ACC) program, the bylaw for which received introductory readings on July 24, 2025, a new reserve fund must be established for funds collected. It is recommended that Council provide direction to bring forward amendments to the City's *Reserve Fund Bylaw* and the *Reserve Fund Policy* to establish a new ACC Reserve. Moving forward, the City will include information in its Annual Report on contributions collected through the ACC Bylaw, as is required by legislation.

NEW, UPDATED AND STREAMLINED POLICY

A key objective of the 10-Year OCP Update is to streamline the City's policy framework, which has grown in depth and complexity in recent years. The newly proposed Rezoning and Development Policy, a draft of which was presented to Council in April, is the primary mechanism by which the City's complex policy framework will be streamlined and consolidated. The Downtown Core Area Plan will remain in place until a comprehensive update is undertaken but requires updates for alignment with the new framework.

New Rezoning and Redevelopment Policy

The draft Rezoning and Development Policy has been edited to reflect direction provided at the April 17, 2025 meeting (Attachment F). Other edits were made to add clarity and ensure consistency with the OCP and the Downtown Core Area Plan. Additional sections were added to replace existing policy that required notable change in light of the 10-Year OCP Update, including the Liquor Retail Policy (impacted by Zoning Modernization) and the Inclusionary Housing and Community Amenity Policy (impacted by the Amenity Cost Charges Bylaw). These topic areas are now addressed in new sections of the Rezoning and Development Policy, and the current respective policies would be rescinded upon final approval of the Rezoning and Development Policy. The document has also been formatted and copyedited, and minor changes were made to improve clarity.

Updated Downtown Core Area Plan (DCAP)

Revisions are proposed for the Downtown Core Area Plan (Attachment G) for alignment with the updated OCP, associated policies and regulations, and the recently approved Industry, Arts and Innovation District Action Plan. Updates incorporate relevant content from existing plans and policies and key ideas generated through the James Bay Places and Spaces process, particularly for the Inner Harbour District.

Key changes include:

- Revising DCAP boundaries and incorporating land use, built form and public realm policies for “shoulder” areas to reflect the directions currently provided in relevant local area plans.
- Revising the extent of the Government Street Mall to reflect the pedestrianized area and providing public realm direction for other parts of Government Street, in alignment with the Government Street Refresh.

- Updating directions for greenways, pathways, pedestrian and flex street networks, through-block walkways and laneways, and mobility policies to reflect the proposed OCP.
- Revising the DCAP’s density framework, to reflect changes to the City’s land use framework and its approach to density bonusing and voluntary amenity contributions (note: envisioned densities in the downtown core remain the same).

RESCINDING PLANS, POLICIES AND GUIDELINES

Over the past several decades, the City has accumulated a large compendium of plans, policies and guidelines to achieve objectives in the context of growth and development. A number of these are inconsistent with or redundant to the new framework developed as part of the 10-Year OCP Update. Upon final adoption and approval of the updated OCP and related policies and bylaws, it is recommended that several documents be rescinded and removed from the City’s website for clarity. The full list of documents recommended to be rescinded can be found in Attachment H.

CONCLUSIONS

This report brings forward several bylaws for introductory readings as directed by Council on April 17, 2025. These bylaws are part of the 10-Year OCP Update process. It further presents the final draft of the proposed Rezoning and Development Policy and an updated version of the Downtown Core Area Plan, which has been revised for consistency with the 10-Year OCP Update materials and the recently approved Industry Arts and Innovation District Action Plan. The intent is for these bylaws and policies to be considered for final adoption or approval, at or immediately following the public hearing for the updated OCP and modernized zoning, which is scheduled for September 11, 2025.

Respectfully submitted,

Lauren Klose, Manager
Community Planning

Andrea Hudson for Karen Hoese, Director
Planning and Development Department

Report accepted and recommended by the City Manager

List of Attachments

- Attachment A: *Tenant Protection During Redevelopment Bylaw, No. 25-044*
- Attachment B: *Affordable Housing Standards Bylaw, Amendment Bylaw (No. 2), No. 25-053*
- Attachment C: *Ticket Bylaw, Amendment Bylaw (No. 18), No. 25-042*
- Attachment D: *Bylaw Notice Adjudication Bylaw, Amendment Bylaw (No. 7), No. 25-043*
- Attachment E: *Land Use Procedures Bylaw, Amendment Bylaw (No. 22), No. 25-055*
- Attachment F: *Rezoning and Development Policy (2025)*
- Attachment G: *Downtown Core Area Plan (2011, updated 2025)*
- Attachment H: Documents to be Rescinded
- Attachment I: Motions from April 17 Council Meeting

TENANT PROTECTION DURING REDEVELOPMENT BYLAW

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to protect the health and safety of tenants by establishing minimum requirements for owners of residential property during redevelopment in order to mitigate the impact of displacement on tenants.

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Under its statutory powers, including section 8(3)(g), 63 and 63.2 of the *Community Charter* and section 491(11) of the *Local Government Act*, the Council of the Corporation of the City of Victoria, in an open meeting assembled, enacts the following provisions:

PART 1 – INTERPRETATION AND APPLICATION

Title

1. This Bylaw may be cited as the “Tenant Protection During Redevelopment Bylaw”.

Definitions

2. In this Bylaw:
 - (a) **“affected tenant”** means a tenant of a rental unit that resides in the residential property at the time that the land use application for redevelopment is submitted to the City, and whose tenancy agreement is, or will be, terminated in relation to a proposed redevelopment;
 - (b) **“CMHC”** means the Canada Mortgage and Housing Corporation;
 - (c) **“CMHC’s average rent”** means CMHC’s most recent average market rent for affordable rental units of the same unit size, as defined in the Affordable Housing Standards Bylaw (No. 22-056);
 - (d) **“comparable replacement unit”** means a rental unit with the same number of bedrooms and a reasonably similar size to the tenant’s existing rental unit;
 - (e) **“Director”** means the City’s Director of Planning and Development or that person’s designated representative;
 - (f) **“land use application”** means an application for a development permit, heritage alteration permit, temporary use permit, development variance permit, or a building permit, including a building permit associated with demolition;
 - (g) **“owner”** means an owner of residential property that is the subject of a proposed redevelopment;
 - (h) **“redevelopment”** means the following:
 - (i) to demolish residential property for the purpose of constructing a new structure on the parcel on which the property was located, or
 - (ii) to partially demolish residential property to the extent that one or more rental units within the residential property are completely and irreversibly destroyed;

- (i) **“rental unit”** includes
 - (i) living accommodation rented or intended to be rented to a tenant, and
 - (ii) associated common areas, services, facilities and other amenities to which a tenant of the rental unit has access;
- (j) **“residential property”** means a building or part of a building that is or contains a rental unit;
- (k) **“ROFR”** means a right of first refusal;
- (l) **“TAP”** means a tenant assistance plan;
- (m) **“tenancy agreement”** means a written agreement between a landlord and tenant respecting possession of a rental unit;
- (n) **“tenant document”** includes
 - (i) a TAP,
 - (ii) a TAP Compensation Report, and
 - (iii) a TAP ROFR Report;
- (o) **“tenant relocation coordinator”** means a person who has experience and expertise in performing TRC work; and
- (p) **“TRC Work”** includes:
 - (i) acting as the single point of contact for communication with tenants and the City on behalf of the owner,
 - (ii) assisting owners and tenants with preparing and implementing TAPs,
 - (iii) providing early, regular and transparent communication with tenants to explain the tenant relocation process and available benefits,
 - (iv) assisting affected tenants with locating and applying for alternate housing, which may include providing lists of comparable units available for rent, assisting with budgeting, coordinating moving logistics, and scheduling, and
 - (v) liaising with service providers or other relevant authorities as required for the above purposes.

Application

3. This Bylaw applies to all land use applications that entail redevelopment and will result in loss of any rental units.

PART 2 – REDEVELOPMENT COMMUNICATION AND SUBMISSIONS

Tenant Assistance Plan (TAP)

4. (1) Any applicant for a land use application that will result in loss of any rental units through redevelopment must have a TAP approved by the Director prior to seeking issuance of that land use application permit.
- (2) Any applicant that is subject to subsection (1) must provide to the Director a complete TAP – Part A in accordance with subsection (3) concurrently with making the land use application.
- (3) The TAP – Part A submitted pursuant to subsection (2) must be in the form prescribed by the Director and include the following information:
 - (a) the size, type, and rent status (market or non-market) of the residential property undergoing redevelopment and the number of each type of rental unit within the residential property,
 - (b) a rent roll of affected tenants, including their length of tenure and the owner’s proposed assistance to them for the redevelopment in accordance with Part 3 of this Bylaw,
 - (c) if applicable, options for interim housing in property owned by the owner, including details of rental unit size, rent, and availability timeline, and
 - (d) a summary of communication and engagement to date with affected tenants regarding redevelopment and tenant assistance.
- (4) After the Director has reviewed the following information and consulted the applicant, if the tenant assistance proposed to be provided by the owner meets the standards established by this Bylaw, the applicant may complete the TAP – Part B for final approval of the Director:
 - (a) the completed TAP – Part A,
 - (b) any requests for additional assistance received by the City or the applicant from affected tenants,
 - (c) any other tenant communications received by the applicant, and
 - (d) any additional relevant information.

- (5) The completed TAP – Part B pursuant to subsection (4) should contain a list of affected tenants that require additional assistance from the owner, and summarize the assistance to be provided to them by the owner in accordance with Part 3.
- (6) If the Director is satisfied that the requirements of this Bylaw are being satisfied in Part A and Part B of a TAP, the Director may approve the TAP.
- (7) The Director may refuse to issue a land use application permit if an owner subject to subsection (1) has not obtained the Director’s approval of their TAP in accordance with this section.
- (8) The Director may waive the requirement to provide the TAP pursuant to subsection (1) if the land use application is for a subsequent phase of a project that is unchanged, meaning that:
 - (a) within the previous two years, all the information was provided pursuant to this section at an earlier stage of the redevelopment,
 - (b) the impact of the redevelopment on the affected tenants is unchanged, as evidenced by a new rent roll of affected tenants pursuant to subsection (3),
 - (c) the information provided pursuant to this section is unchanged, and
 - (d) the ownership of the residential property is unchanged.
- (9) For the purposes of subsection (1), if the applicant or the owner for the redevelopment is a public housing body as prescribed in the *Residential Tenancy Act*, the Director may approve a TAP that is not in compliance with this section, provided that the Director is satisfied that the TAP provided meets the intent of this Bylaw.

TAP Compensation Report

- 5. (1) Prior to seeking issuance of any building permit, any person required to submit a TAP pursuant to section 4 must provide to the Director for approval a complete TAP Compensation Report in accordance with subsection (2).
- (2) The TAP Compensation Report submitted pursuant to subsection (1) must be in the form prescribed by the Director and include the following information:
 - (a) a summary of communication and engagement with affected tenants since that detailed in the TAP,
 - (b) a summary of assistance offered and provided to affected tenants pursuant to Part 3 of this Bylaw,
 - (c) a summary of the relocation housing options pursuant to section 11 chosen by each affected tenant, and

- (d) a summary of tenant assistance yet to be provided to affected tenants.
- (3) If the Director is satisfied that the requirements of this Bylaw and the applicant's approved TAP are being satisfied, the Director may approve the TAP Compensation Report.
- (4) The Director may refuse to issue a building permit if an owner subject to subsection (1) has not obtained the Director's approval of their TAP Compensation Report in accordance with this section.
- (5) Notwithstanding subsection (1), an applicant or owner that had their alternative TAP approved by the Director pursuant to section 4(9) is not required to provide a TAP Compensation Report.

TAP ROFR Report

- 6. (1) At least forty-five (45) days prior to seeking issuance of any occupancy permit, any person required to submit a TAP pursuant to section 4 must provide to the Director for approval a complete TAP ROFR Report in accordance with subsection (2).
- (2) The TAP ROFR Report submitted pursuant to subsection (1) must be in the form prescribed by the Director and include the following information:
 - (a) a summary of communication and engagement with affected tenants since that detailed in the TAP Compensation Report,
 - (b) a summary of assistance provided to affected tenants pursuant to Part 3 of this Bylaw,
 - (c) a list of affected tenants that have exercised a ROFR to a rental unit in the new or renovated residential property, and
 - (d) the rent amounts being charged to returning tenants that exercised a ROFR.
- (3) If the Director is satisfied that the requirements of this Bylaw and the applicant's approved tenant documents are being satisfied, the Director may approve the TAP ROFR Report.
- (4) The Director may refuse to issue an occupancy permit if an owner subject to subsection (1) has not obtained the Director's approval of their TAP ROFR Report in accordance with this section.
- (5) Notwithstanding subsection (1), anyone that meets either of the following conditions is not required to provide a TAP ROFR Report:
 - (a) An applicant or owner that had their alternative TAP approved by the Director pursuant to section 4(9); or

- (b) An owner that is not constructing any rental units pursuant to the redevelopment.

Tenant Documents – Approval and Effect

- 7. (1) In considering any tenant document for approval or any request to waive a requirement in accordance with this Bylaw, the Director may require:
 - (a) any further information that is reasonably required in order to confirm compliance with the provisions of this Bylaw, and
 - (b) that additional assistance is provided to affected tenants who are especially vulnerable, have disabilities, or are otherwise in need of additional assistance.
- (2) No owner shall fail to comply with the terms or conditions of any City-approved tenant document.
- (3) An owner must not provide an affected tenant with a notice of termination of their tenancy agreement pursuant to a redevelopment unless the owner has strictly complied with the terms and conditions of all City-approved tenant documents.

Communication with Tenants

- 8. (1) Prior to submitting any land use application to the City for a redevelopment, an owner must communicate to all tenants their intention to effect redevelopment.
- (2) Throughout the redevelopment process, an owner must:
 - (a) regularly communicate to affected tenants about the redevelopment, its anticipated impact on affected tenants, and the tenant protection measures available pursuant to this Bylaw; and
 - (b) maintain complete records of communication with tenants, including offers of assistance and housing options pursuant to Part 3 of this Bylaw and acceptances of alternate housing.
- (3) Prior to submitting a TAP to the City pursuant to this Bylaw, the applicant must:
 - (a) communicate to all tenants key information about the proposed redevelopment,
 - (b) share with all tenants the City’s tenant assistance information documents, including forms for requesting additional assistance,
 - (c) obtain input from all affected tenants on the contents of the proposed TAP, and

- (d) for redevelopments that impact five (5) or more rental units, hold at least one all-tenant (in-person or virtual) information meeting at which tenants receive information about the proposed redevelopment and the proposed tenant assistance and have the opportunity to ask questions.
- (4) After submitting the first land use application for the redevelopment, an owner must provide affected tenants with a written update at least once every four (4) months on the redevelopment's progress and expected timelines.
- (5) Within one month after City approval of both the TAP and the first land use application for the redevelopment, owners must notify affected tenants of those approvals and share with each of them that portion of the approved TAP pertaining to their individual tenant assistance package.
- (6) All communications to tenants pursuant to this section must:
 - (a) be posted in a central location in the residential property that is commonly accessed by all tenants,
 - (b) be provided by email or letter to each rental unit, and
 - (c) include contact information for a primary point of contact on behalf of the owner that tenants may direct any inquiries to.
- (7) Notwithstanding subsection (6), communications with personal information about any individual tenants must not be posted in the residential property or shared with anyone besides the affected tenant.
- (8) An owner must make reasonable efforts to ensure that any tenants requesting support in a language other than English are provided with information in their preferred language.

PART 3 – TENANT ASSISTANCE

Financial Compensation

- 9. (1) An owner must provide all affected tenants with financial compensation in accordance with subsection (2) and the City-approved TAP prior to seeking issuance of any building permit for a redevelopment.
- (2) The financial compensation to be provided pursuant to subsection (1) may be either of the following, or a combination of both, at the affected tenant's discretion:
 - (a) a lump sum that is established in accordance with the formula detailed in subsection (3); or

- (b) free rent in their rental unit or for a comparable replacement unit in the same or a different residential property for the period of time for which the tenant is entitled to compensation pursuant to Table 1.
- (3) For the purposes of subsection (2)(a), the financial compensation that the affected tenant is entitled to is the greater of the following for the compensation period they are entitled to pursuant to Table 1:
 - (a) the tenant's existing rent as per the land use application date, and
 - (b) CMHC's average rent.

Table 1

Row	Length of Tenancy	Compensation
1	1 year or less	2 months' rent
2	Over 1 year to 5 years	3 months' rent
3	Over 5 years to 9 years	4 months' rent
4	Over 9 years to 19 years	5 months' rent
5	Over 19 years	6 months' rent

Tenant Relocation Coordinator

- 10. (1) Prior to seeking issuance of any building permit for a redevelopment, an owner must engage a tenant relocation coordinator to perform the TRC work for the redevelopment.
- (2) If a redevelopment will result in the loss of twenty (20) or more rental units, the owner must engage a tenant relocation coordinator that is an independent third party, and not otherwise associated with the owner or applicant.
- (3) The Director may waive the requirement to comply with subsection (2) if there is a lack of tenant relocation coordinator availability, and the owner demonstrates to the satisfaction of the Director that the tenant relocation coordinator engaged is dedicated and capable of performing the TRC work competently such that affected tenants are adequately supported throughout the redevelopment and tenant assistance process.

Relocation Housing Options

- 11. (1) Prior to seeking issuance of any building permit for a redevelopment, an owner must offer each affected tenant with at least three (3) alternate rental unit options for their consideration.
- (2) The alternate rental unit options pursuant to subsection (1) must:
 - (a) be comparable replacement units;

- (b) be located within Greater Victoria, with at least one option within the same general area of the City as their current rental unit;
 - (c) subject to subsection (3), be offered at rent that is:
 - (i) no more than the CMHC's average rent, if the affected tenant's current rent is less than such average, or
 - (ii) at a rate reasonably comparable to the affected tenant's current rent, if their current rent is more than CMHC's average rent; and
 - (d) be tailored to the affected tenant's needs as much as possible, which may include being pet-friendly, accessible, smoke-free, or other requirements.
- (3) If the rent rate for any of the three (3) alternate rental unit options does not comply with subsection (2)(c), then the financial compensation that the affected tenant is entitled to pursuant to section 9(3) shall be increased by one (1) month's rent in order to compensate the affected tenant for their loss of affordable rental options.

Moving Expenses and Assistance

12. (1) For the purposes of moving out of the rental unit for the redevelopment, one of the following two options must be provided to affected tenants, at the discretion of the owner:
- (a) The owner will pay all costs and make all arrangements associated with hiring an insured moving company and moving the affected tenant to another housing unit within the Capital Regional District; or
 - (b) The owner will provide flat-rate compensation to the affected tenant for the costs of moving, which is based on the size of the rental unit they are leaving as follows:
 - (i) \$800 for bachelor and one bedroom rental units,
 - (ii) \$1,100 for two-bedroom rental units, or
 - (iii) \$1,500 for three-bedroom or larger rental units.
- (2) When an affected tenant is exercising their ROFR pursuant to section 13:
- (a) moving expenses in accordance with subsection (1) must be provided for both the move out of the rental unit and the move to return to the residential property,
 - (b) the owner has discretion as to whether to comply with subsection (1)(a) or subsection (1)(b) for the return move, and

- (c) the flat-rate compensation amounts detailed in subsection (1)(b) that the tenant was entitled to for the cost of leaving are unchanged for the return move, regardless of the size of the unit they were occupying in the interim period.
- (3) When an affected tenant has additional needs or disabilities, the Director may require the owner to provide extra moving assistance in addition to the assistance detailed in this section, which may include partnering with health organizations or such other supports as the Director deems necessary.

Right of First Refusal (ROFR)

13. (1) The owner must inform all affected tenants of their ROFR in priority to other persons to rent a comparable replacement unit in the new or renovated residential property that underwent redevelopment in accordance with this section prior to seeking issuance of any building permit for a redevelopment.
- (2) For the purposes of subsection (1), where the new or renovated residential property is market rental housing, the owner must offer affected tenants rental units at rent that is at least 20% less than the rental rates specified in the applicable zoning bylaw for the corresponding type of dwelling unit.
- (3) For the purposes of subsection (2), the applicable zoning bylaw sections referencing the rental rates are
- (a) section 56 in Zoning Regulation Bylaw (No. 80-159), and
 - (b) section 36 in Zoning Bylaw 2018 (No. 18-072).
- (4) At least six (6) months prior to applying for any occupancy permit for the redevelopment, but no more than nine (9) months, the owner must provide written notice to all affected tenants to collect expressions of interest in their ROFR, as captured in the approved TAP, and advise them of the owner's anticipated date of applying for an occupancy permit.
- (5) At least ninety (90) days prior to applying for an occupancy permit, the owner must contact in writing each of the affected tenants who expressed interest in the ROFR with the following information:
- (a) a tenancy agreement for a rental unit in the redevelopment,
 - (b) the details of their rental unit type, location within the residential property, rent, and availability date, and
 - (c) notification that they have no less than forty-five (45) days from receipt of the notice pursuant to this subsection to provide the signed tenancy agreement to the owner, if they wish to accept the rental unit.

- (6) Where the new or renovated residential property is non-market rental housing, subsection (2) does not apply because the owner must comply with the eligibility requirements and legal agreements associated with the redevelopment, as applicable.
- (7) If offers are made to all affected tenants in accordance with subsection (1) but all affected tenants who are interested in exercising the ROFR cannot be accommodated in the new or renovated residential property, tenants will be ranked in priority based on their length of tenure in the residential property prior to redevelopment, with longest tenure being granted rental units first.

PART 4 – MISCELLANEOUS

Offences

- 14. (1) A person commits an offence and is subject to the penalties imposed by this Bylaw, the Ticket Bylaw, the Bylaw Notice Adjudication Bylaw, and the *Offence Act* if that person:
 - (a) contravenes a provision of this Bylaw,
 - (b) consents to, allows, or permits an act or thing to be done contrary to this Bylaw,
 - (c) neglects or refrains from doing anything required by a provision of this Bylaw,
 - (d) alters, falsifies, or otherwise misrepresents any information required to be provided pursuant to this Bylaw, including a tenant document.
- (2) Each day that a contravention of a provision of this Bylaw continues is a separate offence.

Penalties

- 15. A person found guilty of an offence under this Bylaw is subject to a fine of not less than \$100.00 and not more than \$50,000.00 for every instance that an offence occurs or each day that it continues.

Severability

- 16. If any provision or part of this Bylaw is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, it shall be severed from the Bylaw and the balance of the Bylaw, or its application in the circumstances, shall not be affected and shall continue to be in full force and effect.

PART 5 – TRANSITION, REPEAL, COMMENCEMENT

Transition Provision

- 17. (1) This Bylaw does not apply to any complete building permit application received by the City prior to the date of adoption of this Bylaw.
- (2) Notwithstanding subsection (1), an applicant may elect to have this Bylaw apply to their building permit application by notifying the Director in writing, in which case, this Bylaw applies to that application.
- (3) The election under subsection (2) is final and irrevocable.

Repeal of Transition Provision

- 18. Section 17 of this Bylaw is repealed.

Commencement

- 19. This Bylaw comes into force on adoption, except section 18, which comes into force on the day that is one year after the date of adoption of this Bylaw.

READ A FIRST TIME the	day of	2025
READ A SECOND TIME the	day of	2025
READ A THIRD TIME the	day of	2025
ADOPTED on the	day of	2025

CITY CLERK

MAYOR

AFFORDABLE HOUSING STANDARDS BYLAW, AMENDMENT BYLAW (NO. 2)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this bylaw is to amend the Affordable Housing Standards Bylaw to establish City affordability targets for the purposes of tenants’ rights of first refusal in redeveloped properties pursuant to the Tenant Protection During Redevelopment Bylaw.

Under its statutory powers, including sections 8(3)(g), 63 and 63.2 of the *Community Charter* and section 491(11) of the *Local Government Act*, the Council of the Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

1. This Bylaw may be cited as the “AFFORDABLE HOUSING STANDARDS BYLAW, AMENDMENT BYLAW (NO. 2)”.

Amendments

2. The Affordable Housing Standards Bylaw No. 22-056 is amended as follows:
 - (a) by inserting the following new section immediately after section 5 (and Table 3):
 - “5.a. Subject to section 6, for the purposes of tenants’ right of first refusal in new or recently renovated rental units, the maximum rents for below-market rental units are those provided in Table 3.a., for the corresponding type of dwelling unit.

Table 3.a.

Affordability Target		Studio Dwelling Unit	1 Bedroom Dwelling Unit	2 Bedroom Dwelling Unit	3 Bedroom Dwelling Unit	4+ Bedroom Dwelling Unit
2024 CMHC Average Rent of Vacant Units	Maximum Monthly Rent	\$1,814	\$2,037	\$2,695	\$3,047	

- (b) in section 6, by repealing “Tables 1, 2, and 3” and replacing it with “Tables 1, 2, 3, and 3.a.”; and

TICKET BYLAW, AMENDMENT BYLAW (NO. 18)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Ticket Bylaw to reflect the offences under the updated Zoning Bylaw 2018 and the new Tenant Protection During Redevelopment Bylaw.

Under its statutory powers, including sections 260 to 273 of the *Community Charter*, the Council of the Corporation of the City of Victoria, in an open meeting assembled, enacts the following provisions:

Title

1. This Bylaw may be cited as the “TICKET BYLAW, AMENDMENT BYLAW (NO. 18)”.

Ticket Bylaw Amendments

2. Bylaw No. 10-071, the Ticket Bylaw, is amended as follows:

- (a) in the table of contents, by inserting the following new entry directly after “Schedule MM Streets and Traffic Bylaw Offences and Fines”:

“Schedule MM.1 Tenant Protection During Redevelopment Bylaw Offences and Fines”;

- (b) in Schedule A, at Item Number 49, Column 1, by repealing “section 1.1.10”, and replacing it with “section 3.1.2”;
- (c) in Schedule A, by inserting the following new row immediately before current Item Number 42, and renumbering all subsequent Item Numbers accordingly:

42	Tenant Protection During Redevelopment Bylaw	Bylaw Officer
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- (d) by inserting directly after Schedule MM the Schedule MM.1 attached to this Bylaw as Appendix 1; and
- (e) by repealing Schedule SS and replacing it with the new schedule attached to this Bylaw as Appendix 2.

Effective Date

3. This bylaw comes into force on adoption.

READ A FIRST TIME the day of 2025

READ A SECOND TIME the day of 2025

READ A THIRD TIME the day of 2025

ADOPTED on the day of 2025

CITY CLERK

MAYOR

Appendix 1

Schedule MM.1**Tenant Protection During Redevelopment Bylaw
Offences and Fines**

Item #	Column 1 - Offence	Column 2 - Section	Column 3 - Set Fine	Column 4 – Fine if paid within 30 days
1	Seeking land use application permit without approved TAP	4(1)	\$1,500	\$1,500
2	Seeking building permit without approved TAP Compensation Report	5(1)	\$1,500	\$1,500
3	Seeking occupancy permit without approved TAP ROFR Report	6(1)	\$1,500	\$1,500
4	Non-compliance with approved tenant document	7(2)	\$3,000	\$3,000
5	Termination of tenancy without compliance with tenant documents	7(3)	\$3,000	\$3,000
6	No communication with tenants prior to land use application	8(1)	\$2,000	\$2,000
7	Failure to provide update every 4 months	8(4)	\$1,000	\$1,000
8	Failure to notify of TAP approval	8(5)	\$1,500	\$1,500
9	Contravention of bylaw	14(1)(a), 14(1)(b), 14(1)(c)	\$2,000	\$2,000
10	Alters, falsifies or misrepresents information	14(1)(d)	\$3,000	\$3,000

Appendix 2

Schedule SS**Zoning Bylaw 2018
Offences and Fines**

Item #	Column 1 - Offence	Column 2 - Section	Column 3 - Set Fine	Column 4 – Fine if paid within 30 days
1	Use/allow use contrary to bylaw	3.1.2	\$350.00	\$300.00
2	Place, erect, construct or alter contrary to bylaw	3.1.3	\$350.00	\$300.00
3	More than one building on lot, or a building on more than one lot	3.1.4	\$350.00	\$300.00
4	Parking, loading, screening or landscaping contrary to bylaw	3.1.5	\$350.00	\$300.00
5	Non-compliance with development permit, heritage alteration permit, development variance permit or temporary use permit	3.1.7	\$350.00	\$300.00
6	Fences – unlawful materials	3.1.25.a	\$250.00	\$200.00
7	Unlawful fence height – existing residential	3.1.25.e	\$100.00	\$75.00
8	Unlawful fence height – other	3.1.25.f, 3.1.25.g	\$250.00	\$200.00
9	Unlawful fence post, gate post, gate or decorative feature height	3.1.25.i, 3.1.25.j	\$100.00	\$75.00
10	Fence interfering with site triangle	3.1.25.l	\$250.00	\$200.00

BYLAW NOTICE ADJUDICATION BYLAW, AMENDMENT BYLAW (NO. 7)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Bylaw Notice Adjudication Bylaw to reflect the offences under the updated Zoning Bylaw 2018 and the new Tenant Protection During Redevelopment Bylaw.

Under its statutory powers, including section 260 of the *Community Charter* and sections 2, 4 and 6 of the *Local Government Bylaw Notice Enforcement Act*, the Council of the Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

1. This Bylaw may be cited as the “Bylaw Notice Adjudication Bylaw, Amendment Bylaw (No. 7)”.

Bylaw Notice Adjudication Bylaw Amendments

2. Bylaw No. 16-017, the Bylaw Notice Adjudication Bylaw, is amended as follows:
 - (a) in the table of contents, by inserting the following new entry directly after “Schedule MM Streets and Traffic Bylaw Contraventions and Penalties – Parking”:

“Schedule MM-1 Tenant Protection During Redevelopment Bylaw
Contraventions and Penalties”;
 - (b) by inserting directly after Schedule MM the Schedule MM-1 attached to this Bylaw as Appendix 1;
 - (c) by repealing Schedule SS and replacing it with the new schedule attached to this Bylaw as Appendix 2; and
 - (d) in Schedule UU, in the row for “Screening Officer III”, under both Column 2 and Column 3, repeal “section 1.1.10” and replace it with “section 3.1.2”.

Effective Date

3. This Bylaw comes into force on adoption.

READ A FIRST TIME the	day of	2025
READ A SECOND TIME the	day of	2025
READ A THIRD TIME the	day of	2025
ADOPTED on the	day of	2025

CITY CLERK

MAYOR

Appendix 1

**SCHEDULE MM-1
TENANT PROTECTION DURING REDEVELOPMENT CONTRAVENTIONS AND PENALTIES**

Bylaw Section	Description	A Penalty	B Discount Amount	C Surcharge Amount
4(1)	Seeking land use application permit without approved TAP	\$500.00	\$100.00	\$100.00
5(1)	Seeking building permit without approved TAP Compensation Report	\$500.00	\$100.00	\$100.00
6(1)	Seeking occupancy permit without approved TAP ROFR Report	\$500.00	\$100.00	\$100.00
7(2)	Non-compliance with approved tenant document	\$500.00	\$125.00	\$125.00
7(3)	Termination of tenancy without compliance with tenant documents	\$500.00	\$125.00	\$125.00
8(1)	No communication with tenants prior to land use application	\$500.00	\$100.00	\$100.00
8(4)	Failure to provide update every 4 months	\$500.00	\$62.50	\$62.50
8(5)	Failure to notify of TAP approval	\$500.00	\$62.50	\$62.50
14(1)(a), 14(1)(b), 14(1)(c)	Contravention of bylaw	\$500.00	\$100.00	\$100.00
14(1)(d)	Alters, falsifies or misrepresents information	\$500.00	\$125.00	\$125.00

Appendix 2

**SCHEDULE SS
ZONING BYLAW 2018 CONTRAVENTIONS AND PENALTIES**

Bylaw Section	Description	A Penalty	B Discount Amount	C Surcharge Amount
3.1.2	Use/allow use contrary to bylaw	\$350.00	\$87.50	\$87.50
3.1.3	Place, erect, construct or alter contrary to bylaw	\$350.00	\$87.50	\$87.50
3.1.4	More than one building on lot, or a building on more than one lot	\$350.00	\$87.50	\$87.50
3.1.5	Parking, loading, screening or landscaping contrary to bylaw	\$350.00	\$87.50	\$87.50
3.1.7	Non-compliance with development permit, heritage alteration permit, development variance permit or temporary use permit	\$350.00	\$87.50	\$87.50
3.1.25.a	Fences – unlawful materials	\$250.00	\$62.50	\$62.50
3.1.25.e	Unlawful fence height – existing residential	\$100.00	\$25.00	\$25.00
3.1.25.f, 3.1.25.g	Unlawful fence height – other	\$250.00	\$62.50	\$62.50
3.1.25.i, 3.1.25.j	Unlawful fence post, gate post, gate or decorative feature height	\$100.00	\$25.00	\$25.00
3.1.25.l	Fence interfering with site triangle	\$250.00	\$62.50	\$62.50

LAND USE PROCEDURES BYLAW, AMENDMENT BYLAW (NO. 22)

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Land Use Procedures Bylaw to:

- reflect the new development permit areas and heritage conservation areas within the Official Community Plan Bylaw, 2025, and
- make updates necessary as a result of the Zoning Modernization Project.

Under its statutory powers, including Parts 14 and 15 of the *Local Government Act* and sections 154 and 194 of the *Community Charter*, the Council of the Corporation of the City of Victoria in an open meeting assembled enacts the following provisions:

Title

1. This Bylaw may be cited as the “LAND USE PROCEDURES BYLAW, AMENDMENT BYLAW (NO. 22)”.

Definition

2. In this Bylaw, “**LUP Bylaw**” means Bylaw No. 16-028, Land Use Procedures Bylaw, 2016.

Amendments

3. The LUP Bylaw is amended as follows:
 - (a) in section 4, at the definition of “Official Community Plan”, the year “2012” is repealed and replaced with “2025”;
 - (b) in section 4, the definition of “affordable housing” is by repealed and replaced with the following:

“**affordable housing**” means

any housing unit which is subject to a housing agreement with the City, or a covenant in favour of the City, securing its use as a below-market housing unit for a minimum of 60 years, and part of a development that is:

- (a) wholly owned and operated by a registered non-profit residential housing society or government agency, or
- (b) operated by a housing cooperative incorporated under the *Cooperative Association Act*, or

(c) operated by a registered non-profit residential housing society or government agency pursuant to a legally binding arrangement with the property owner”; and

(c) section 21A is repealed.

4. The LUP Bylaw is further amended in Schedule A as follows:

(a) in sections 2(5)(a)(v) and 2(8)(a)(iii), “15F” is repealed and replaced with “1”;

(b) section 2(5)(vi) is repealed; and

(c) section 2(8) is repealed and replaced with the following:

“(8) Notwithstanding paragraphs (4) and (6), the base application fee for a permit which the Director is authorized to issue is as follows:

(a) the base application fee for a development permit application that is entirely residential and is pertaining to:

(i) less than or equal to three dwelling units (regardless of dwelling unit type) is \$3000; or

(ii) more than three dwelling units (regardless of dwelling unit type) is \$6000 plus \$2.50 per square metre of floor area.

(b) the base application fee for a development permit application that is non-residential use or mixed use:

(i) a proposal equal to or under 500 square metres is \$3000 plus \$2.50 per square metre of floor area;

(ii) a proposal over 500 square metres is \$6000 plus \$2.50 per square metre of floor area.

(c) the base application fee for a heritage alteration permit for a single family dwelling or duplex is \$0; and

(d) the base application fee for a permit not addressed in subparagraphs (a), (b), or (c) is \$200.”

5. The LUP Bylaw is further amended as follows:

(a) in Schedule D, by repealing the table entirely and replacing it with the table contained in Appendix 1 of this Bylaw; and

(b) in Schedule D-2, by repealing sections (a) and (b) and replacing them with the following:

Appendix 1**Schedule D****DELEGATED APPROVALS**

The Director is authorized to issue the types of permits listed in Column A, in the areas set out in Column B, subject to the conditions specified in Column C of the following table.

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
1	DP for new buildings, building additions, structures and equipment	DPA 1: General Urban Design EDPA: Shorelines and Waterways HCA1: Commercial Heritage	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit valid for two years from the date of issuance.
2	HAP without variances for a single family dwelling, duplex, or triplex	All DP Areas and all HCAs	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit valid for two years from the date of issuance.
3	DP, HAP, or DVP authorizing minor amendments to plans attached to or referenced in an existing approved permit	All DP Areas and all HCAs	The Director is satisfied that the proposed amendments are substantially in accord with the terms and conditions of the original approved permit, including variances and are consistent with the guidelines under the OCP. The expiry date of the original permit applies.
4	DP or HAP for the renewal of an existing valid DP or HAP	All DP Areas and all HCAs	The permit being renewed must be: <ul style="list-style-type: none"> ○ unexpired at the time of application; ○ unchanged from the original application, unless the changes are for consistency with new policies or regulations. Permit valid for two years from the date of issuance.
5	DP for new buildings, building additions, structures and equipment that are less than 100 m ² in floor area	DPA 1: General Urban Design DPA 2: Downtown Core DPA 3: Songhees HCA 1: Commercial Heritage HCA 2: Residential Heritage	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit is valid for two years from the date of issuance.
6	DP for floating buildings, floating building additions or floating structures of any size	Fisherman's Wharf Subarea within DPA 2: Downtown Core	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit is valid for two years from the date of issuance.

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
7	DP for floating buildings, floating building additions and floating structures that do not exceed 100 m ² in floor area	All DP Areas and all HCAs	<p>The Director is satisfied that the application is consistent with any applicable guidelines in the OCP.</p> <p>Permit is valid for two years from the date of issuance.</p>
8	DP or HAP for the replacement of exterior materials on existing buildings	All DP Areas and all HCAs	<p>The Director is satisfied that the application is consistent with any applicable guidelines in the OCP.</p> <p>Permit is valid for two years from the date of issuance.</p>
9	DP or HAP for landscaping changes where there is an approved, or previously approved, DP or HAP.	All DP Areas and all HCAs	The proposed landscaping must comply with applicable design guidelines or be in accordance with a landscape plan that is attached to and forms part of an approved permit.
10	DP or HAP for landscaping changes without an approved Development Permit or Heritage Alteration Permit	DPA 2: Downtown, HCA 1: Commercial Heritage and EDPA 1: Shoreline and Waterways	The proposed landscaping must comply with applicable guidelines.
11	DP or HAP for temporary buildings and structures that do not exceed 100 m ² in floor area	All DP Areas and all HCAs	<p>Temporary buildings and structures located on private property.</p> <p>Covenant in place to ensure removal of temporary buildings or structures within two years from the date of issuance of the Development Permit or Heritage Alteration Permit for the temporary building or structure.</p>
12	DP or HAP for temporary construction trailers and temporary residential unit sales trailers	All DP Areas and all HCAs	<p>Temporary construction trailers and temporary residential unit sales trailers located on private property.</p> <p>Covenant is in place to ensure removal of temporary construction trailers and temporary residential unit sales trailers subject to the following time frame:</p> <ul style="list-style-type: none"> ○ Six months after the date the City issues an Occupancy Permit for the principal building or structure on the property; or ○ Six months after the date that the principal building or structure on the property is no longer the subject of a valid and subsisting Building Permit; or ○ If neither a Building Permit or Occupancy Permit is required or will be issued for the principal building on the property, then two years from the date of issuance of the Development Permit or Heritage Alteration Permit for the temporary construction trailers and

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
			temporary residential unit sales trailer.
13	DP for new buildings and building additions that are less than 150m ² in floor area.	Dockside and Roundhouse Sub-Area within DPA 3: Songhees	The proposed building and building addition must comply with applicable guidelines. Permit is valid for two years from the date of issuance.
14	DP for changes to landscaping previously approved under a Development Permit or Heritage Alteration Permit	Dockside and Roundhouse Sub-Area within DPA 3: Songhees	The proposed landscaping must comply with applicable guidelines or be in accordance with a landscape plan that is attached to and form part of an approved permit. Permit is valid for two years from the date of issuance.
15	A DP or HAP with a parking variance, where: i) the DP or HAP is delegated elsewhere in this table; and ii) the change of use is permitted in the zoning bylaw; and iii) the variance does not exceed 20 motor vehicle parking stalls; and iv) the total variance of long-term and/or short-term bicycle parking stalls does not exceed 6 stalls.	All DP Areas and all HCAs	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. The Director is satisfied that the proposal associated with the proposed parking variance does not adversely impact the neighbourhood by unduly contributing to curb or on-street parking issues and that suitable Transportation Demand Management measures are secured by legal agreement as required. Permit is valid for two years from the date of issuance.
16	A DP or HAP with a parking variance, where: i) the DP or HAP is delegated elsewhere in this table; and ii) the change of use is permitted in the zoning bylaw; and iii) the existing number of parking stalls is lawfully non-conforming pursuant to section 525 and 529 of the <i>Local Government Act</i> ; and iv) the proposed new use requires no more than 20 additional motor vehicle parking stalls, even if the total variance for the building exceeds 20 motor vehicle parking stalls; and v) the proposed new use requires no more than 6 additional bicycle parking	All DP Areas and all HCAs	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. The Director is satisfied that the proposal associated with the proposed parking variance does not adversely impact the neighbourhood by unduly contributing to curb or on-street parking issues and that suitable Transportation Demand Management measures are secured by legal agreement as required. Permit is valid for two years from the date of issuance.

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
	stalls, even if the total variance for the building exceeds 6 bicycle parking stalls.		
17	<p>A DVP for a minor parking variance, where the criteria to determine if a variance is minor is as follows:</p> <ul style="list-style-type: none"> i) the change of use is permitted in the zoning bylaw; and ii) the variance does not exceed 20 motor vehicle parking stalls; and iii) the total variance of long-term and/or short-term bicycle parking stalls does not exceed 6 stalls. 	N/A	<p>The Director is satisfied that the proposed variance is in accordance with the following guidelines:</p> <ul style="list-style-type: none"> i) the proposed parking variance does not adversely impact the neighbourhood by unduly contributing to curb or on-street parking issues, and ii) suitable Transportation Demand Management measures are secured by legal agreement as required. <p>Permit is valid for two years from the date of issuance.</p>
18	<p>A DVP for a minor parking variance, where the criteria to determine if a variance is minor is as follows:</p> <ul style="list-style-type: none"> i) the change of use is permitted in the zoning bylaw; and ii) the existing number of parking stalls is lawfully non-conforming pursuant to section 525 and 529 of the <i>Local Government Act</i>; and iii) the proposed new use requires no more than 20 additional motor vehicle parking stalls, even if the total variance for the building exceeds 20 motor vehicle parking stalls; and iv) the proposed new use requires no more than 6 additional bicycle parking stalls, even if the total variance for the building exceeds 6 bicycle parking stalls. 	N/A	<p>The Director is satisfied that the proposed variance is in accordance with the following guidelines:</p> <ul style="list-style-type: none"> i) the proposed parking variance does not adversely impact the neighbourhood by unduly contributing to curb or on-street parking issues, and ii) suitable Transportation Demand Management measures are secured by legal agreement as required. <p>Permit is valid for two years from the date of issuance.</p>
19	DP, with or without variances, for new buildings, building additions, structures and equipment for residential developments with secured affordability	All DP Areas	<p>The proposed development complies with the applicable guidelines.</p> <p>The proposed development is:</p> <ol style="list-style-type: none"> 1. subject to a legal agreement securing affordability and rental

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
			<p>tenure for a minimum period of 60 years, and is either:</p> <ol style="list-style-type: none"> a. wholly owned and operated by a public housing body, as prescribed in the <i>Residential Tenancy Act</i>, or b. operated by a public housing body, as prescribed in the <i>Residential Tenancy Act</i>, pursuant to a legally binding arrangement with the property owner; or <p>2. subject to a legal agreement securing affordability for a minimum period of 60 years and is either wholly owned and operated by a housing cooperative meeting the below requirements, or operated by a housing cooperative that meets the below requirements and operates the development pursuant to a legally binding arrangement with the property owner:</p> <ol style="list-style-type: none"> a. the housing cooperative must <ol style="list-style-type: none"> i. be a housing cooperative pursuant to the <i>Cooperative Association Act</i>, ii. have purposes including the provision of affordable housing to low- or moderate-income households, and iii. have constating documents preventing the remuneration of directors and providing for the disposition of assets on dissolution or wind-up to an organization with similar purposes and restrictions. <p>Permit is valid for two years from the date of issuance.</p>
20	<p>A Development Variance Permit, a DP with a variance or a HAP with a variance where the variance relates to:</p> <ol style="list-style-type: none"> i) the number of accessible parking spaces or van accessible parking spaces ii) the design specifications of 	All DP Areas and all HCAs	<p>The Director is satisfied that the application is consistent with any applicable guidelines in the OCP.</p> <p>The applicant has provided evidence to the satisfaction of the Director that demonstrates that site conditions prevent:</p> <ol style="list-style-type: none"> i) the number of required accessible or van accessible parking spaces from being installed;

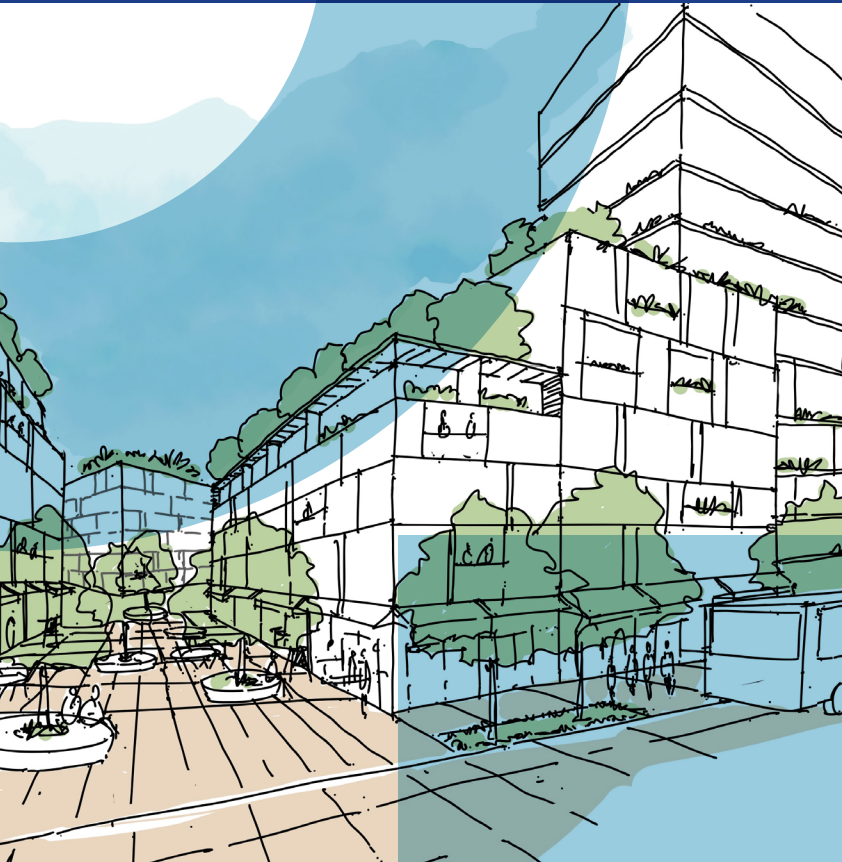
Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
	<p>spaces described in i) above</p> <p>iii) the number of motor vehicle parking stalls resulting from a requirement to install accessible parking spaces or van accessible parking spaces</p>		<p>ii) full compliance with the design specifications; and that all reasonable efforts have been made to maximize the provision of accessible or van accessible parking spaces and/or to comply with the design specifications.</p> <p>Where the provision of accessible parking results in a variance relating to motor vehicle parking stalls, including visitor stalls, the Director is satisfied that this variance does not adversely impact the neighbourhood by unduly contributing to on-street parking issues.</p> <p>Permit is valid for two years from the date of issuance.</p>
21	<p>DPs or HAPs, with or without variances, for new buildings, building additions, structures and equipment for child care facilities</p>	<p>All DP Areas and all HCAs</p>	<p>The Director is satisfied that the application is consistent with any applicable guidelines in the OCP.</p> <p>Permit is valid for two years from the date of issuance.</p>
22	<p>A DP or HAP with minor variance(s) related to size, siting, or dimensions of a building, structure or use that is permitted on the land, where:</p> <p>i) the DP or HAP is delegated elsewhere in this table; and</p> <p>ii) the criteria to determine if a proposed variance is minor is in Schedule D-1.</p>	<p>All DP Areas and all HCAs</p>	<p>The Director is satisfied that the application is consistent with any applicable guidelines in the OCP.</p> <p>Permit is valid for two years from the date of issuance.</p>
23	<p>A DVP for minor variance(s) related to size, siting, or dimensions of a building, structure or use that is permitted on the land, where the criteria to determine if a proposed variance is minor is in Schedule D-1.</p>	<p>N/A</p>	<p>The Director is satisfied that the proposed variance is in accordance with the guidelines in Schedule D-2.</p> <p>Permit is valid for two years from the date of issuance.</p>
24	<p>A DP or HAP with minor variance(s) related to design standards of parking, where:</p>	<p>All DP Areas and all HCAs</p>	<p>The Director is satisfied that the proposed variance would not result in any safety or accessibility concerns or operational issues.</p>

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
	i) the DP or HAP is delegated elsewhere in this table; and ii) the criteria to determine if a proposed variance is minor is when the variance is related to any of the following: <ul style="list-style-type: none"> • Sections 2-3 of Schedule C of the Zoning Regulation Bylaw; or • Sections 5.1.2-5.1.5 of Zoning Bylaw 2018. 		Permit is valid for two years from the date of issuance.
25	A DVP for minor variance(s) related to design standards of parking, where the criteria to determine if a proposed variance is minor is when the variance is related to any of the following: <ul style="list-style-type: none"> • Sections 2-3 of Schedule C of the Zoning Regulation Bylaw; or • Sections 5.1.2-5.1.5 of Zoning Bylaw 2018. 	N/A	The Director is satisfied that the proposed variance is in accordance with the following guidelines: the proposed variance would not result in any safety or accessibility concerns or operational issues. Permit is valid for two years from the date of issuance.
26	A DP or HAP, with or without variances, for new buildings and building additions for small-scale multi-unit housing in a restricted zone.	All DP Areas	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit is valid for two years from the date of issuance.
27	A DP or HAP, with or without variances, for new residential, where at least 50% of the total floor area is comprised of residential use: <ul style="list-style-type: none"> • up to 1.6:1 FSR; or • up to 2.6:1 FSR when Zoning Bylaw 2018, Schedule C – Density Benefits, section a. or b. applies; or • up to 2.75: 1 FSR when Zoning Bylaw 2018, Schedule C – Density Benefits, section e. applies. 	All DP Areas and all HCAs	The Director is satisfied that the application is consistent with any applicable guidelines in the OCP. Permit is valid for two years from the date of issuance.
28	A DP for Tenant Assistance Plan for	TDPA 1: Tenant Protection	The Director is satisfied the proposed Tenant Assistance Plan complies with

Row #	A. Permit Types	B. DPAs and HCAs	C. Conditions
	residential, commercial, or industrial development that results in displacement of any residential tenants from their rental unit.		the Tenant Protection During Redevelopment Bylaw and OCP. Permit is valid for two years from the date of issuance.

CITY OF VICTORIA

Rezoning and Development Policy



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Diagrams and photos used in this document are for illustrative purposes only.

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



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About This Document

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 rezoning applications and other development proposals under various conditions and in specific parts of the city.

When To Use This Document

This document should be used in conjunction with the City's OCP to guide new development in Victoria. Builders, developers and community members should reference this document when preparing development proposals to ensure general alignment with the City's objectives. The City will use this document to inform decisions related to land use and development in specific contexts, as described below.

This document 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 document 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, 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: the Downtown Core Area Plan, other plans, guidelines and policies related to street design, linear parkways and the public realm.

All development applications considered under this policy should:

- Clearly identify site constraints or policy conflicts.
- Demonstrate a thoughtful and integrated design response to the identified conflicts.
- Seek to balance citywide priorities by considering local context, needs and contributions to citywide objectives.
- In the context of residential development, consider the City's priority housing needs as identified in the most recent Housing Needs Report.
- Propose creative solutions that align with City policies, guidelines and standards.

Organization of This Document

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 rezoning or zoning variance applications 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

Policies in this part are aligned with the OCP's Urban Structure Concept and provide development guidance for specific areas of the city.

Introduction to Area Specific Guidance

Nodes

- **Town Centres** are large, higher density mixed-use nodes along the Transit Priority Network. They provide regional and citywide 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 programmed 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 along the Transit Priority Network and often serve as Minor Mobility Hubs that 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 just burgeoning.
- **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

- The **Core Songhees District** is located in Victoria West, across the harbour from the downtown core. The area was once the Songhees Reserve, but subsequently saw the displacement of the Songhees Nation for industrial development and has since transitioned to primarily residential use including areas governed by Master Development Agreements.
- The **Midtown Employment District** is centered along the Douglas Street regional Rapid Transit corridor north of the Downtown Core. The area includes Urban Industrial Reserve lands, General Employment Lands, and Cecelia–Sumas Area and is envisioned to support job growth and business diversity at the core of the region.
- The **Urban Industrial Reserve (UIR)** consists of Industrial Employment areas, which accommodate a mix of industrial and marine industrial areas along Victoria's Working Harbour, which serve industries reliant on waterfront access. The UIR protects Victoria's limited industrial and employment lands to support economic vitality, innovation and essential services.

For additional guidance on the Downtown and Legislative Districts, see the Downtown Core Area Plan.

For the Jubilee Employment District, see Section 1.3: Jubilee Town Centre and Fort at Richmond Village.

Notes on Interpretation

This part of the document 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 document.

	Anticipated Land Uses	General Built Form
Community Villages	<ul style="list-style-type: none"> Commercial and residential mixed-use or commercial buildings, with active ground-floor uses along main streets Arts, culture and community-serving uses Tourist accommodation 	<ul style="list-style-type: none"> Low-rise buildings up to four storeys and generally 2:1 FSR Buildings up to six 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	<ul style="list-style-type: none"> Employment uses on lower floors Residential or employment uses on upper floors Minimum of 0.5:1 FSR of employment space 	<ul style="list-style-type: none"> Buildings up to six storeys and generally 3:1 FSR as guided by policies for individual Villages, Town Centres and Districts
General Employment	<ul style="list-style-type: none"> Diverse commercial and light industrial uses 	<ul style="list-style-type: none"> Buildings of up to six storeys and generally 3:1 FSR that support employment uses
Industrial Employment	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Buildings up to six storeys and generally 3:1 FSR
Industrial Employment and Residential Mixed-Use	<ul style="list-style-type: none"> Low-impact light industrial on lower floors Residential or non-residential on upper floors At least 0.5:1 FSR of light industrial space 	<ul style="list-style-type: none"> Buildings up to five storeys and generally 2.5:1 FSR as guided by policies for individual Villages, Town Centres and Districts
Local and Historic Villages	<ul style="list-style-type: none"> Commercial and residential mixed-use or commercial buildings, with active ground-floor uses along main streets Arts and culture uses 	<ul style="list-style-type: none"> Buildings up to four storeys and generally 2:1 FSR Additional height and density as specified for individual Villages
Marine Industrial	<ul style="list-style-type: none"> Marine industrial uses including shipping, manufacturing, processing, transportation, warehousing and accessory office uses that respect and respond to harbour objectives 	<ul style="list-style-type: none"> Diverse built forms supporting the envisioned land uses

Residential Fabric	<ul style="list-style-type: none"> • Residential uses • Arts, culture and community-serving uses • Limited commercial uses 	<ul style="list-style-type: none"> • A mix of ground-oriented and apartment forms of up to four storeys and generally 1.6:1 FSR • A mix of ground-oriented and apartment forms of up to six 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	<ul style="list-style-type: none"> • A mix of retail, commercial, employment, residential, cultural and community-serving uses as described in individual Town Centre policies 	<ul style="list-style-type: none"> • Buildings of up to six storeys and generally 3:1 FSR • Development of up to 18 storeys and generally 5:1 FSR considered consistent with policies for individual Town Centres
Waterfront Villages	<ul style="list-style-type: none"> • Commercial and residential mixed-use with active ground-floor uses • Tourist accommodation in select Villages 	<ul style="list-style-type: none"> • Buildings of four- to six-storeys as specified in policies for individual waterfront Villages

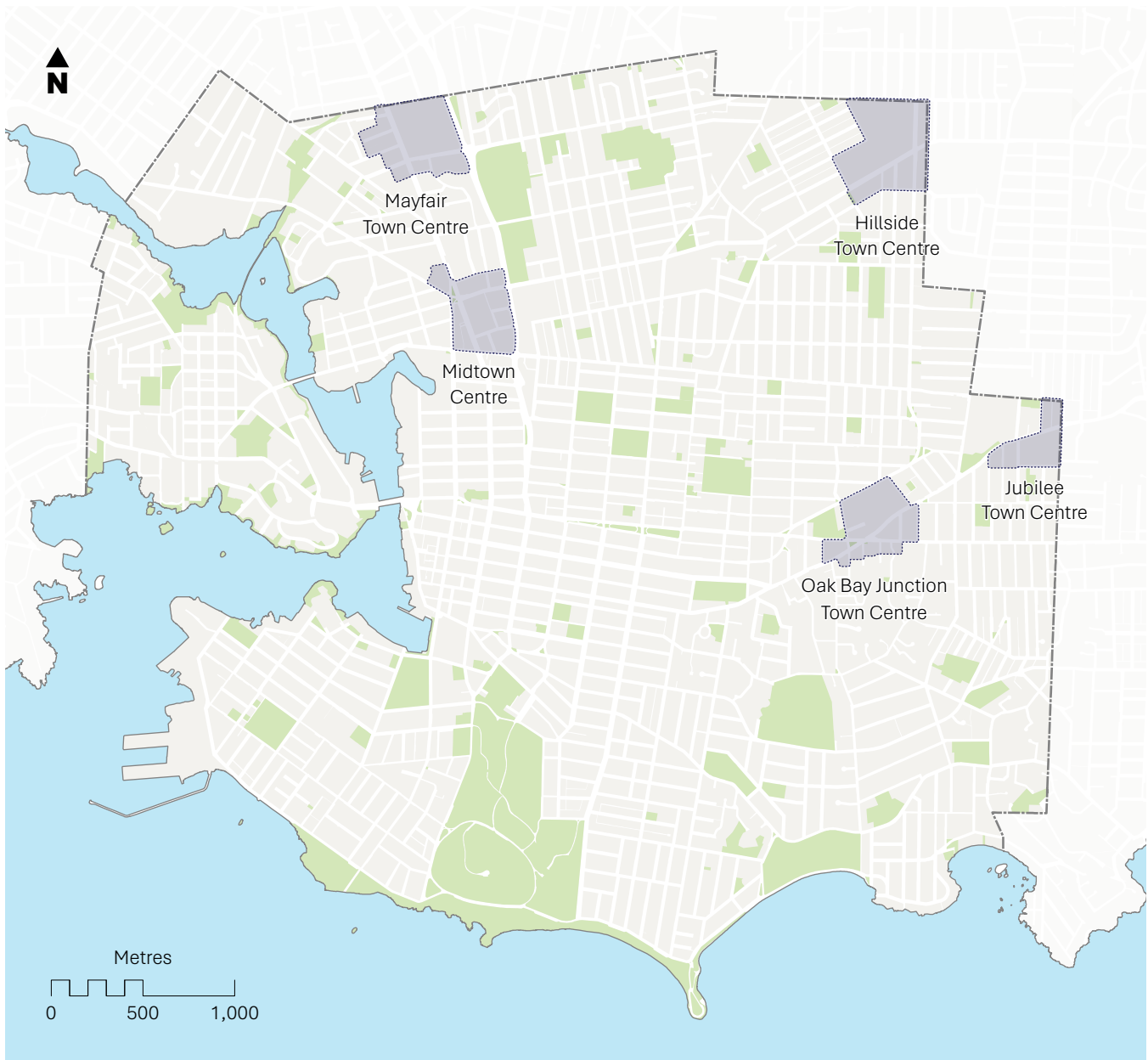
1. Town Centres

Town Centres are identified in the OCP as major nodes outside of the Downtown Core. Town Centres are envisioned to be home to significant employment, institutional and cultural anchors and provide diverse housing options. They are also envisioned to be Major Mobility Hubs where key transit routes and mobility networks meet to provide 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 chapter provides policies that support the unique role and evolution of each Town Centre, as well as general guidance applicable to all.

Figure 1: Town Centres Overview Map



1.1. General Guidance for Town Centres

Town Centres play an important role in realizing the OCP's Vision 2050. 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 eight to 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 in the broader network.

1.1.4. Active Ground-Floor Uses to Support Pedestrian Activity

Key locations within Town Centres should include active ground-floor uses which generate foot traffic and pedestrian interest. These locations vary within each Town Centre and may include main streets, areas near transit stations, development adjacent to plazas and public spaces, or other key locations that support high levels of pedestrian activity. Active uses may include retail stores, food and drink establishments, personal services, theaters, cultural venues and entertainment, as well as some professional and medical services.

Within these areas, 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.

1.1.5. 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.

1.1.6. General Mobility Guidance

Redevelopment should support the realization of the City's mobility objectives to more safely, comfortably and directly connect residents and employees to transit hubs, key destinations and amenities, with low-carbon and affordable options. Curb space will be prioritized for transit and active transportation uses on arterial routes within Town Centres. Vehicle parking and car share vehicles should generally be located within a development's parkade where possible, or on minor side streets.

1.2. 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.

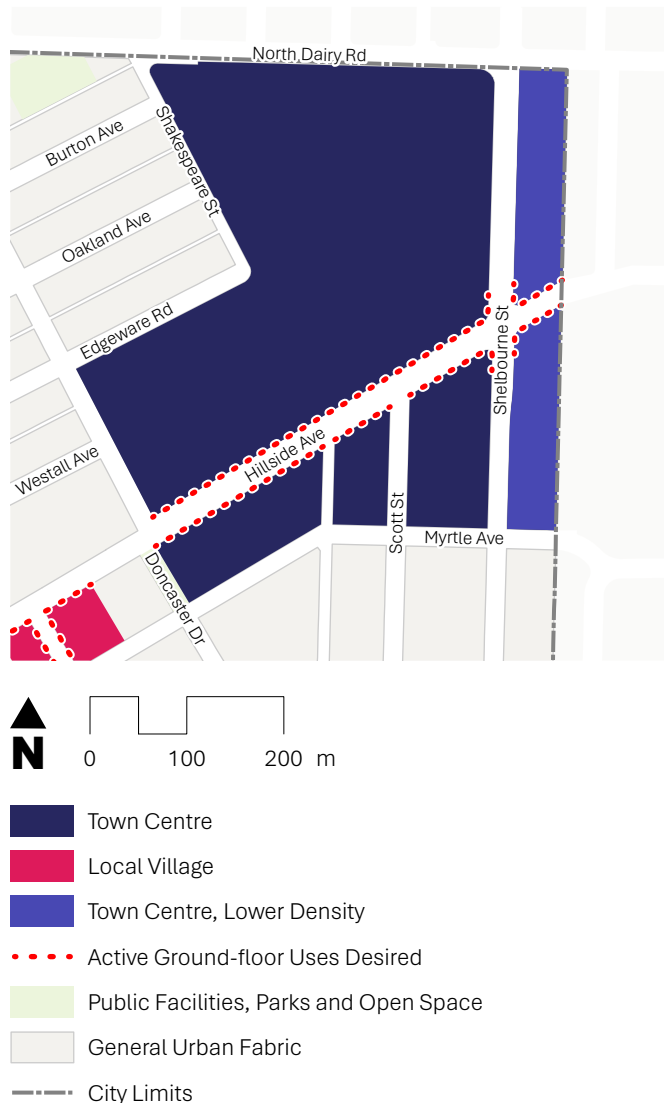
Hillside Avenue and Shelbourne Street are major arterial streets that carry significant vehicle traffic in addition to Frequent Transit service and (currently limited) bicycle facilities. Both streets offer key connections to regionally significant destinations such as downtown Victoria, Camosun College, the University of Victoria and Royal Jubilee Hospital. Doncaster Drive, Shakespeare Street and North Dairy Road are important active transportation routes and help connect the surrounding community to Oaklands Elementary School and Community Centre 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.

1.2.1. 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).

Figure 2: Hillside Town Centre Land Use Diagram



1.2.2. 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, consistent with Figure 2: Hillside Town Centre Land Use Diagram, may be considered as follows:

- 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 FSR south of Hillside Avenue and west of Shelbourne Street with provision of public benefits, transitioning to a four- to six-storey street wall along the interface with Myrtle Avenue.
- Consider intensive building forms of up to six storeys and generally 3:1 FSR east of Shelbourne Street.
- 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.

1.2.3. Enhance the Urban Forest Network on Key Streets

Seek to establish linear greenways that support a 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 Street to Shakespeare Street that supports high-quality tree canopy.

1.2.4. 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.

1.2.5. 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 vehicle access, located away from the transit exchange.

1.2.6. 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

1.2.7. 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’s context and importance both in Victoria and the Capital Region, 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.

1.2.8. 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.

Figure 3: Hillside Town Centre Connections and Public Realm Diagram



1.2.9. 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.

1.2.10. 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 metres 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.

1.2.11. 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 Street.
- 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.

1.2.12. 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, street park or plaza) anchored by a daylighted Bowker Creek, either along Doncaster Drive 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.

1.2.13. 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.

1.2.14. Support Sustainable Mobility Networks

Coordinate with BC Transit to develop facilities that support a Major Mobility Hub, as identified in this policy document.

1.2.15. 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.

1.3. 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 Corridors 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 Blue-Green Network), recreational facilities at Oak Bay Recreation Centre and outdoor amenities such as Willows Beach.

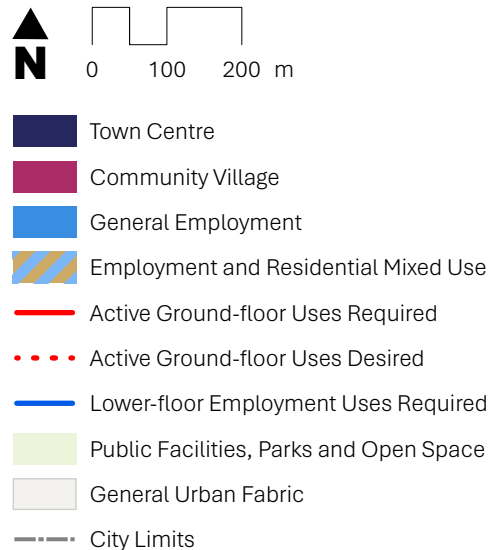
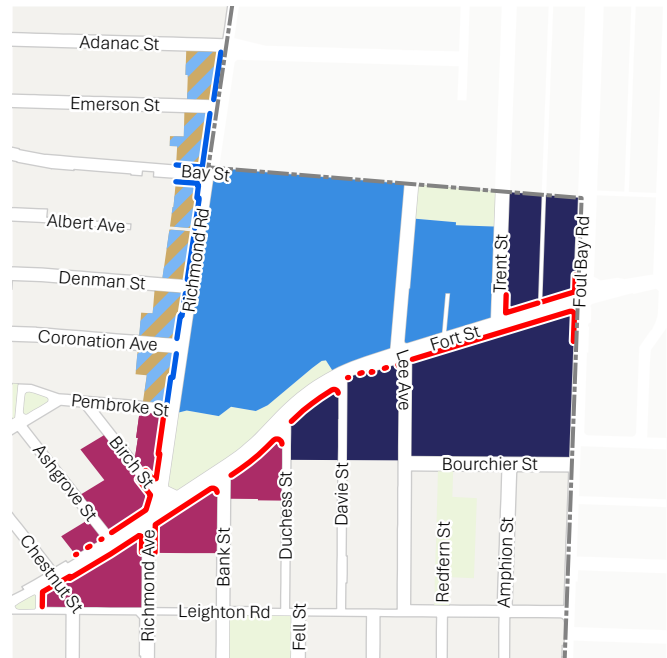
As this area grows, it will be important to provide a range of indoor and outdoor recreation, social and amenity spaces to meet the needs of current and future residents and employees, maintain and expand the range of shops and services available locally, and enhance pedestrian, active transportation 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. As the hospital is a regional 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 envisioned to .

- Act as a destination for people arriving from nearby neighbourhoods and the wider region to visit or work at the hospital and surrounding commercial area.
- Provide sustainable mobility options for residents within the Town Centre and surrounding neighbourhood, reducing reliance on private vehicles and parking provision within developments.

Figure 4: Jubilee Town Centre and Fort at Richmond Village Land Use Diagram



1.3.1. Land Use, Height and Density Policies for Fort at Richmond Village

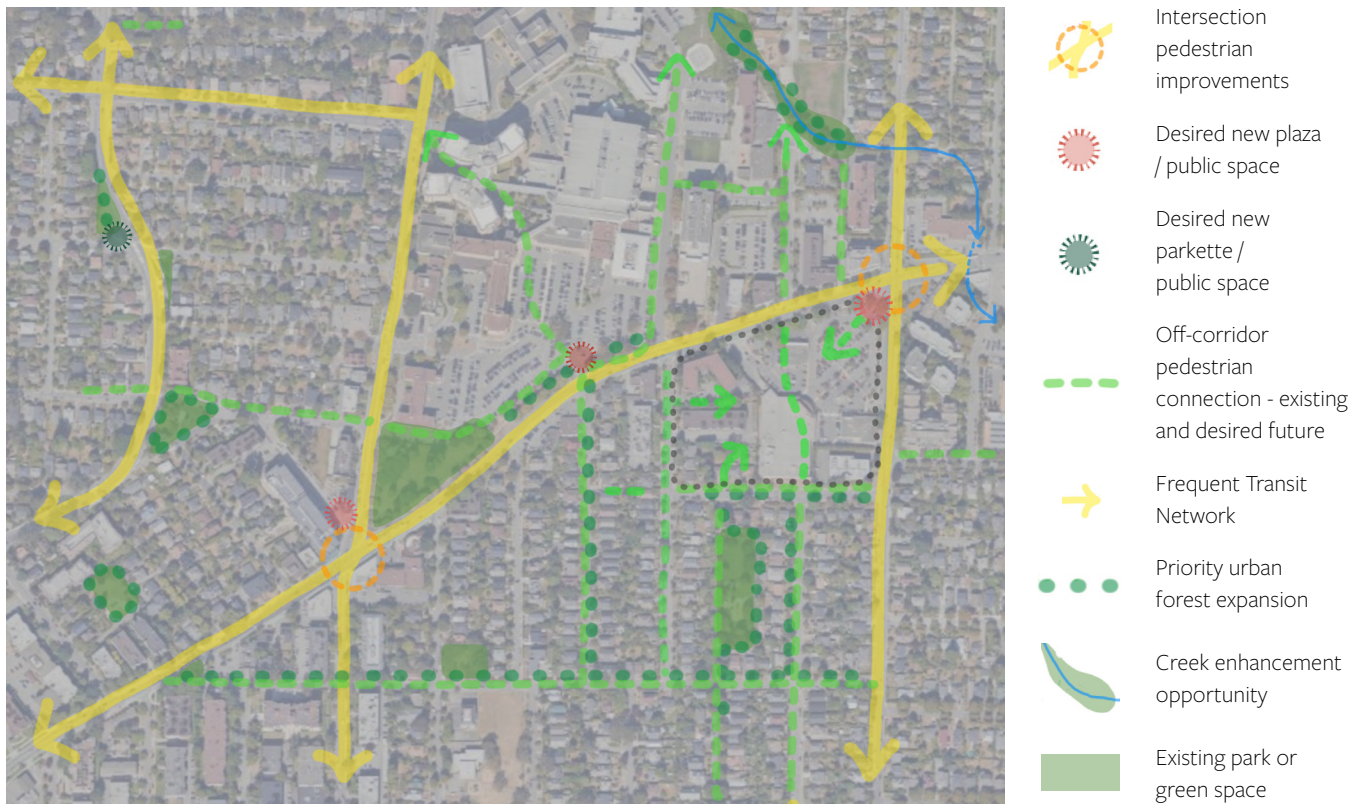
Support a vibrant Village area centred on the Fort Street and Richmond Road intersection, with opportunities for employment, medical offices and residences throughout the Village and along the Richmond Corridor adjacent to the Royal Jubilee Hospital. Consider commercial mixed-use buildings as well as stand-alone commercial buildings of four- to six-storeys, subject to the following:

- Active ground-floor uses are desired in areas indicated in Figure 4: 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 six storeys and 3:1 FSR.

1.3.2. 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 4: 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.

Figure 5: Jubilee Town Centre and Fort at Richmond Village Connections and Public Realm Diagram



1.3.3. 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 four- to six-storey buildings and taller buildings, should be included within this block.
 - A minimum of 0.5:1 FSR 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.

1.3.4. 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 4: 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.

1.3.5. 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 Figure 5: Jubilee Town Centre and Fort at Richmond Village 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.

1.3.6. Integrate 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.

1.3.7. 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 5: Jubilee Town Centre and Fort at Richmond Village Connections and Public Realm Diagram, including but not limited to:

- Amphion Street
- Bouchier Street (with redevelopment), with

through-block connections to the west

- Lee Avenue north of Fort Street
- Leighton Road
- Pembroke Street
- Trent Street

1.3.8. 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 support 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).



Figure 6: Conceptual illustration of a transit-supportive plaza and pedestrian mews at Fort Street and Foul Bay Road.

1.3.9. 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.

1.3.10. Support Convenient and Comfortable Transit Experiences

Establish an efficient transit exchange near the intersection of Fort Street and Foul Bay Road, 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.
- Partner with Jubilee Hospital to preserve and enhance cycling access, provide end-of-trip facilities including secure bicycle parking and support employee transit programs.

1.3.11. 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 cycling network and connections with The District of Oak Bay's cycling infrastructure plans.

1.3.12. 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

1.4. 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.



Figure 7: 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.

1.4.1. 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 FSR may be considered within core parts of the Town Centre, as shown in Figure 8: Mayfair Town Centre Land Use Diagram, where site conditions allow to support housing and sustainability objectives, while creating a walkable, livable community with 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 Douglas 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 8: Mayfair Town Centre Land Use Diagram, buildings of generally 3:1 FSR may be considered, expressed as buildings of up to six 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.

1.4.2. 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 8: 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.

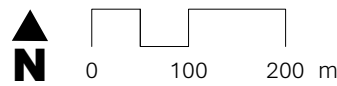
- For areas identified as active ground-floor uses desired, a minimum of 0.5:1 FSR of non-residential uses should be provided on the ground floor, including commercial, retail, light industrial, arts and culture and community-serving uses. These sites should establish compatibility with the adjoining 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 or non-residential uses, including commercial, light industrial or visitor accommodation.

1.4.3. Provide Thoughtful Transitions to Industrial Areas in the Southwest

Within the block bound by Frances Avenue, Douglas Street, Finlayson Street and Burnside Road, as well as the parcels on the south side of Finlayson Street between Burnside Road and Douglas Street:

- For areas identified as Light Industrial Frontage Required in Figure 8: 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 Chapter 4: Districts and Employment Lands.
- 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 1.4.6: 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.

Figure 8: Mayfair Town Centre Land Use Diagram



1.4.4. 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.

1.4.5. 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 to complement a future transit station at Douglas Street and Finlayson Street. Smaller storefront modules, high-quality pedestrian-friendly façades 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.

1.4.6. 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 9: 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 the Cycling and Greenways 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.

1.4.7. 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 9: Mayfair Town Centre Connections and Public Realm Diagram.

1.4.8. 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 9: 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.

1.4.9. 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.

1.4.10. 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 spaces, and access to library services.
- Enhancements to nearby parks, trails or other public amenities.
- Provision of non-market and affordable housing.

Figure 9: Mayfair Town Centre Connections and Public Realm Diagram



1.5. Midtown Centre

At the intersection of Gorge Road, Hillside Avenue, Government and Douglas Street, 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 and 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 the 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 Chapter 12: Mobility Hubs, thereby:

- Acting as a transfer point for transit users arriving from across the region to complete their journeys in the city by transit, 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

Figure 10: Midtown Centre Land Use Diagram



transportation modes that reduce reliance on private vehicles, consistent with reduced parking provision within developments.

1.5.1. 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 FSR 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 (Street, Hillside Avenue, Douglas, Blanshard and Bay Streets) 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 10: Midtown Centre Land Use Diagram.

1.5.2. 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 six storeys and 3:1 FSR may be considered, 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 10: 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.

1.5.3. 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 document.
- 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.

1.5.4. Support Livability for Employees, Residents and Visitors

New development in 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 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.

1.5.5. 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 11: Midtown Centre Connections and Public Realm Diagram.
- Explore opportunities to enhance the Rock Bay Creek corridor with comprehensive redevelopment south of Kings Road.

1.5.6. 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 Gorge Road, Hillside Avenue, Douglas and Government Street through reassigning public space to pedestrians and/or acquiring right-of-way

Figure 11: Midtown Centre Connections and Public Realm Diagram



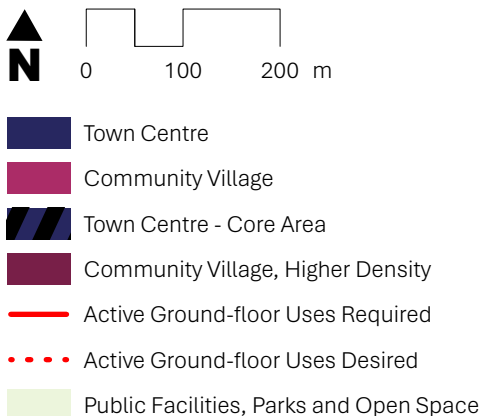
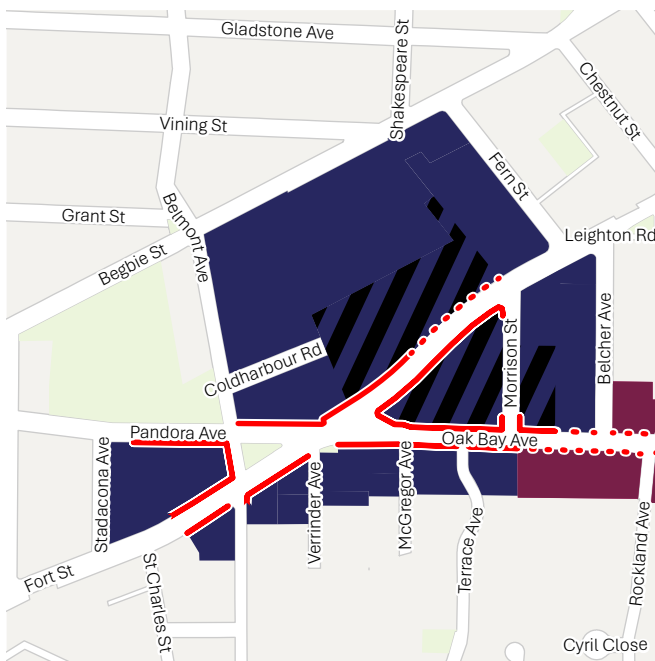
for wider sidewalks, larger transit shelters, street trees, landscaping and drainage. Existing mature trees should be retained and incorporated into a welcoming parklike space.

- 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 pull-outs on Douglas Street to facilitate bus driver exchanges.
- 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 Road by exploring opportunities for a new crossing on Douglas Street.
- Provide widened, separated sidewalks on Douglas Street, Hillside Avenue and Gorge Road to accommodate increased pedestrian flows and additional infrastructure supporting transit.

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 Frequent Transit Corridors. 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.

Figure 12: Oak Bay Junction Town Centre Land Use Diagram



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, Fern 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 in 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 FSR may be considered within the Core Area of the Town Centre identified in Figure 12: Oak Bay Junction Town Centre Land Use Diagram, with a coordinated plan for the block bound 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 FSR. 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 13: Oak Bay Junction Town Centre Connections and Public Realm 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 and 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 Street, Pandora and Oak Bay Avenue to buffer pedestrians from traffic, improve canopy cover and drainage.

Figure 14: Oak Bay Junction Concept (birds-eye view looking southeast)



- | | | | |
|---|--|--|---|
| <p>① Re-aligned (off-set) intersection resulting in new plaza space/public realm improvements</p> | <p>② Town Centre redevelopment opportunity for expanded urban forest and green stormwater infrastructure</p> | <p>③ Enhanced connections to regional transit service</p> | <p>⑤ Opportunity for mixed use Town Centre intensification</p> |
| | | <p>④ Opportunity for higher density inc. tall mass timber buildings at Town Centre</p> | <p>⑥ Intersection reconfiguration in support of expanded and improved greenspace.</p> |

1.6.4. Expand and Enhance Green Spaces and Urban Forest

- Within the large block bordered by Begbie, Fort, Belmont and Fern Street:
 - Seek to develop a pedestrian and greenspace network that integrates 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, including greenways, off-street connections and street parks and plazas consistent with OCP Section 2.3 Linear Parkways, OCP Section 4 Blue-Green Network and related City policies. Consider streets and pathways identified in Figure 13: 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.

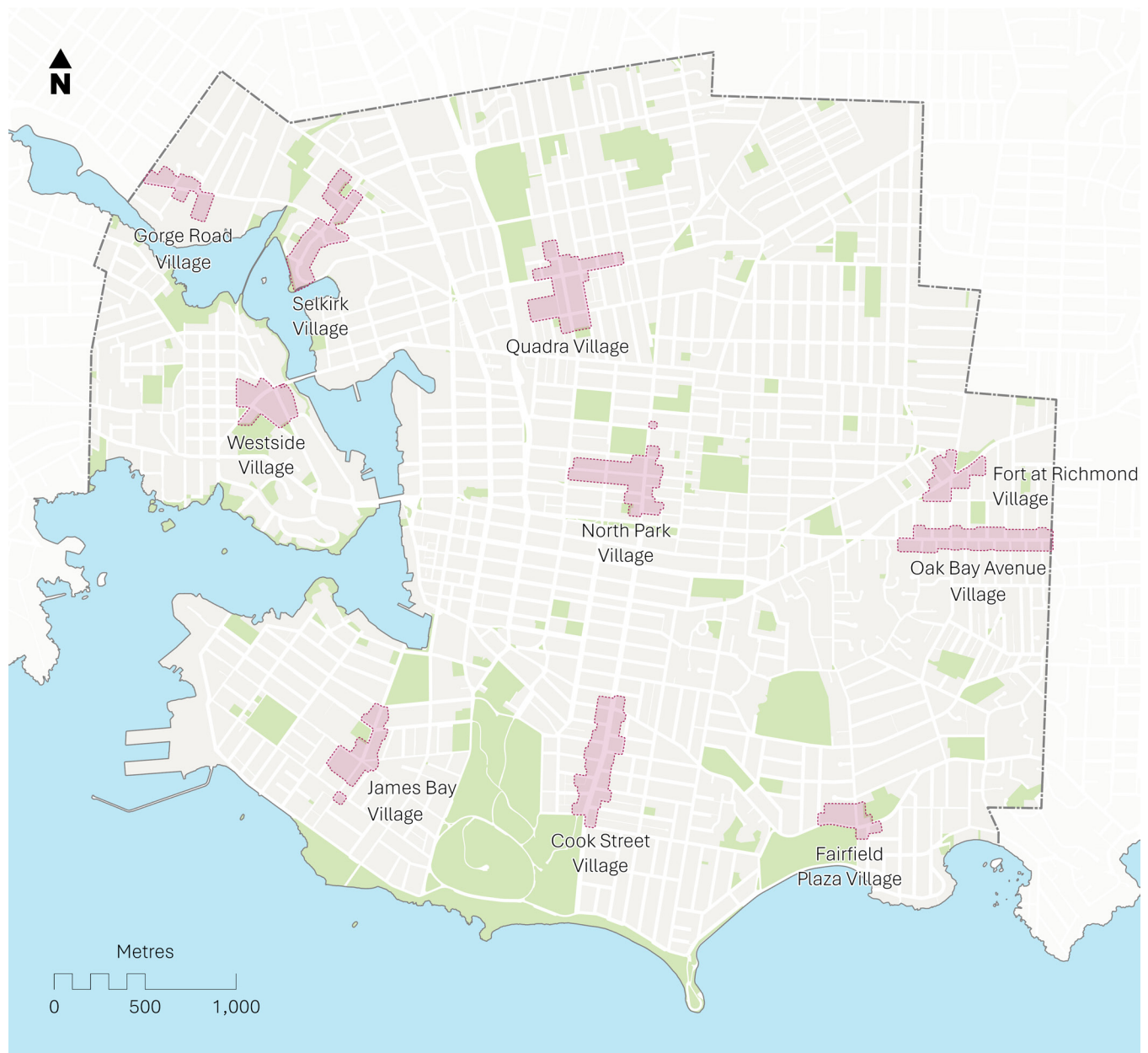
- Community-serving uses which may include childcare, health and medical services and access to library services.
- Retention and re-use of key buildings of heritage merit.

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 chapter provides policies for each Community Village, as well as general guidance applicable to all.

Figure 15: 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. Additionally, 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 eight 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 or other destinations for the city and neighbouring local areas.

Unless otherwise stated, upper floors may include a variety of uses including both residential and non-residential uses compatible with the neighbourhood.

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. Locate Active Uses on Ground Floors along Commercial Main Streets

Each Village contains one or more main streets that are the focus of pedestrian activity. These 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 and entertainment venues, 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.

2.1.4. Maintain a Fine-Grained Main Street Rhythm

New developments are encouraged to maintain small footprint buildings and sites (generally 15 to 30 metres 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.

2.1.5. 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.

2.1.6. 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.

2.1.7. Commercial Space Requirements and Guidance

Developments within 36 metres 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 FSR to accommodate a diversity of commercial unit sizes and business types that can provide goods, services and social opportunities for daily living.
- Within Local and Waterfront Villages, at least 0.35:1 FSR 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 nine metres in width) along commercial main streets where active ground-floor uses are required.
- Where individual Village policies or retail demand identify opportunities for larger spaces (e.g., grocery or hardware store), appropriately-sized sites are encouraged to accommodate such spaces.
- Developments that contain any medium- or large-scale commercial units 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 metres 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.

2.1.8. 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, smaller or shallower commercial units.
- Where shallower units are considered, commercial spaces should not in any case be less than six metres 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.
- Where supported by Village-specific policies for individual Local and Waterfront Villages, rezoning to purely residential uses may be considered once a Local or Waterfront Village of appropriate size to meet future retail demand has been established.

2.1.9. 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.

2.1.10. 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 vehicle 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 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 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.

2.1.11. 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.

2.1.12. 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 multicultural experiences and perspectives.

2.1.13. Support Improved Transit Experiences

Provision of amenities should consider opportunities to support improved transit experiences as applicable to the 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 Chapter 12: Mobility Hubs.

2.1.14. Create and Design Laneway Access

Where appropriate to context, vehicle and service 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.

2.1.15. 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 cafés 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.

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 uses along Cook Street and 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 in the range of 10,000 to 15,000 square feet (approximately 930 to 1,400 square metres) to accommodate a full-service grocery store.



Figure 16: Cook Street Village presents a fine-grained rhythm of storefronts, small public spaces and broad tree-lined boulevards that have developed over time.

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 five 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 and Oscar Street, consider mixed-use development up to six storeys and generally 3:1 FSR where site conditions allow.

2.2.3. Support Existing and Future Tree Canopy

- New buildings fronting onto Cook Street support existing and future mature large canopy boulevard trees and 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 in 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, 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.



Figure 17: Broad boulevards and extensive tree canopy present opportunities for a mix of public seating and soft landscape (conceptual illustration).

2.2.5. Create Public Gathering Spaces on Public or Private Land

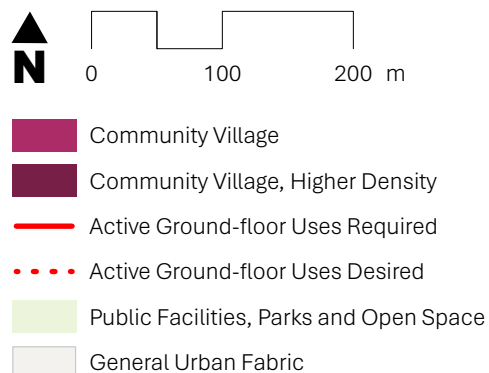
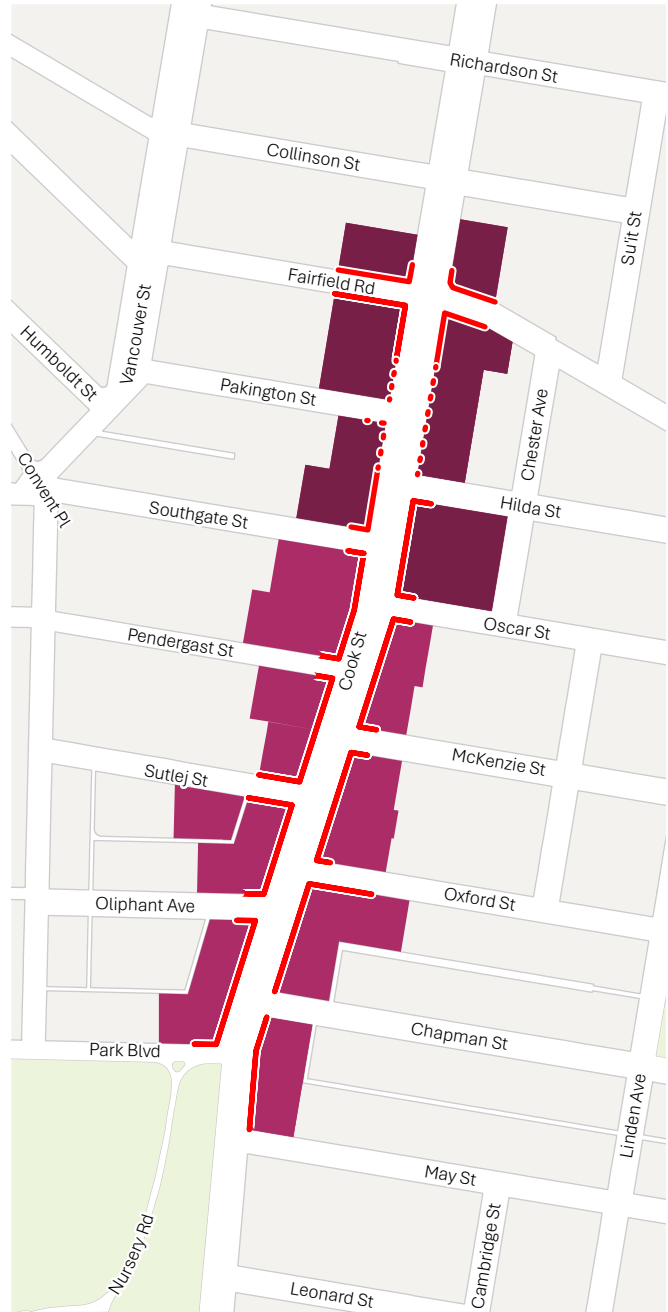
Create one or more gathering spaces within the Village that support business activity, social interaction, community markets, festivals, events and urban forest. Consider the following opportunities:

- Consider Oliphant Avenue, Sutlej, Pendergast and Mckenzie Street for side street parks or 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 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 support passive use which maintains existing tree canopy, and considers use 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.

2.2.6. Consider Mid-Block Pass-Throughs 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.

Figure 18: Cook Street Village Land Use Diagram



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 loading in 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 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 and Oscar Street as comfortable walking and cycling connections linking 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.

2.3. Fairfield Plaza and Wildwood Villages

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 Corridor with service to downtown Victoria and the 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 tenant displacement.



Figure 19: A well-planted streetscape and diversity of shopfronts is desired with any redevelopment of Fairfield Plaza.

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 (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 three to five storeys up to approximately 2:1 FSR to support the objectives of this section and the general objectives of this chapter.
- On other lots in Fairfield Plaza Village fronting Fairfield Road, consider buildings of up to five storeys and generally 2.5:1 FSR where site conditions allow, as shown in Figure 20: Fairfield Plaza and Wildwood Villages Land Use Diagram.
- On other lots fronting only onto St. Charles Street, consider mixed-use development of up to four storeys and generally 2:1 FSR where site conditions allow, as shown in Figure 20: Fairfield Plaza and Wildwood Villages Land Use Diagram.

2.3.3. General Height and Density Policies for Wildwood Village

- In the Wildwood Village area, consider mixed-use development up to four storeys and generally 2:1 FSR, with the retention of heritage and of relatively affordable rental housing as the primary desired public benefits.

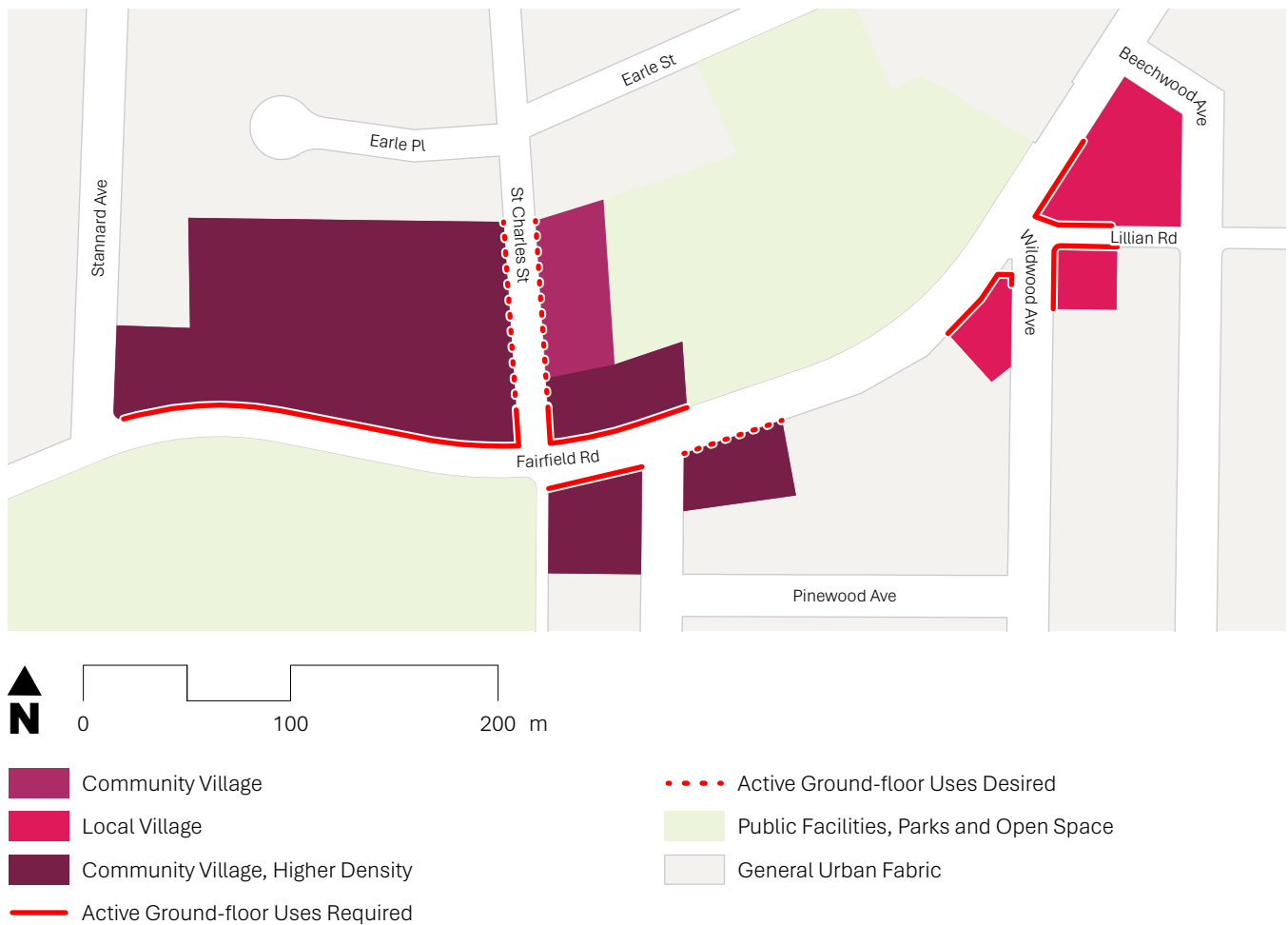
2.3.4. Site Planning and Interface Considerations for Fairfield Plaza

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 Corridor on Fairfield Road. Integrate transportation demand management best practices to reduce the impacts of vehicle 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.

Figure 20: Fairfield Plaza and Wildwood Villages Land Use Diagram



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.
- On the Fairfield Plaza site, seek to locate long-term parking beneath buildings while considering the location of convenient short-term parking for customers at grade, integrated with the internal circulation network.



Figure 95: 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 21: 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 and tourist accommodation uses and zoning where they exist to maintain the role of the Gorge Road corridor in Victoria’s tourism economy.
- See also Specific Policies for the Gorge Road Hospital Site (below).

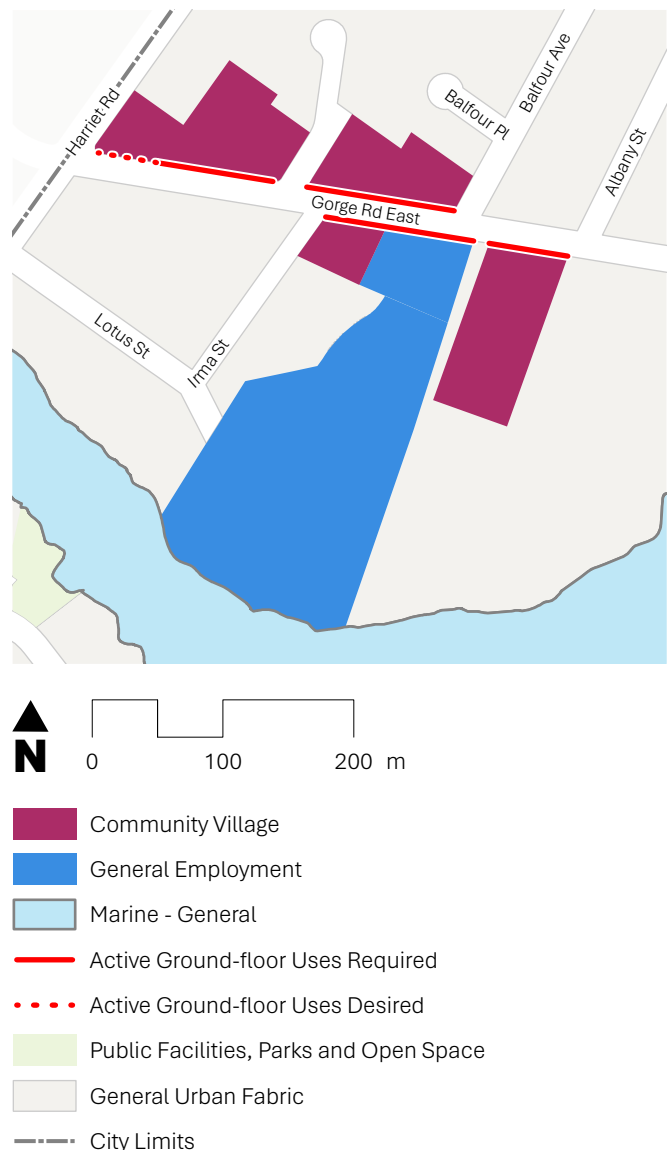
2.4.2. General Height and Density Policies

- Mixed-use buildings of up to five 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

Figure 21: Gorge Road Village Land Use Diagram



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.

2.4.5. Specific Policies for the Gorge Road Hospital Site

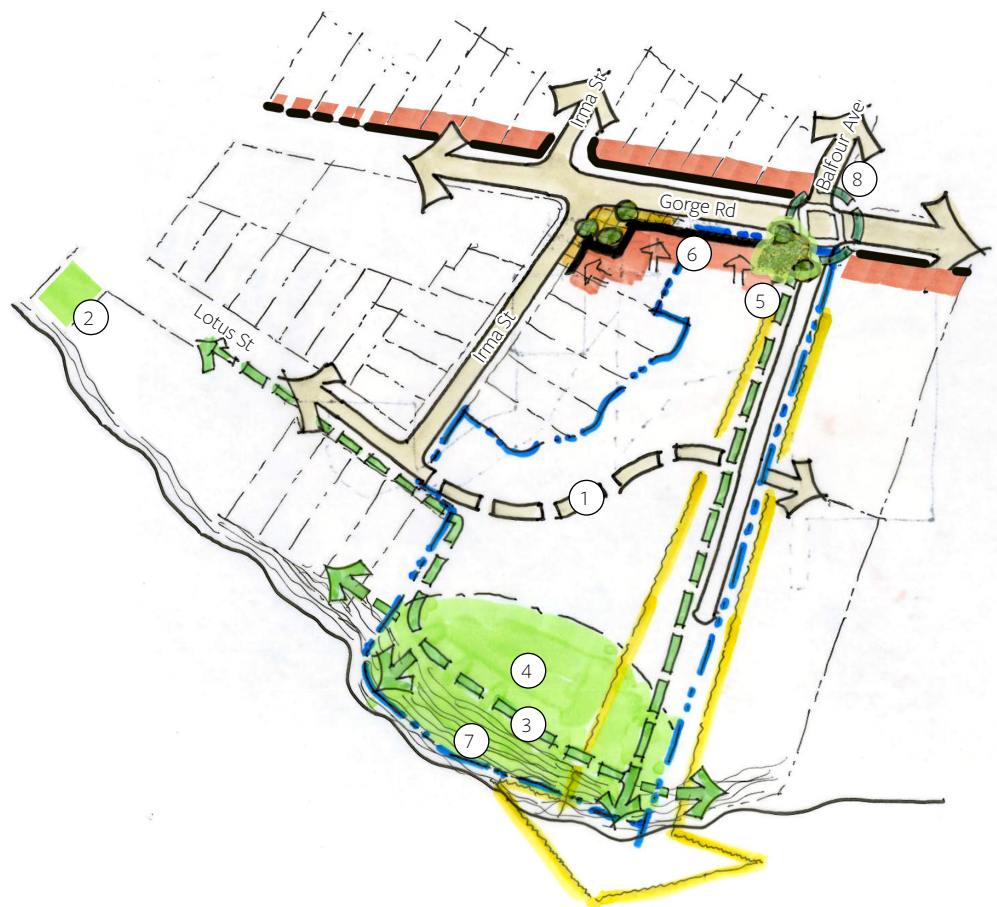
With a significant redevelopment at the Gorge Road Hospital Site, the following policies should be considered:

- 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 mid-rise in scale.

Figure 22: Gorge Road Village Connections and Public Realm Diagram

- ① Internal circulation east-west across the site
- ② Waterfront green space and viewpoint at Harriet Road
- ③ Waterfront walkway
- ④ Waterfront greenspace and small boat launch
- ⑤ Small public plaza and green space supporting social activity
- ⑥ Active uses along Gorge Road
- ⑦ Conserve and enhance coastal forest
- ⑧ Maintain views of Olympic Mountains from Balfour Avenue



- Provide opportunities for strategic intensification that supports housing affordability 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 north towards Balfour Avenue and east-west across the site, with the potential to connect with the established street network and future east-west connections.
- 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 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 or redevelopment, establish a waterfront park and small boat launch.
 - Conserve the native coastal forest and aquatic ecosystems.
 - Seek opportunities to improve tree canopy.

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 and 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.
- Add vibrant indoor and outdoor community programming space and enhanced streetscapes with trees and a plaza.
- Enhance Irving Park as a multi-generational gathering spot for locals and a green respite within the city.

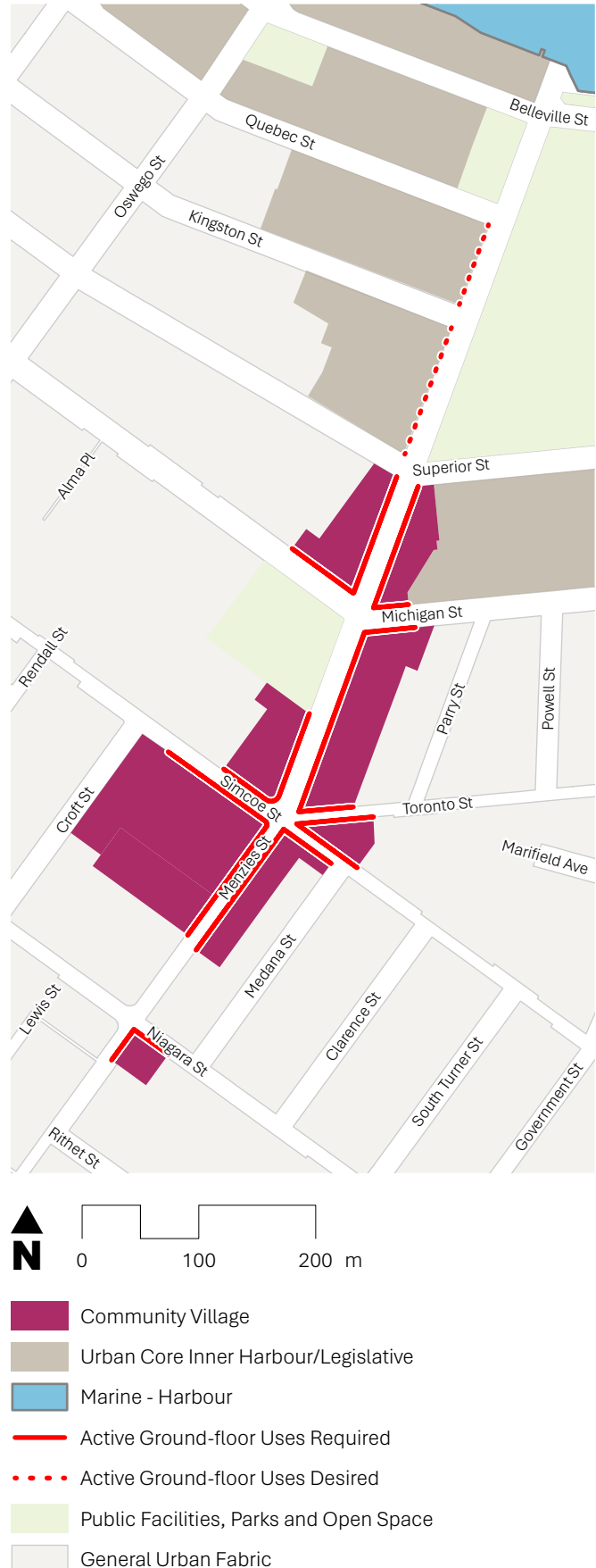
Enhanced mobility is desired for all users, including the significant number of seniors and those with mobility limitations who call James Bay home, with a range of options including walking, rolling, transit and driving. The Village should also continue to accommodate regular markets and events, which 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 six storeys and generally 3:1 FSR where site conditions allow.
- Locate commercial uses at grade within the Village and north towards Quebec Street.

Figure 23: James Bay Village Land Use Diagram



- 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 Street 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 Street, as a plaza space.
- Encourage plaza space or generous public space and landscape, framed by shops and services at the northwest and southwest corners of the Five Points intersection, when new development is proposed.

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 creating 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 markets, holiday markets), which are currently held at the northwest corner of Menzies 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 the 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.

2.5.6. 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 24: James Bay Village Five Corners (view looking east towards Toronto Street)

- ① Enhanced public realm, pedestrian space and urban forest with new mixed-use development bringing shops and homes to area
- ② Consider partial, seasonal or full closure of Simcoe Street east of Menzies, as a plaza space
- ③ A more comfortable intersection for walking and rolling, with slow motor vehicle traffic throughout the village



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, west of the Village, reflecting the neighbourhood's historic evolution.



Figure 25: North Park Village is characterized by a fine-grained rhythm of small- and medium-footprint buildings and varied shop fronts.

Cook Street is designated as a Frequent Transit Corridor 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.

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 five storeys and generally 2.5:1 FSR where site conditions allow, within the Community Village Areas as shown in Figure 27: North Park Village Land Use Diagram.
- Include active ground-floor uses along Cook Street, North Park Street and Mason Street as shown in Figure 27: 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.

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 in areas identified for Industrial, Employment and Residential Mixed-Use in Figure 27: 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.

- In the light industrial employment area west of the Village, consider mixed-use development of up

to five storeys and generally 2.5:1 FSR where site conditions allow, with high-quality light industrial spaces included on the ground floor. At least 0.5:1 FSR of light industrial space is desired.

- Building and industrial space design should be consistent with the policies in Chapter 9: Industrial Uses Outside of the Urban Industrial Reserve.



Figure 26: North Park Street envisioned as a place where artisan or light production and residential uses mix (conceptual illustration).

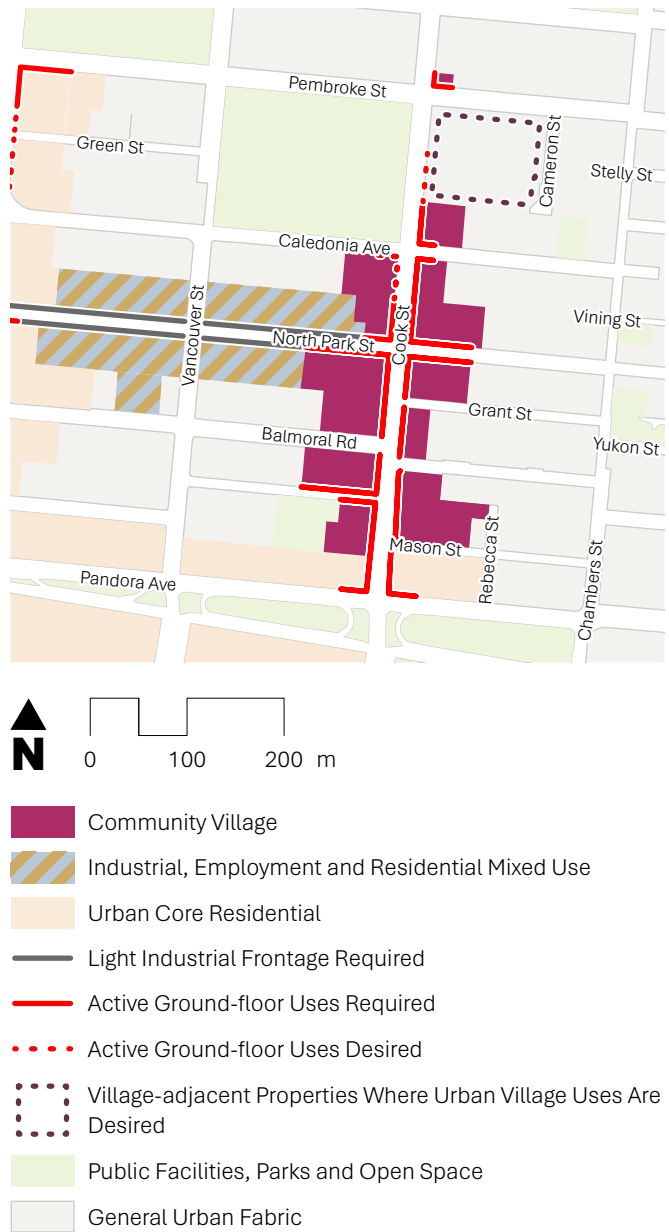
2.6.3. Encourage Small-Footprint Mixed-Use Buildings and Commercial Spaces

- Encourage small-footprint (15-30 metres 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 in 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 storefronts, patio seating, frontage works and street furnishings.

Figure 27: North Park Village Land Use Diagram



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 vehicle 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.

2.6.7. Support Access by Bicycle and Mobility Device

Create more bike parking in and near the Village at public sites, including Royal Athletic Park, the Save On Foods Memorial Arena and 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.
- Seek to maintain and support valuable services to community members experiencing housing insecurity or health issues in a manner that advances the well-being of the entire community, focused on a sense of safety and inclusion for all.



Figure 28: Maintain a fine-grained rhythm of small and medium footprint buildings and storefronts in North Park Village (conceptual illustration).



Figure 29: Explore opportunities to create a side-street plaza for community gathering (conceptual illustration).

2.6.9. Specific Policies for the Island Health Site (1947 Cook Street)

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, 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 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 Corridor.
- Public Benefits, Open Space and Circulation:
 - Provide on-site indoor and outdoor spaces that serve employees, visitors and residents, appropriate for the uses and intensity of development.

- 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 a 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 existing mature trees, 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 30: North Park Village Connections and Public Realm Diagram

- ① Maintain and create light industrial and artisan spaces on ground floors
- ② Enliven public spaces near the village and add green space
- ③ Extend active ground-floor uses towards Franklin Green Park
- ④ Establish a sense of gateway to the village through public realm and built form
- ⑤ Create a public plaza on a side street, considering North Park Street or Balmoral Road
- ⑥ Establish a north-south laneway
- ⑦ Enhance pedestrian comfort along Cook Street and North Park Street
- ⑧ Maintain the fine-grained pattern of small shops and small-medium footprint, car-light buildings



2.7. Oak Bay Avenue Village

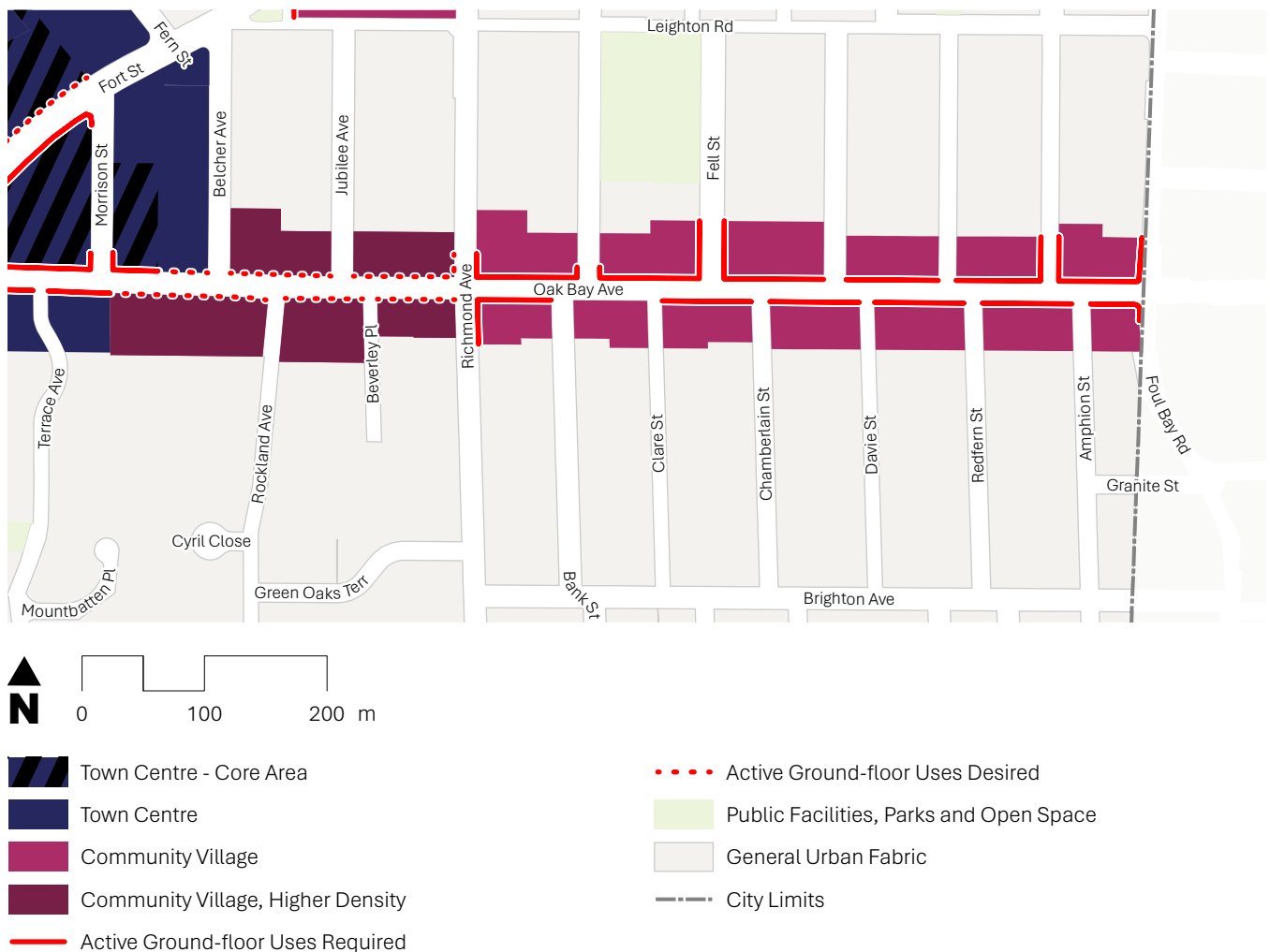
Oak Bay Avenue Village is a well-loved commercial area that provides a diversity of services, including full-service grocery, medical services, restaurants and cafes that support daily living and social connections. The Village is characterized by an east-west main street with relatively constrained 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 Policies

- 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 31: Oak Bay Avenue Village Land Use Diagram.

Figure 31: Oak Bay Avenue Village Land Use Diagram



- West of Richmond Avenue in 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 FSR 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 FSR 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, Fell and Bank Street. These may include partial, periodic, seasonal or full street closures, 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 utilities to support tree canopy and establish a streetscape that is consistent with Oak Bay Avenue in the District of Oak Bay, to the east.
- Where sidewalk widths or lot depths are constrained, consider patio seating located at corners, fronting onto side streets or in ground floors set back beneath upper storeys.

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 vibrancy and community cohesion, including the Roxy Theatre, the Norway House, the Quadra Village Community Centre, the former Blanshard Elementary School site on Kings Road and the historic Warehouse School on Quadra Street.

Figure 32: Quadra Village Land Use Diagram



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 Rock Bay Creek flow in 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 park-like 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 the 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.



Figure 33: 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).

2.8.1. 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 32: Quadra Village Land Use Diagram.
- Where active ground-floor uses are not required, integrate other desired uses in accordance with Policy 2.8.3: Integrating Arts and Culture Supportive Uses.
- 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 FSR 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.

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.

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 15 to 30 metres 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:



Figure 34: 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 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.



Figure 35: New development can build on the existing pattern of small- and medium-footprint buildings, and support connections through blocks (conceptual illustration).

Built Form and Public Realm Approach

Support the design for the Mews described in Policy 2.8.6: 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 Road should establish publicly useable open spaces and 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 facility to Kings Road.
- Street trees, preferred on the west side of the lane to provide shade and canopy.
- Boulevards and rain gardens to mitigate drainage issues.
- Short-term on-street parking for business access.
- Public seating areas.
- Space for auto and bicycle circulation and access to individual sites, emphasizing slow movement.



Figure 36: 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 crossings and public open spaces as identified in Figure 38: 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 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, including:

- 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.



Figure 37: 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.
 - 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, 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.

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:

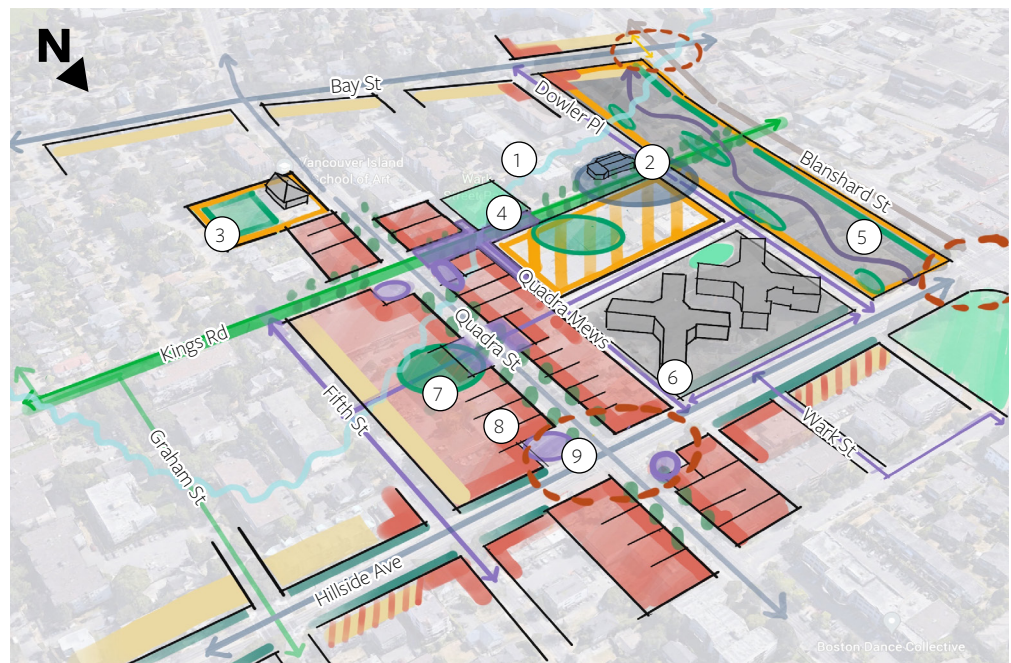
Development, Use and Activity

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, low- and moderate-income households in a mixed-income setting.

Figure 38: Quadra Village Connections and Public Realm Diagram

- 1 Seek to daylight and celebrate Rock Bay Creek
- 2 Consider a community hub with added space and services complementing the current community centre
- 3 Retain green space for community use at the Warehouse School
- 4 Create an expanded, integrated series of green spaces near Kings Road
- 5 Consider future renewal of Evergreen Terrace that adds affordable and mixed-income housing in a mix of building types, green spaces and amenities, and sustainable transportation options
- 6 Support the evolution of the lane into a pedestrian-friendly Quadra Mews with active ground-floor land uses



- 7 Maintain a mix of shops and services, including a full-sized grocery, with added housing and public space, with taller buildings to the centre of the site
- 8 Seek a renewed performing arts venue at Roxy Theatre
- 9 With new development, create a public plaza at Hillside and Quadra for pedestrians, patrons and bus riders
- 10 Re-imagine Hillside Avenue as a comfortable space for pedestrians, drawing people east and north from the village

- 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.

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 Road 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 pop-up music and outdoor movie nights).
- Establish connectivity for pedestrians coming from the Summit Health facility.

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 east-west landscaped pathway along the boundary of 950 Kings Road and the Summit Health facility.

2.9. Selkirk Village

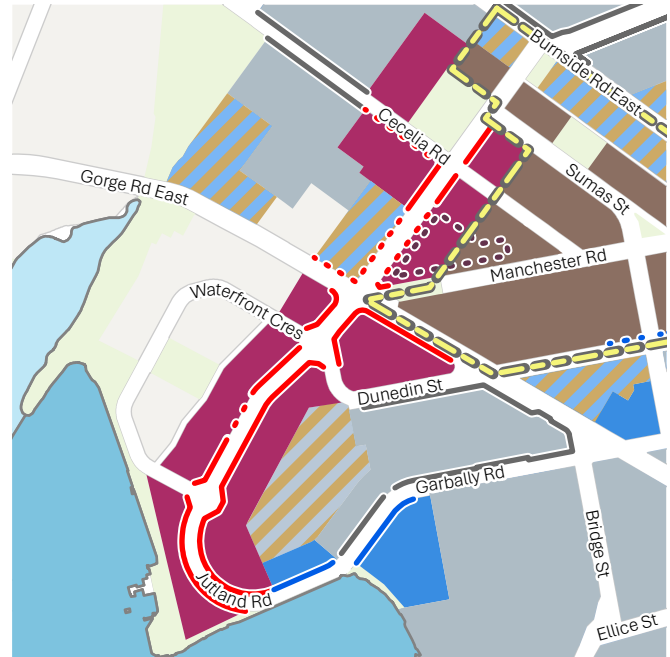
Selkirk Village provides a mix of retail spaces, office and light industrial employment, and residential uses oriented towards a public waterfront. To the north, the Cecelia Road area west of Jutland Road is primarily a light industrial area that includes the Burnside Gorge Community Centre, the historic 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 and Jutland Roads.
- 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 39: Selkirk Village Land Use Diagram should include active ground-floor uses.
 - Parcels designated Employment and Residential Mixed-Use, light industrial or commercial uses should be located at ground level.

Figure 39: Selkirk Village Land Use Diagram



- 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

- Consider buildings of up to six storeys and generally 3:1 FSR where site conditions allow, on parcels designated Community Village, Industrial Employment and Residential Mixed-Use, or Employment and Industrial.
- In areas designated as Community Village or Industrial Mixed-Use, additional height and density may be considered where public benefits and desired commercial or light industrial spaces are provided.

2.9.3. General Built Form and Density Policies: North of Gorge Road

- In parcels designated as Community Village or Employment Residential Mixed-Use, consider buildings of up to five storeys and generally 2.5:1 FSR where site conditions allow.
- Consider buildings of up to six storeys and generally 3:1 FSR 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 (e.g., noise impacts, overlook) between residential units, light industrial uses and the marine industrial uses to the south.

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-Cecelia Road intersection.
- Enhance Cecelia 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.



Figure 40: Extend pedestrian-oriented main street north along Jutland Road, with a focus at the intersection with Cecelia Road (conceptual illustration looking south).

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

- 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 41: Selkirk Village Connections and Public Realm Diagram

- ① Enhance accessible connections to and across Cecelia Ravine open spaces
- ② Tree-lined street along Cecelia Rd.
- ③ Potential redevelopment sites
- ④ Establish connections along the waterfront to east and west
- ⑤ Traffic-calmed intersection at Gorge and Jutland Rd.
- ⑥ Establish laneways for access to business loading where feasible
- ⑦ Urban Village node at Cecelia and Jutland Rd.
- ⑧ Enhanced pedestrian safety at Burnside and Jutland Rd. intersection
- ⑨ Greenway along Manchester Rd.



- ⑩ Encourage pedestrian activity of the Jutland Rd. frontage through active commercial uses
- ⑪ Enhance and program Manchester Green with any redevelopment of adjacent buildings

2.10. Westside Village

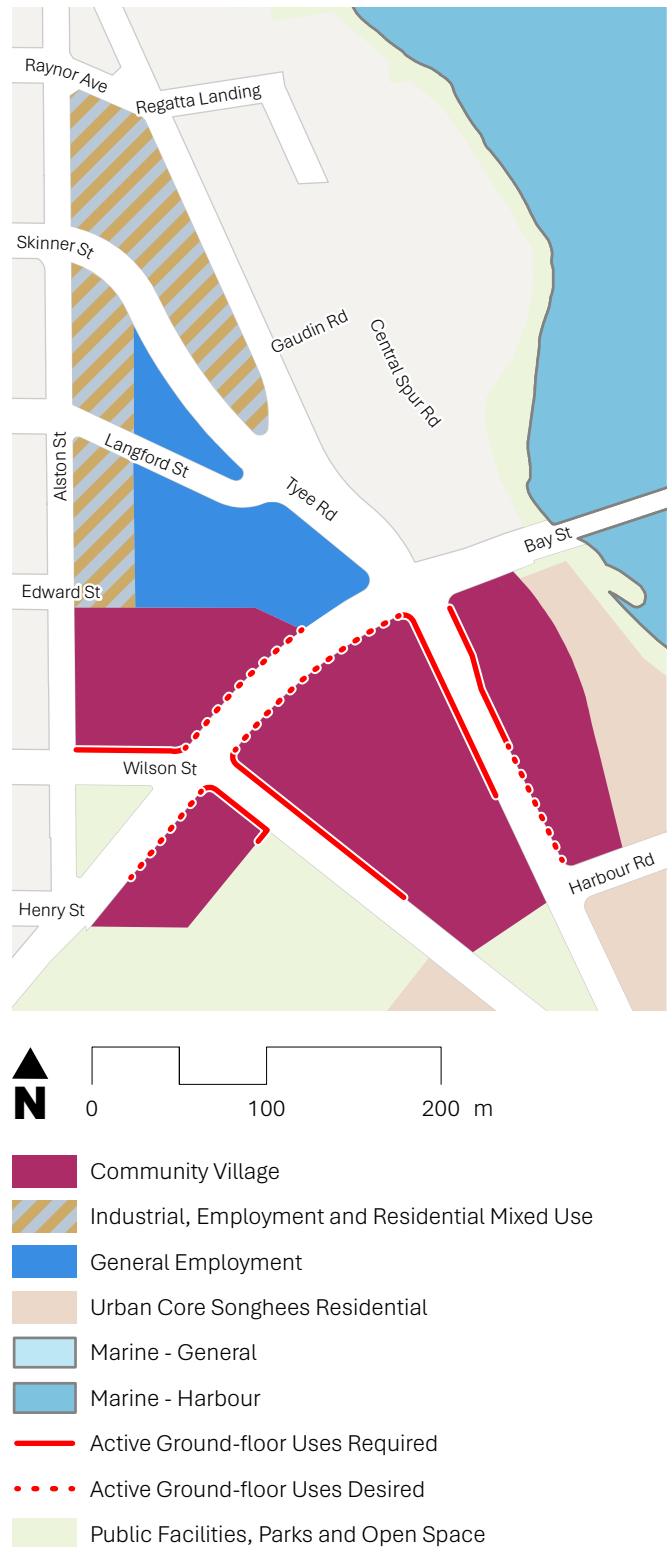
Westside Village is located between the higher-density Dockside and Core Songhees area to the east and residential areas to the west, on the edge of what was historically the Songhees First Nation Reserve. It is located between the larger, multi-purpose Victoria West Park and smaller green spaces of Triangle Park and Alston Green. To the west and northwest, the Village blends into areas of light industrial zoning and uses that reflect the historic evolution of Victoria 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.
- Developing additional high-density housing.
- Ensuring indoor community and recreational amenities support the area's population.
- Enhancing pedestrian and active transportation connections to the surrounding neighbourhood, nearby parks, the evolving Roundhouse area and the cycling network.

Figure 42: Westside Village Land Use Diagram



Policies for Areas 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 Victoria West Park.
 - Active ground-floor uses along Wilson Street that reinforce its role as a commercial main street.

2.10.2. General Height and Density Policies

- Consider buildings of up to six storeys and generally 3:1 FSR.
- Consider additional height and density consistent with the surrounding context, with the provision of the desired public benefits for Westside Village.
- In considering added height, consider potential shading impacts to public space along Wilson Street and in Victoria West Park.

2.10.3. Support Ease of Transit Access

Include public realm enhancements and on-site facilities that support the Village's role as a Mobility Hub.

2.10.4. 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 Victoria 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-Bay Street intersection to better connect to the residential neighbourhood to the west.

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 Tye Road, Alston, Wilson and Bay Street 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 main 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 42: Westside Village Land Use Diagram.
- At least 0.65:1 to 1:1 FSR of light industrial space is desired in these areas, including in the part

Figure 43: Westside Village Connections, Frontage and Public Realm Diagram

- ① Develop light industrial spaces at grade, with an internal circulation network for business and customer access.
- ② Locate residential uses to transition to the residential neighbourhood to the west.
- ③ Integrate community orchard and garden spaces
- ④ Emphasize Wilson Street as a pedestrian-priority main street.
- ⑤ Develop Tye Road as a secondary Main Street for the village



	Active ground-floor use		New/enhanced connection		Pedestrian improvement
	Light industrial frontage		Pedestrian-priority area		Residential or commercial frontage
	Residential frontage		Terminating vista		

identified as Community Village in Figure 42: Westside Village Land Use Diagram.

- Ground floor light industrial spaces should be designed consistent with the policies in Chapter 9: Industrial Uses Outside of the Urban Industrial Reserve.
- 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 42: Westside Village Land Use Diagram.
- With a comprehensive development of the block(s) south of Skinner Street, different configurations of land use and built form may be considered consistent with urban design principles if they meet the objectives outlined in this section, including providing the desired floor area of high-quality light industrial spaces.
- In the block bounded by Tyee Road, Alston and Skinner Street 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 on 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.

3. Local and Waterfront Villages

3.1. General Guidance for Local and Waterfront Villages

Local Villages

Local Villages are generally smaller than Community Villages, ranging from smaller commercial corners to more comprehensive places like Fernwood Village, nestled in 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 (e.g., 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.

Waterfront Villages

Waterfront Villages support the development of small commercial-retail spaces along the waterfront and are designed to enhance year-round enjoyment and connection to the shoreline. Without being prescriptive, desired uses include food and drink establishments, small retail shops and concessions that complement waterfront activities. Encouraging the evolution of small nodes of shops aligned with public spaces will help connect people to the waterfront, creating places to meet friends, enjoy a meal or find shelter from the weather on inclement days.

Victoria’s waterfront is a cherished destination for residents and visitors alike. It features recreational spaces with expansive views and opportunities to experience nature. It also serves active transportation needs with trails and pathways such as the West Song Walkway and the Dallas Road promenade and remains a popular driving route along Dallas Road.

The waterfront has important cultural significance for the Lekwungen people, presenting opportunities to share and interpret this heritage as more people are welcomed to the shoreline. The waterfront is also home to sensitive ecosystems, including coastal bluffs and offshore waters that are part of the Victoria Harbour Migratory Bird Sanctuary. While waterfront Village locations are primarily located on upland sites previously disturbed by urban settlement, their development should be sensitive to the cultural and ecological values of the area.

Waterfront Villages serve nearby neighbourhoods while also enhancing the broader destination experience. They generally fall into two categories:

- Local Waterfront Villages serve both nearby residents and visitors, offering a modest range of shops and services in support of the surrounding community and the waterfront as a destination. These include:
 - Breakwater Village
 - Holland Point Village
 - Gonzales Bay Village
- Waterfront Commercial Corners are smaller-scale nodes that complement recreational uses with limited commercial offerings. These include:
 - Lime Bay Village
 - Anglers Village
 - Clover Point Village
 - Ross Bay Village

Together, these small-scale Villages help connect Victorians to the waterfront — socially, culturally and ecologically — supporting a vibrant, accessible shoreline experience throughout the year.

3.2. General Policies for All Local and Waterfront Villages

3.2.1. 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.

3.2.2. General Land Use Guidance

Development in Local and Waterfront 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.

Unless otherwise stated, upper floors may generally include residential or non-residential uses compatible with the surrounding neighbourhood. Smaller Local Villages and those with limited frequent transit service and surrounding density should generally emphasize residential uses rather than employment-supporting uses.

3.2.3. General Policies for Local and Waterfront Villages

See Section 2.1: General Guidance for Community Villages for additional policies for Local and Waterfront Villages.

Where policies for individual Villages diverge from general policies, the policies for individual Villages take precedence.

3.3. General Policies Specific to Waterfront Villages

3.3.1. General Built Form Guidance

Each waterfront Village enjoys a unique context. Refer to individual Villages for height and density policies.

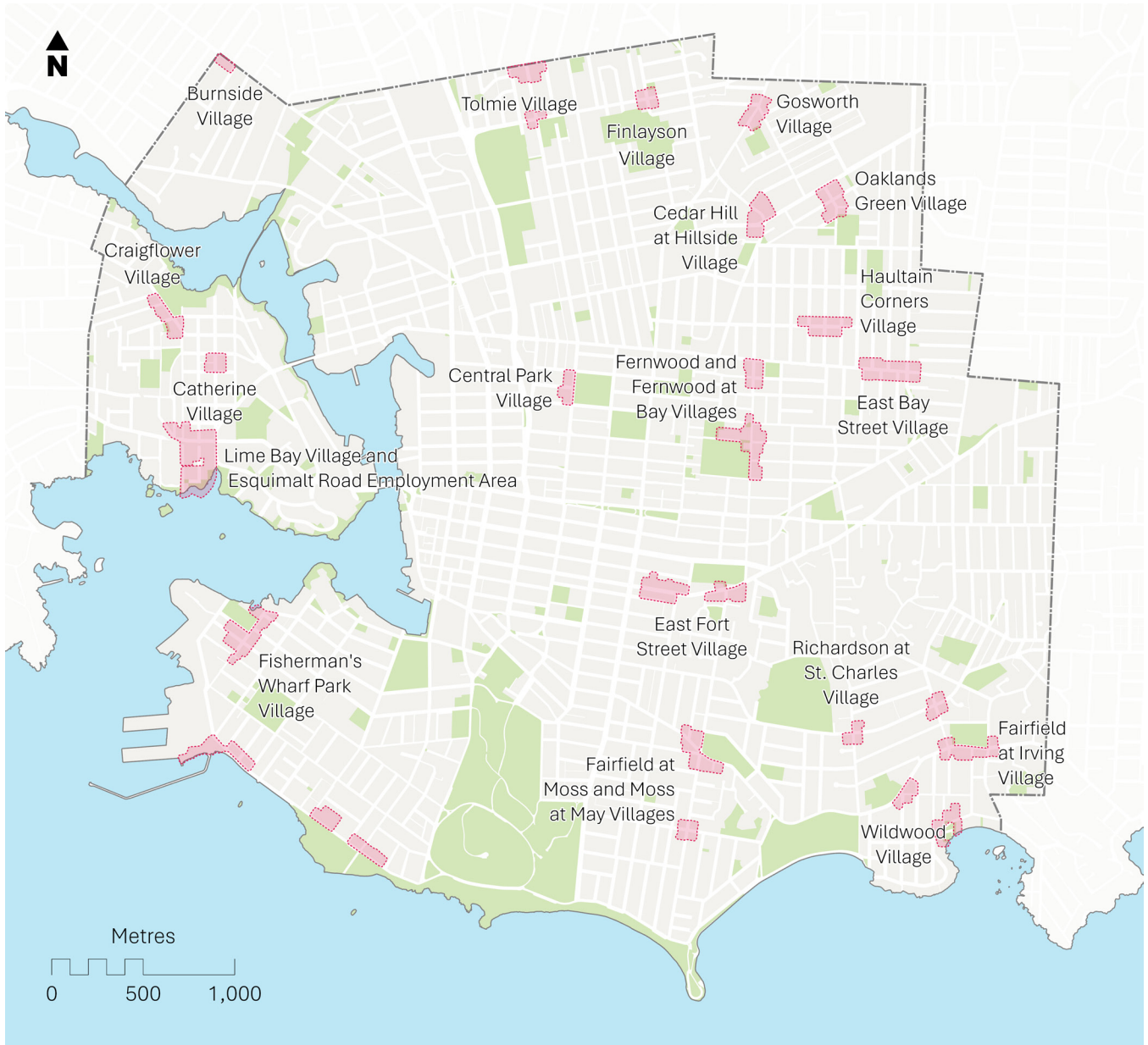
3.3.2. Cultural Significance

The waterfront has important cultural significance for the Lekwungen people. Care should be taken to respect and protect this heritage, while recognizing that welcoming more people to the waterfront presents an opportunity to interpret this cultural heritage.

3.3.3. Ecological Value

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 and complement these ecosystems.

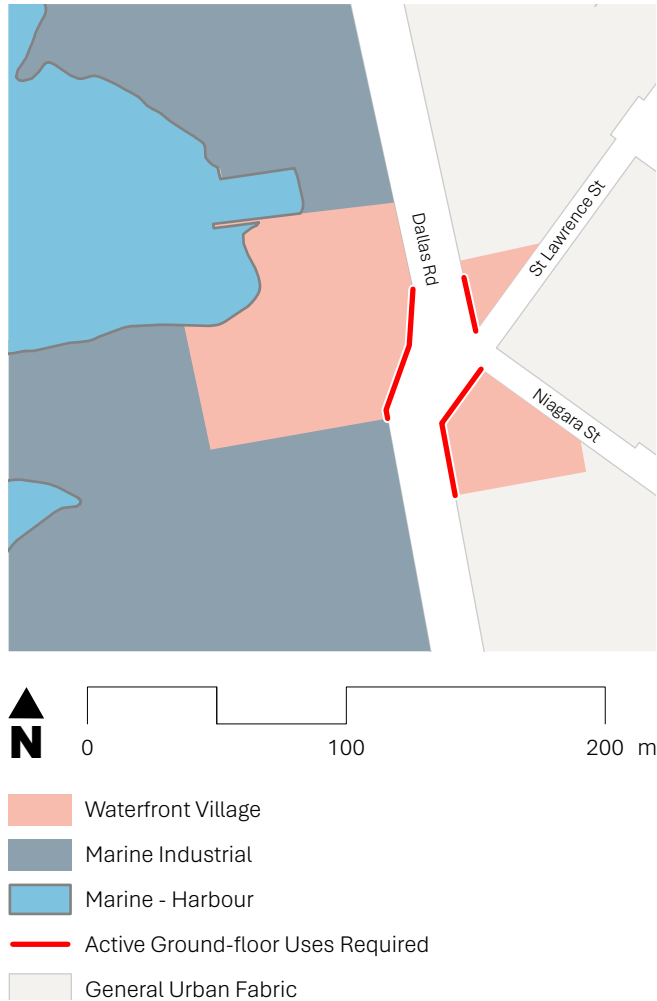
Figure 44: Local and Waterfront Villages Overview Map



3.4. 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.

Figure 45: Anglers Village Land Use Diagram



3.4.1. General Land Use, Height and Density Policies

- West of Dallas Road, consider a range of commercial and industrial services that support and complement water access and marine servicing, 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 five storeys and generally 2.5:1 FSR.
- Building orientation and design should consider noise impacts from the nearby heliport.

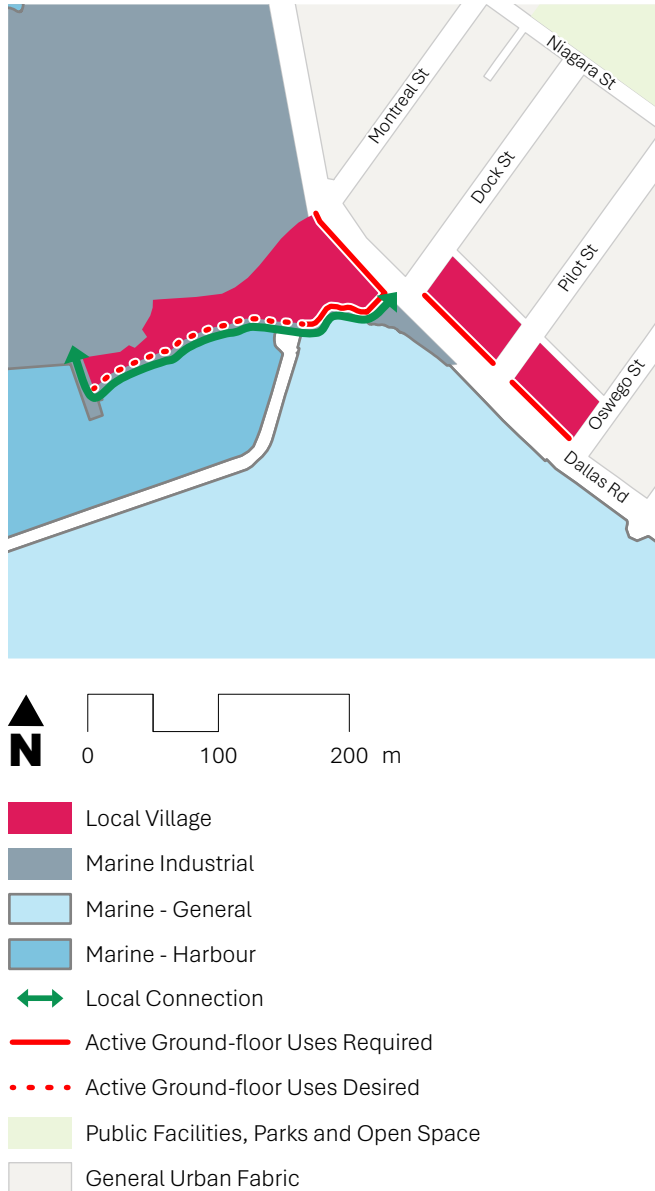
3.4.2. Enhance the Public Realm

- 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.

3.5. 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.

Figure 46: Breakwater Village Land Use Diagram



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.

3.5.1. General Land Use Policies

- Locate 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).

3.5.2. General Height and Density Policy

- Consider buildings of up to five 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.

3.5.3. 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 three to four seasons, as well as public art and signage which interprets and celebrates the Indigenous cultural history of the waterfront.

3.5.4. 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 the following:

- 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.

3.6. 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 one kilometre to the south.

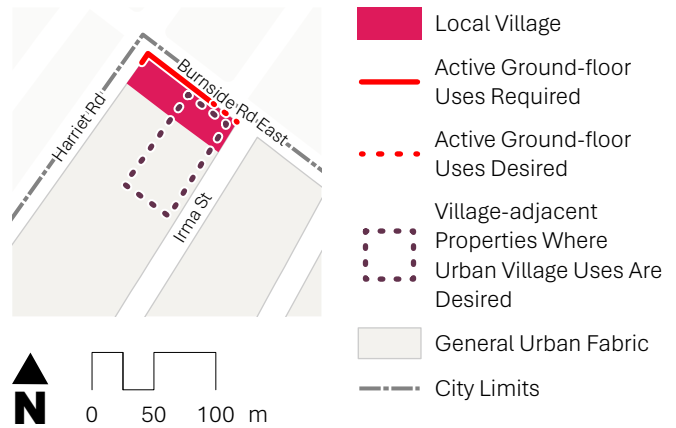
3.6.1. General Land Use, Height and Density Policies

- 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 five storeys and generally 2.5:1 FSR where site conditions allow.

3.6.2. 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 47: Burnside Village Land Use Diagram



3.7. 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 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 Victoria West, allows for unique expressions of building frontage and public space.

3.7.1. 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 four storeys and generally 2:1 FSR where site conditions allow.

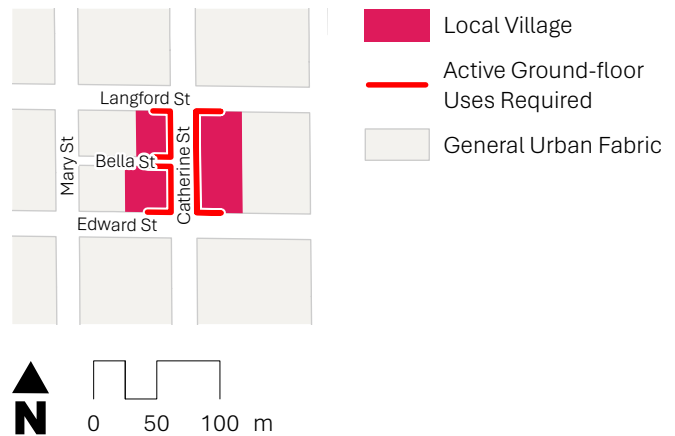
3.7.2. Activate Bella Street

- 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.

3.7.3. 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 48: Catherine Village Land Use Diagram



3.8. Cedar Hill at Hillside Village

Located along the Hillside Avenue Frequent Transit Corridor, 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.

3.8.1. General Land Use, Height and Density Policies

- Locate active ground-floor uses along Cedar Hill Road and Hillside Avenue.
- Consider development of up to four storeys and generally 2:1 FSR.
- In areas closer to Hillside Avenue, consider development of up to six storeys and generally 3:1 FSR where site conditions allow, with consideration of public benefits.

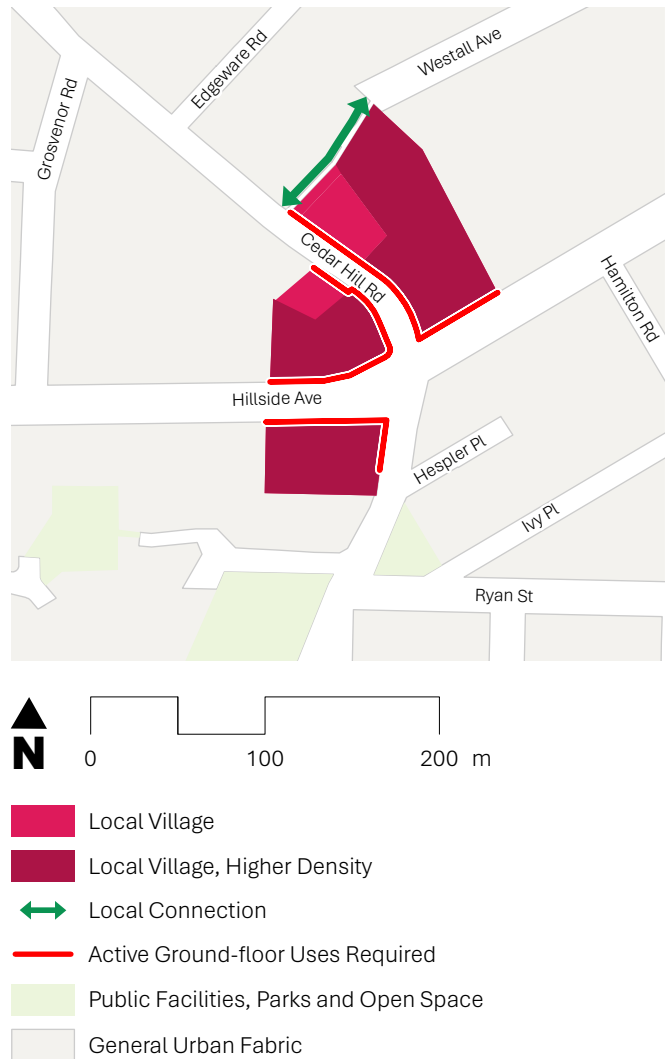
3.8.2. Support Ease of Access to Frequent Transit

- 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.

3.8.3. Connections and Public Realm Policies

- Enhance the east-west route aligned with Westall Avenue, as a tree-lined, pedestrian and active transportation connection.

Figure 49: Cedar Hill at Hillside Village Land Use Diagram



3.9. Central Park Village

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 Quadra Cultural Corridor commercial and cultural node extending south to Pandora Avenue (see Downtown Core Area Plan).

3.9.1. General Land Use Policies

- Locate active ground-floor uses in areas adjacent to Central Park identified as shown in Figure 50: Central Park Village.

3.9.2. General Height and Density Policies

- Development of up to five storeys and generally 2.5:1 FSR may be considered in those areas identified as Community Village in Figure 50: Central Park Village.

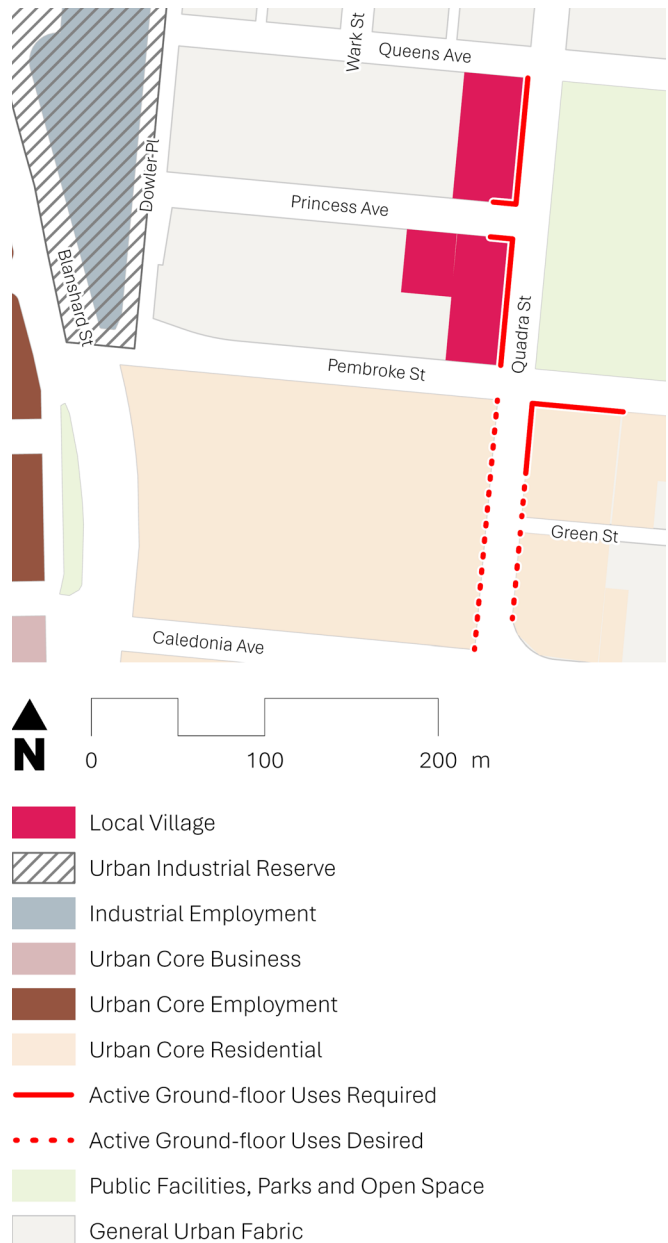
3.9.3. Support Arts, Culture and Heritage

- 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.

3.9.4. 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.

Figure 50: Central Park Village



3.10. 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 is a popular destination for Victorians, with recreational spaces and a good amount of active transportation (cycling, walking and rolling) traffic. Cook, Linden and Moss Streets are key access routes to the waterfront, while Clover Point and, to a lesser extent, Ross Bay Beach are popular destinations.

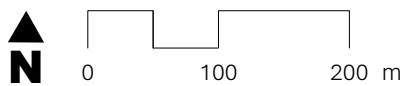
Village locations are desired to support three areas:

- The Dallas Road promenade between Cook Street and Clover Point
- 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 section seeks to realize small Villages across Dallas Road from the waterfront. Once commercial Villages are established in the area, rezoning applications 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.

Figure 51: Clover Point and Ross Bay Villages Land Use Diagram



- Waterfront Village
- Marine - General
- Public Facilities, Parks and Open Space
- General Urban Fabric
- Active Ground-floor Uses Required
- Active Ground-floor Uses Desired

3.10.1. 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, rezoning applications 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 five 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).

3.10.2. Enhance Connections to the Waterfront

Continue to enhance pedestrian crossings, considering added activity around Village nodes.

3.11. Craigflower Village

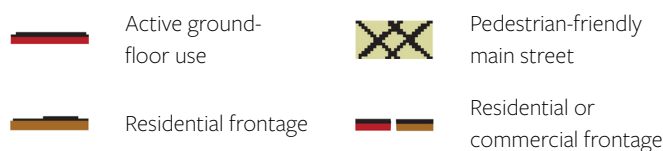
Craigflower Village is a local-serving gathering space with a strong relationship to the surrounding neighbourhood and Banfield Park. It contains several buildings with potential heritage merit, including the commercial building at 414-424 Craigflower Road which forms the heart of the Village. Craigflower 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.

3.11.1. 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 FSR.

Figure 52: Craigflower Village Connections and Public Realm Diagram

- ① Create a small gathering space in the park across from the village, with public seating
- ② Seek to retain commercial and residential buildings of heritage merit with the addition of density; Consider the conversion of residential houses to commercial uses



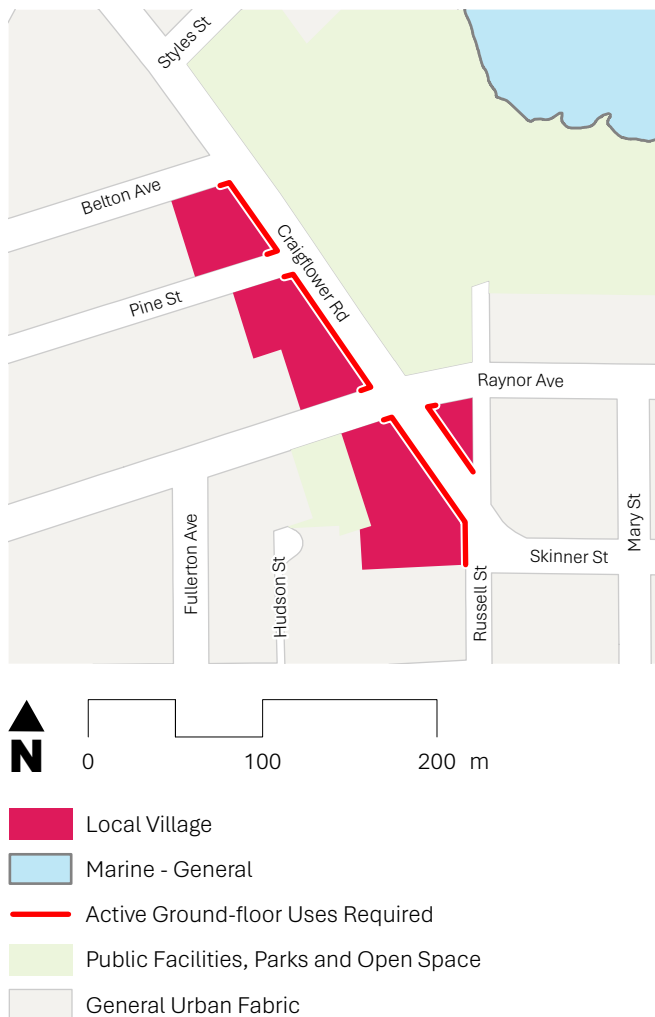
3.11.2. Maintain and Integrate Built Heritage

- 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.

3.11.3. 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 53: Craigflower Village Land Use Diagram

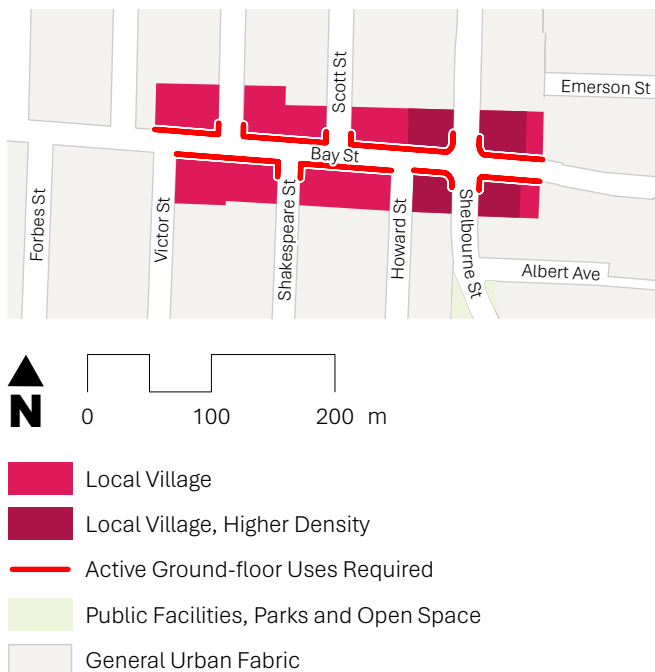


3.12. East Bay Street Village

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.

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 OCP. It connects Royal Jubilee Hospital and the Shelbourne Corridor in the east to the Rock Bay employment area and the Victoria West neighbourhood. It meets several important north-south connectors along the way, including Shelbourne Street and Fernwood Road. As an important truck route west of Shelbourne Street that supports industry, Bay Street is also impacted by heightened traffic noise.

Figure 54: East Bay Street Village Land Use Diagram



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 small- 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.

3.12.1. 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 four storeys and generally 2:1 FSR.
- Adjacent to the intersection of Shelbourne Street and Bay Street, consider buildings of up to five storeys and generally 2.5:1 FSR.

3.12.2. 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 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 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.



Figure 55: East Bay Street Village with enhanced public realm (conceptual illustration).

3.13. East Fort Street Village

East Fort Street Village consists of two distinct nodes.

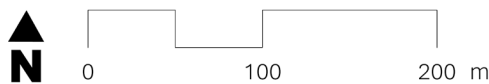
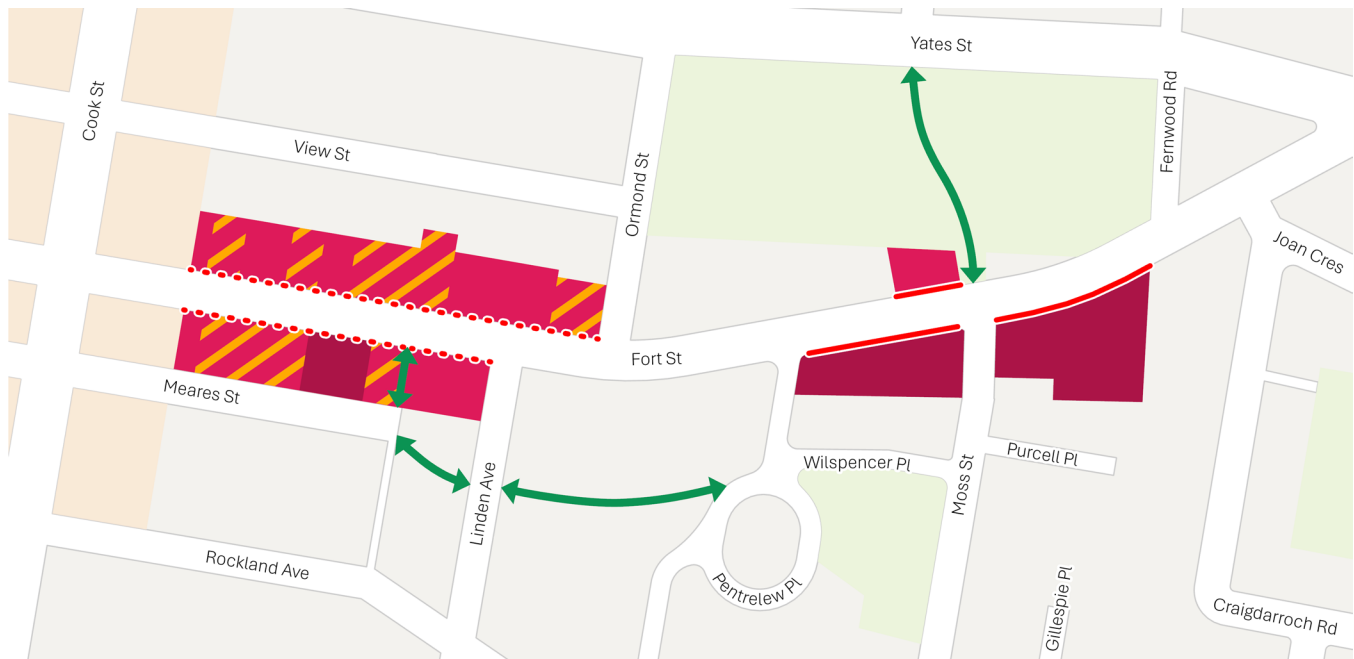
East of Cook Street towards Linden Avenue, the Village is envisioned as an extension of the popular Fort Street commercial corridor. This area is an excellent example of how gradual development and densification can account for and integrate residential heritage properties. Several heritage houses have 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.

3.13.1. 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.

Figure 56: East Fort Street Village Land Use Diagram



- 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 five storeys and generally 2.5:1 FSR where site conditions allow, on parcels on the south side of Fort Street east of Pentrelew Place, as well as on larger parcels west of Ormond Street or Linden Avenue.

3.13.2. 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.

3.13.3. Enhance Connections

Enhance north-south pedestrian connections from Moss Street to Camosun Street and from Meares Street to Fort Street.

3.14. Fairfield at Irving Village

A small commercial node developed here, the end of the former streetcar line that connected to downtown via Cook Street Village, across the street from Margaret Jenkins Elementary School. The heritage merit commercial property located at 1835 Fairfield Road 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, Richmond and Foul Bay Road are designated Frequent Transit Corridors 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, either towards the intersection with Richmond Avenue or the intersection with Foul Bay Road, recognizing that there may not be sufficient demand for expansion in both directions. This approach will provide space for a broader range of local-serving businesses and opportunities for social gathering in a part of the city currently lacking in walkable commercial opportunities.

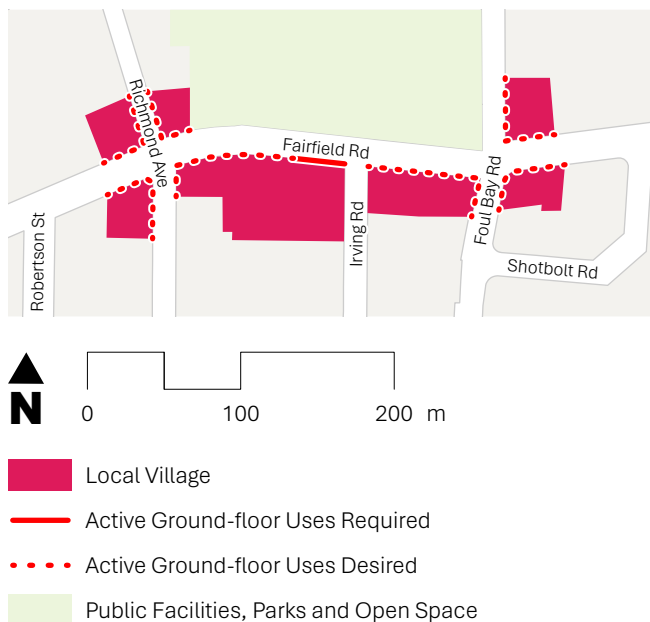
3.14.1. General Land Use, Height and Density Policies

- Locate active ground-floor uses facing Fairfield Road, with residential or commercial uses above.
- Consider buildings of up to four storeys and 2:1 FSR.
- Consider additional height and density on larger sites, with conservation of the heritage-merit commercial building.
- Once active ground-floor uses are established from Irving Street either towards the intersection with Richmond Avenue or the intersection with Foul Bay Road, rezoning applications to purely residential uses may be considered.

3.14.2. Enhance the Public Realm

Enhance pedestrian comfort and integrate transit-supportive infrastructure into the public realm, including sheltered waiting areas and wayfinding signage.

Figure 57: Fairfield at Irving Village Land Use Diagram



3.15. Fairfield at Moss and Moss at May Villages

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 Corridor and along the Moss Street active transportation route.

Further south, a small commercial node at Moss and May Street 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 Frequent Transit Corridor on Fairfield Road.

Figure 58: Fairfield at Moss Village Connections and Public Realm Diagram

- ① Set new development back to support pedestrian spaces, patios and street trees
- ② Expand and enhance plaza space at the end of Oscar St.
- ③ Enhance pedestrian comfort and sense of place
- ④ Support frequent transit on Fairfield Rd. with enhanced bus stops, waiting areas and public parking for bicycles and mobility devices



Mixed use with active ground-floor uses
 Residential frontage

3.15.1. 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 four storeys and 2:1 FSR.
- Additional density of up to five storeys and 2.5:1 FSR 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.

3.15.2. 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.

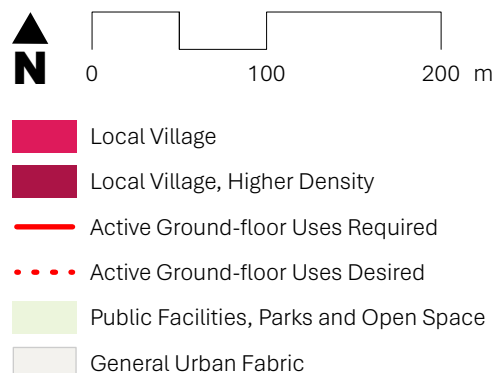


Figure 59: Small storefronts and adjacent public space establish a pedestrian-friendly character for the village.

3.15.3. Provide Public Spaces for Community Gathering

- Consider opportunities to expand and enhance an attractive small plaza space near the intersection of Moss 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.

Figure 60: Fairfield at Moss and Moss at May Villages Land Use Diagram



3.16. 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, was 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.

3.16.1. General Land Use Policies

- Active ground-floor uses should be located fronting Fernwood Road and Gladstone Avenue as shown in Figure 64: Fernwood and Fernwood at Bay Village Land Use Diagram.
- In areas where active ground-floor uses are desired but not required, as indicated in Figure 64: Fernwood and Fernwood at Bay Village 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 Avenue at the east end of Fernwood 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 in Fernwood Village. Consider the inclusion of small commercial spaces (as small as 150-300 square feet) for emerging businesses.
- Encourage a diversity of ground-floor uses within Fernwood at Bay Village, creating pedestrian interest along Fernwood Road while considering the integration of small- to medium-sized commercial spaces.

3.16.2. General Height and Density Policies

- Consider buildings of up to four storeys and generally 2:1 FSR.



Figure 61: A fine-grained rhythm of small storefronts characterize the historic village.

- On sites north of Denman Street, consider mid-rise development up to five storeys and generally 2.5:1 FSR where site conditions allow.
- On larger sites at the east end of Fernwood Village (1320 and 1315-1323 Gladstone Avenue), consider mid-rise development of up to six storeys where public benefits in the form of affordable housing are included.



Figure 62: Enhanced streetscape and active ground-floor uses create a lively community place along Gladstone Avenue, west of Fernwood Square.

3.16.3. Maintain and Enhance Cultural and Heritage Assets

- Ensure the spire of the current Belfry Theatre building remains a prominent feature of Fernwood Village.
- Retain the existing heritage buildings and assets in Fernwood 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.

3.16.4. Enhance Public Spaces

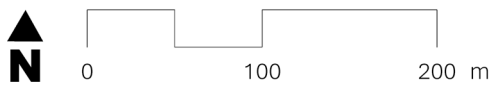
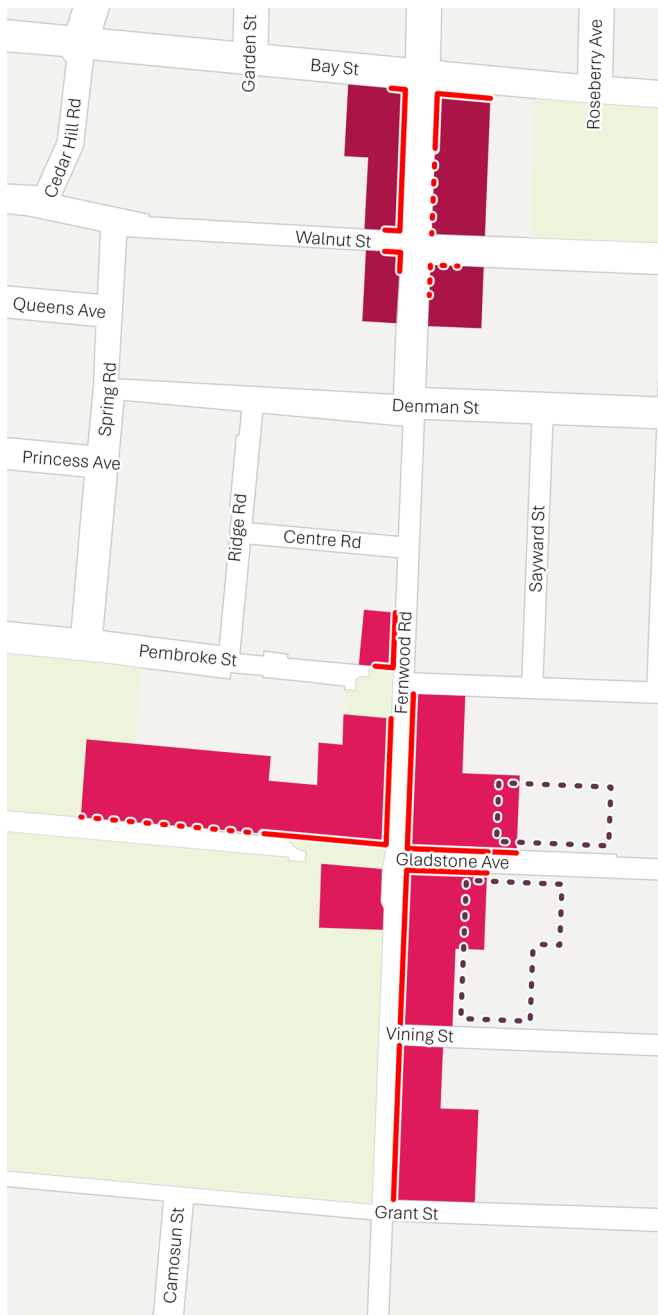
- Support community-led placemaking initiatives, partnerships and public investments that:

- Enliven Gladstone Avenue east of Fernwood Square with publicly accessible seating and spaces.
- Activate the stretch of Gladstone Avenue from Fernwood Square to the Fernwood Neighbourhood Resource Group 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.
- 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 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).



Figure 63: Fernwood Square is a beloved public space for community celebration and informal gathering.

Figure 64: Fernwood and Fernwood at Bay Village Land Use Diagram



- Local Village
- Local Village, Higher Density
- Active Ground-Floor Uses Required
- Active Ground-Floor Uses Desired
- Village-adjacent Properties Where Urban Village Uses Are Desired
- Public Facilities, Parks and Open Space
- General Urban Fabric

3.16.5. Enhance Pedestrian Comfort and Connections

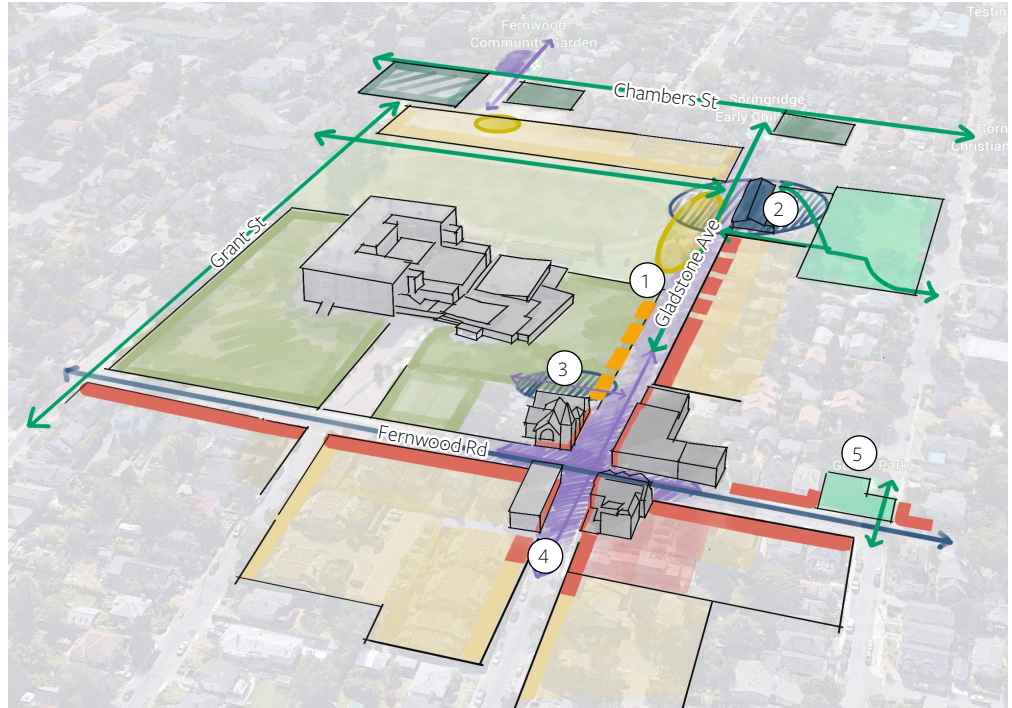
- Seek to widen sidewalks and remove obstacles to pedestrian movement along Fernwood Road, considering:
 - Removal of on-street parking.
 - Undergrounding of utilities where feasible, considering constrained rights-of-way and presence of heritage buildings.
 - Renewed right-of-way with new development.
 - Partnership with School District 61 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 a raised intersection that continues the design themes of Fernwood Square.



Figure 65: Public realm improvements at Fernwood Village better connecting Fernwood Square to eastern parts of village (conceptual illustration).

Figure 66: Fernwood Village Connections and Public Realm Diagram

- ① Activate Gladstone Avenue west of Fernwood Square, with pedestrian enhancements, supporting festivals and considering seasonal kiosks for emerging businesses
- ② Support the renewal of the Fernwood Community Centre space, with mixed-income housing above and formalized outdoor recreation
- ③ Consider expansion of cultural space adjacent to the Belfry Theatre, with enhanced connections between the square and the Vic High grounds
- ④ Add mixed-income housing and new storefronts along Gladstone Avenue east of Fernwood Village
- ⑤ Enhance existing green spaces, considering added seating in Gower Park and accessible connections



- ⑥ Support pedestrian-priority elements along Fernwood Road including enhanced crossings, bus stops and sidewalks
- ⑦ Manage parking to balance needs of businesses, arts and culture and residents
- ⑧ Encourage urban design, public realm and placemaking that build on or complement historic assets of Fernwood Village, including Indigenous and environmental histories
- ⑨ Allow expansion of Fernwood Village in a way that enhances existing commercial, cultural and community uses, creates diverse housing options, and complements existing architecture with small, visually eclectic storefronts

3.17. Finlayson Village

Finlayson Village represents an opportunity to establish a commercial corner in an area that has limited local business nodes. There is a desire for local-serving small businesses as well as public space to 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.

3.17.1. 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 FSR.
- Development on assembled sites may consider buildings of up to five storeys and 2.5:1 FSR.

3.17.2. Enhance Public Space and Connections

- Consider enhancements to Highview and Lang Streets, considering added greenery, gathering space and better pedestrian connections to Highview Park and Summit Park.

Figure 67: Finlayson Village Land Use Diagram



3.18. Finlayson at Quadra Village

Finlayson at Quadra Village is located at the intersection of Frequent Transit Corridors and active transportation networks, about 700 metres north of Quadra Village in an area with limited commercial options. This area is envisioned to evolve into a commercial corners adjacent to École Quadra Elementary School and close to Topaz Park. In addition to the adjacent school building, there are several houses of heritage merit directly north of the Village.

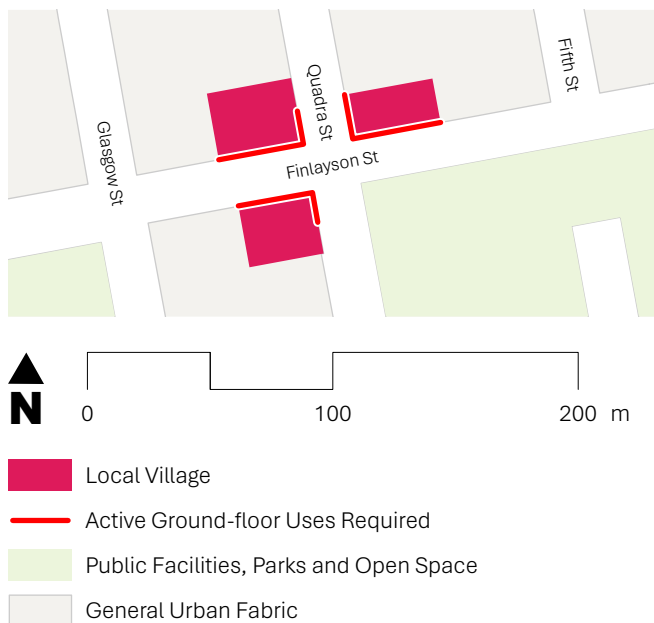
3.18.1. General Land Use, Height and Density Policies

- Locate active ground-floor uses in the Village.
- Consider development of up to four storeys and generally 2:1 FSR. Consistent with the surrounding Priority Growth Area, consider development of up to six storeys on appropriately sized lots.

3.18.2. Respond to Mobility Context

- Site design should support the Frequent Transit Corridor and safe crossing for École Quadra Elementary School, considering space for transit users and students to safely gather or wait for buses or signals.

Figure 68: Finlayson at Quadra Village Land Use Diagram



3.19. 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.

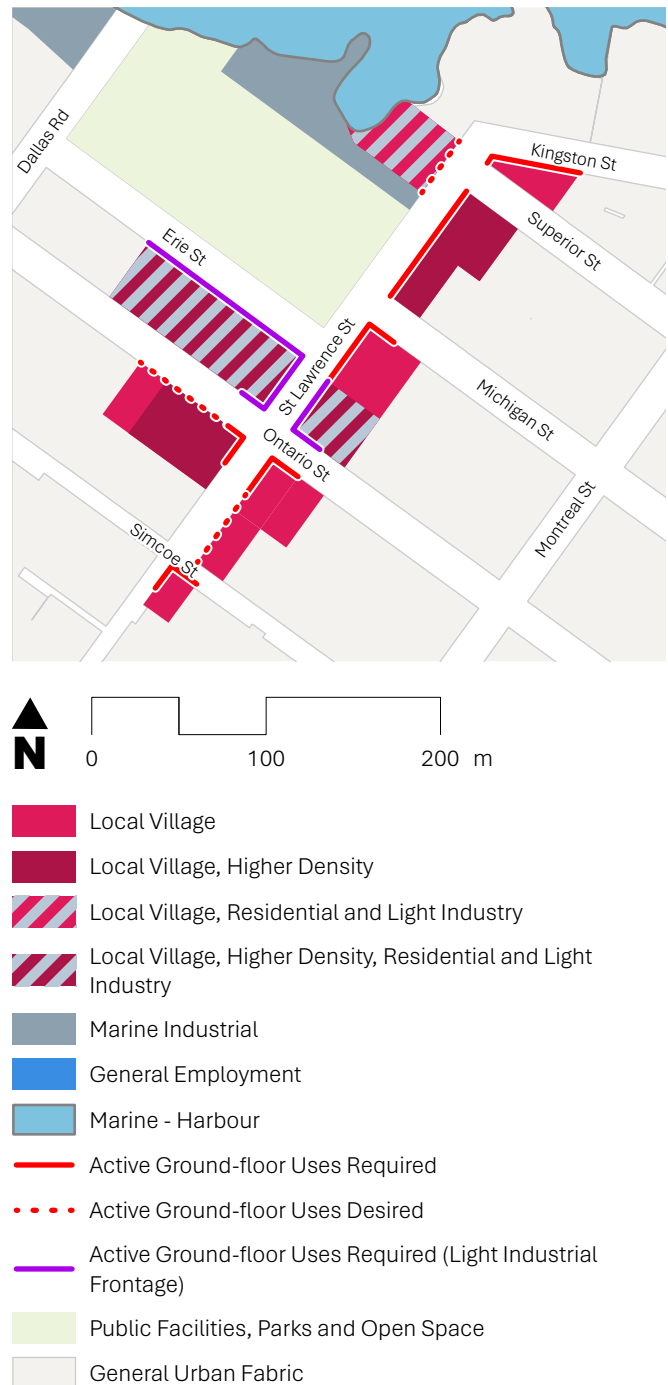
3.19.1. General Land Use Policies

- Maintain areas with industrial zoning, for a mix of industrial, commercial and residential uses as shown in Figure 69: 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 Erie Street and St. Lawrence Street, as shown in Figure 69: Fisherman’s Wharf Park Village Land Use Diagram.

Figure 69: 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 to 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 Chapter 4: Districts and Employment Lands, with consideration for transparency and accessibility at the ground level to showcase productive uses and foster public engagement.

3.19.2. 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 re-use 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.

3.19.3. General Height and Density Policies

- Consider development of up to four storeys and generally 2:1 FSR as indicated in Figure 69: 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 FSR where site conditions permit, in the following areas as shown on Figure 69: Fisherman’s Wharf Park Village Land Use Diagram:

- West of St. Lawrence Street and south of Erie Street, with the exception of 39 and 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.

3.19.4. 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.

3.19.5. Enhance Community Connection to the Waterfront

Expand opportunities to access the waterfront by:

- 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 near the waterfront
- Preserving waterfront access that could be utilized for future connections to a waterborne mobility network such as water taxis or seabus.

3.19.6. Establish a Linear Parkway along St. Lawrence Street

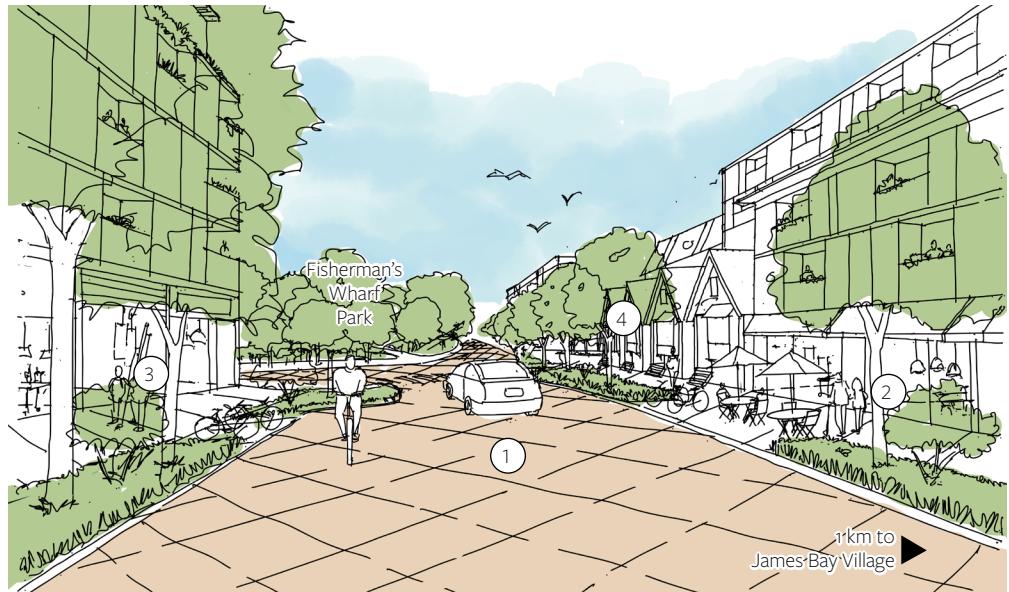
Add streetscape features that transform St. Lawrence Street into a linear parkway celebrating the history and ecological significance of the buried stream, integrating green stormwater infrastructure. Consider the following features:

- 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 improve groundwater recharge.
- Public art along the historic stream’s pathway.
- Permeable materials to increase the potential for rainwater infiltration.

Figure 70: St. Lawrence Street as a slow, pedestrian-friendly street with a mix of new and heritage buildings supporting new businesses and homes (view looking north towards Fisherman’s Wharf Park).

- ① Slow and shared street concept on St. Lawrence Street
- ② New shops and services extend the Village south from Erie Street
- ③ Adaptive re-use of historic buildings
- ④ Complement Five Corners

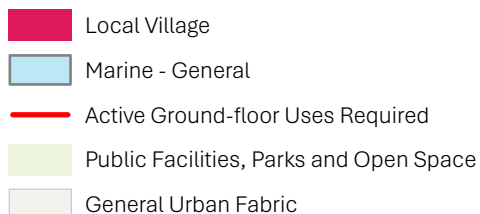
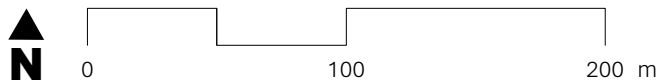
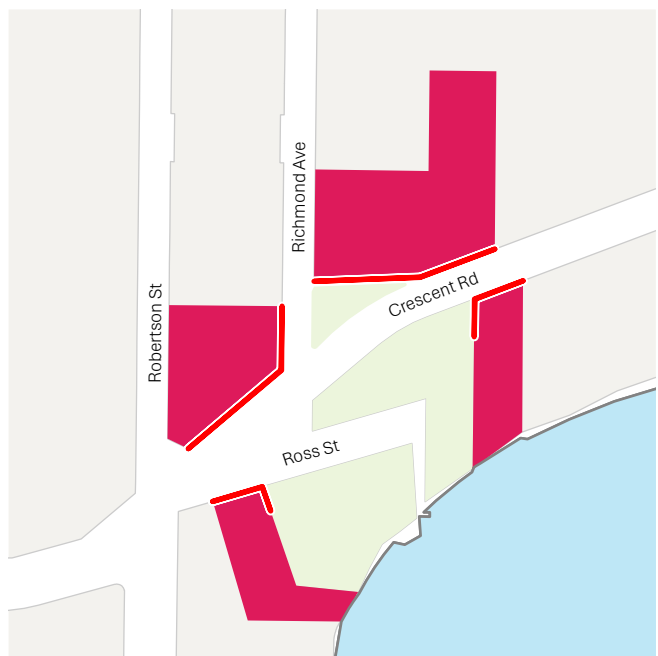


3.20. Gonzales Bay Village

Gonzales Bay beach and park have been an important recreational destination for generations. The vision for this area is to establish a 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 nearby residents to gather and access shops and services 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.

Figure 71: Gonzales Bay Village Land Use Diagram



3.20.1. 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.
- Consider development up to four storeys and generally 2:1 FSR.

3.20.2. 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.

3.21. 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 seniors 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.

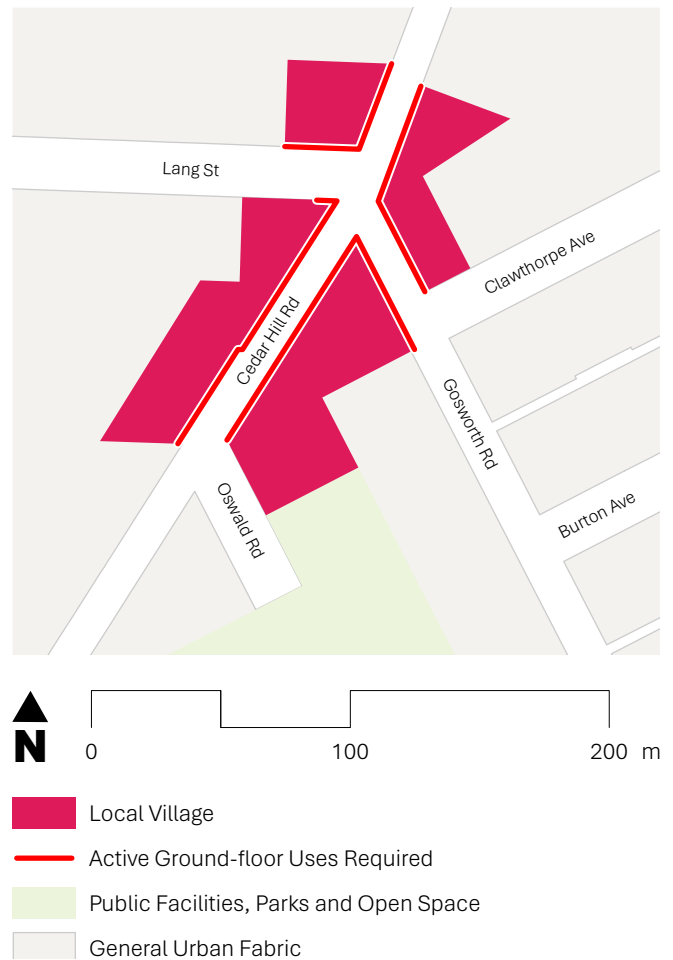
3.21.1. General Land Use, Height and Density Policies

- 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 five storeys and 2.5:1 FSR where site conditions allow.
- Refer to Chapter 6: Large Non-Market Housing Sites for directions for Kiwanis Village site.

3.21.2. Enhance Public Spaces

- Create a comfortable pedestrian-oriented public realm space and pedestrian crossings at the intersection of Cedar Hill Road, Lang and Gosworth Street 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 72: Gosworth Village Land Use Diagram



3.22. 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.

Figure 73: Haultain Corners Village Land Use Diagram



3.22.1. 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 Street 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 spaces.
- Consider the inclusion of micro-units (150 to 300 square feet) that can accommodate small and start-up businesses.

3.22.2. General Height and Density Policies

Consider buildings of up to four storeys and generally 2:1 FSR.

3.22.3. 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 to four seasons.
- Explore the potential for partial or periodic street closures on Haultain Street and Belmont Street to accommodate spaces for lingering as well as community events, markets and celebrations.

3.23. 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 de Fuca and the Olympic Mountains. Menzies Street and Government Street both represent important north-south pedestrian routes from 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, as well as serving neighbourhood residents with goods and services complementing nearby James Bay Village.

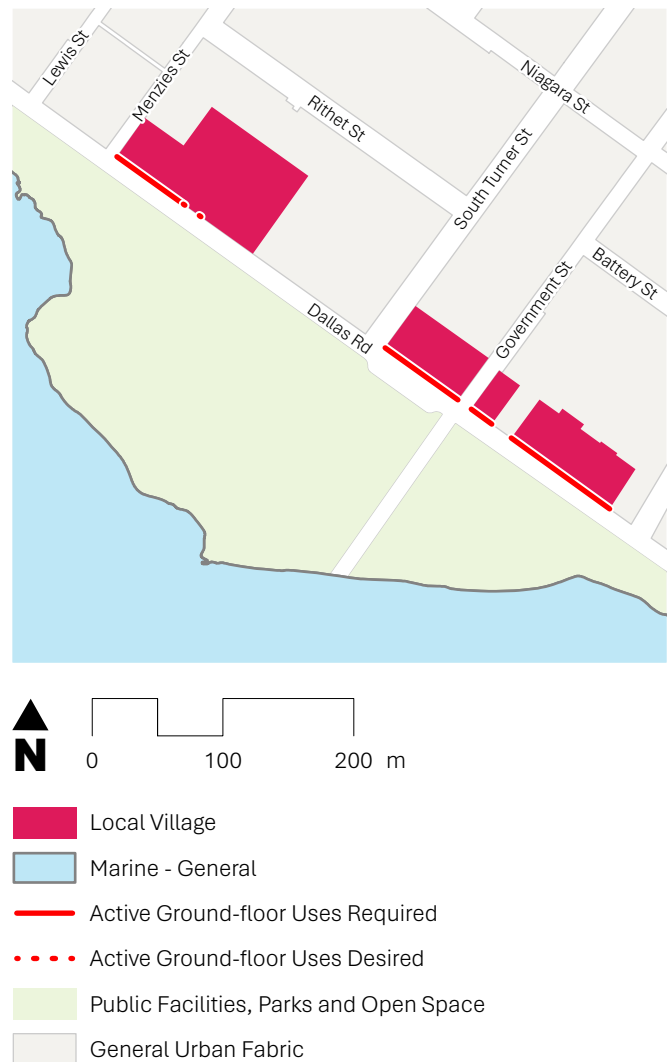
3.23.1. General Land Use, Height and Density Policies

- 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 six storeys and generally 2.5:1 FSR along Dallas Road.

3.23.2. Enhance Adjacent Public Spaces for Gathering

- Enhance places to gather around the 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.

Figure 74: Holland Point Village Land Use Diagram



3.24. Lime Bay Village and Esquimalt Road Employment Area

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.

Closer to Esquimalt Road and the E&N Rail corridor is a historic light industrial area which continues to provide important opportunities for employment and business.

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 First Nation Reserve from 1844 to 1911.

A number of historic buildings, including homes and the former Ormond’s Biscuit Factory building, are located in this area.

3.24.1. General Land Use, Height and Density for the Waterfront Village

- 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 five storeys and generally 2.5:1 FSR. On other sites within the waterfront Village, consider development of up to four storeys and generally 2:1 FSR.

3.24.2. General Land Use, Height and Density for Industrial, Employment and Residential Mixed-Use Areas

- Include ground-floor light industrial uses consistent with the policies for industrial-zoned Properties outside of the Urban Industrial Reserve (Section 9 of this document).
- Consider buildings of up to five storeys and generally 2.5:1 FSR.

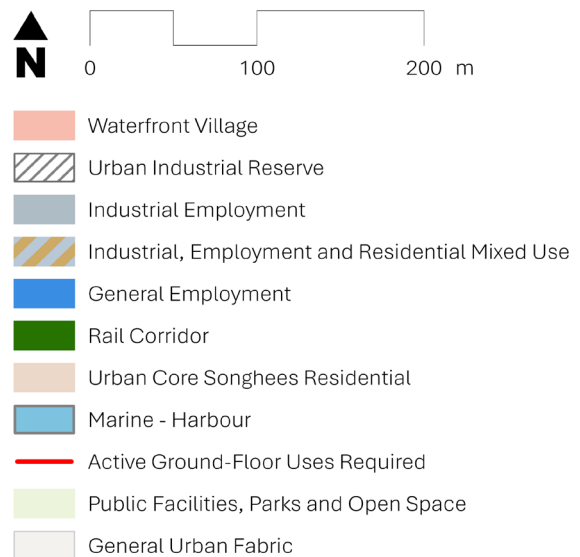
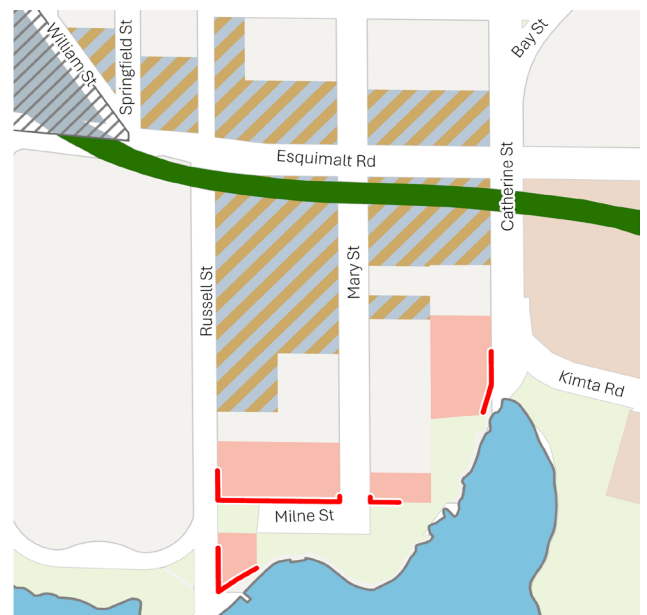
3.24.3. Enhance Ecological Areas along the Songhees Walkway

Protect and enhance ecological features and assets associated with the shoreline ecosystem.

3.24.4. Enhance and Activate the Public Realm

- Consider opportunities to activate, enhance or expand waterfront park areas, such as along Milne Street.
- Establish active ground-floor frontages adjacent to pathways and the E&N Rail corridor.

Figure 75: Lime Bay Village and Employment Area Land Use Diagram



3.25. 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 Garry 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, 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 the Belmont-Pearl 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 and active and passive recreation.

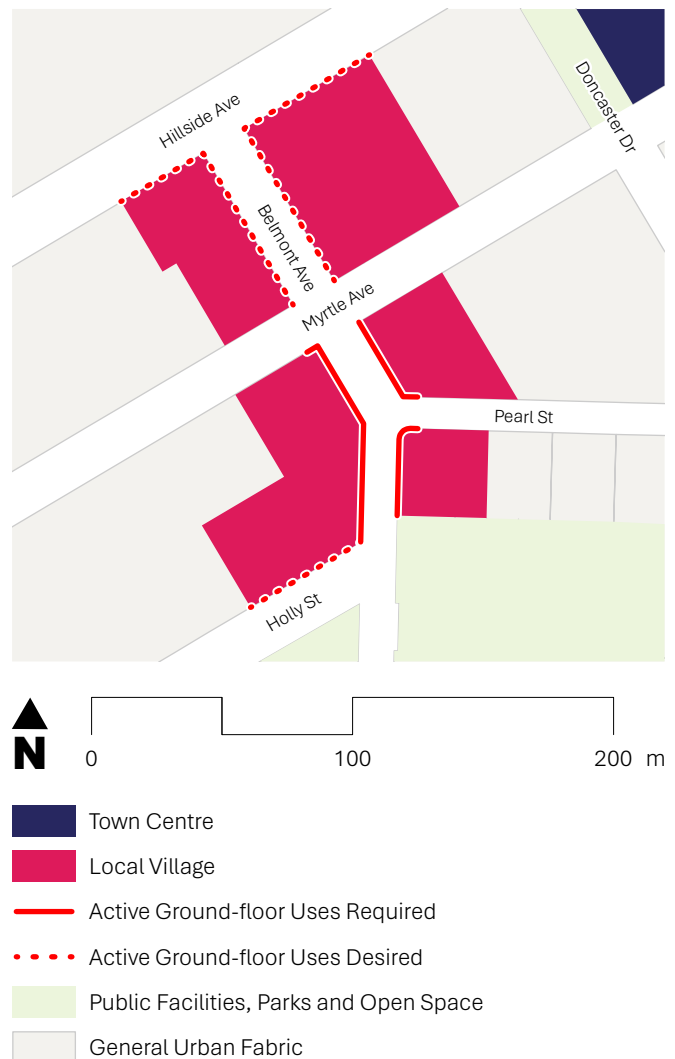
3.25.1. General Land Use Policies

- Include active ground-floor uses in the Village areas, with a focus on those areas fronting on Oaklands Green and 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 that incorporates commercial and other ground-floor uses as described in the general policies for Villages.
- Consider residential, community or commercial uses in upper storeys.

3.25.2. General Height and Density Policies

- Consider development up to four storeys and generally 2:1 FSR 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 FSR fronting onto Belmont Avenue south of Myrtle Street supporting a mixed-use Village node.
- Consider development of up to six storeys and 3:1 FSR north of Myrtle Street supporting the Hillside Avenue transit corridor.

Figure 76: Oaklands Green Village Land Use Diagram



3.25.3. 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 Garry 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.

3.25.4. 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 Drive and Pearl Street.

3.25.5. Support the Expansion of Community-Serving Spaces

Continue to support and enhance opportunities for indoor community programming and outdoor gathering and celebration.

Figure 77: Oaklands Connections and Public Realm Diagram (bird's eye view looking north towards Hillside Avenue)

- 1 Commercial corners shops
- 2 Enhanced nature space and park at Oaklands Green
- 3 Enhanced Ryan Street greenway habitat and connections to parks
- 4 Slow school street on Belmont Avenue can be closed for events
- 5 Opportunities for expanded community centre



3.26. Richardson at St. Charles and Richardson at Richmond Villages

These two commercial corners lie along Richardson Street, an important east-west active transportation connection, and near Richmond Avenue, a Frequent Transit Corridor. They are not far from the Government House open space and Glenlyon Norfolk School. The community has expressed interest in seeing the evolution of a small Village or commercial corners providing shops, services and space for socializing in an area where there are long distances between Villages.

The area adjacent to Richardson at St. Charles Village 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.

3.26.1. General Land Use, Height and Density Policies

- Establish active ground-floor uses anchored at the corners.
- Consider development up to four storeys and generally 2:1 FSR, where site conditions allow. Consider additional height and densities to support the development of affordable housing at 600 Richmond Avenue.

Figure 78: Richardson at St. Charles and Richardson at Richmond Villages Land Use Diagram



- Integrate active ground-floor uses into future redevelopment at the northwest corner of Richardson Street and Richmond Avenue, consistent with overall site planning.

3.26.2. Enhance the Public Realm

- Design of public realm should support the active transportation route on Richardson Street and the Frequent Transit Corridor on Richmond Avenue.
- Integrate a small public space accommodating public seating into future redevelopment at the northwest corner of Richardson Street and Richmond Avenue, consistent with overall site planning.

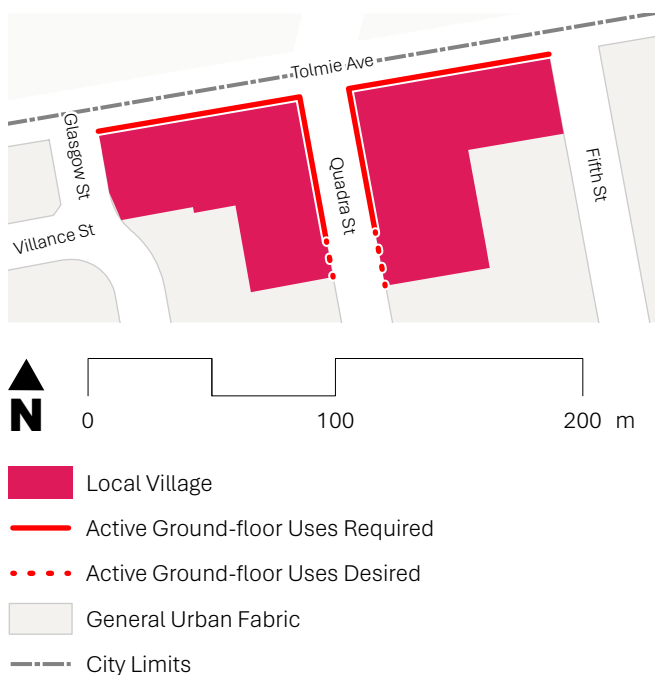
3.27. Tolmie Village

Tolmie Village is strongly influenced by its location along Quadra Street, a major bus transit route with higher levels of vehicle 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 Street and Cloverdale Avenue. It is well-situated with several nearby parks. Designated north-south and east-west active transportation routes are expected to create more pedestrian activity in the future.

Tolmie Village is envisioned to evolve into a main 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, signalling to passers-by on Quadra Street that there is a destination and reason to slow down, and to create a quieter, neighbourhood-oriented main street along Tolmie Avenue.

Figure 79: Tolmie Village Land Use Diagram



3.27.1. General Land Use, Height and Density Policies

- Locate active ground-floor uses fronting onto Quadra Street and Tolmie Avenue as shown in Figure 79: Tolmie Village Land Use Diagram.
- For sites fronting Quadra Street, as shown in the Land Use Diagram, consider development up to five storeys and generally 2.5:1 FSR.
- For sites fronting only onto Tolmie Avenue, consider development up to four storeys and generally 2:1 FSR.
- Encourage small-format ground-floor uses to better support a diversity of local businesses.



Figure 80: Enhanced streetscape creating a sense of place at Tolmie Village (conceptual illustration).

3.27.2. 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.
- Focus pedestrian-oriented main street improvements on Tolmie Avenue, in collaboration with Saanich and consistent with approved guidelines for public realm.

4. Districts and Employment Lands

The Districts and Employment Lands section contains policies for several employment-focused areas that are neither Town Centres nor Urban Villages.

This section includes three disparate areas:

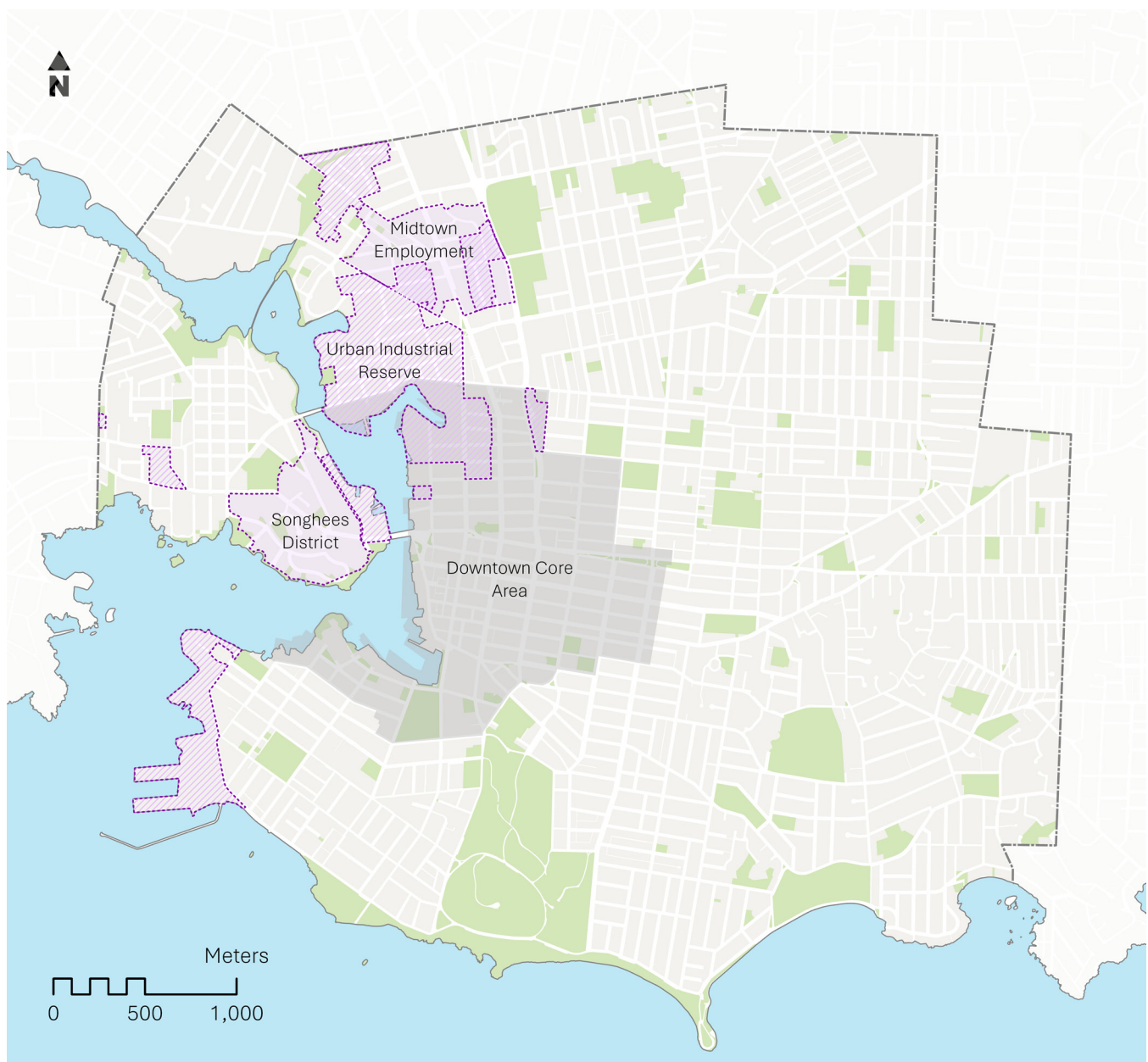
- Midtown Employment District: A primarily employment-focused district along the Douglas Street Rapid Transit corridor, containing a residential

sub-area near Cecelia Road and Sumas Street.

Songhees District: A higher-density mixed-use area adjacent to the Downtown Core.

- Urban Industrial Reserve: Victoria's remaining intact marine and light industrial lands which play a key role in the region's economic future. This district overlaps with other districts and the Downtown Core Area.

Figure 81: District Overview Map



4.1. Songhees District

The Songhees District near Downtown Victoria and waterfront amenities along the Songhees Walkway and the Gorge. This area was the first Songhees First Nation Reserve from 1844 to 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.

The Core Songhees District contains several areas subject to Master Development Agreements.

to the area context and consider a mix of uses and provision of open space in line with City policy and responsive to site and local area needs.

4.1.3. 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.

Figure 82: Core Songhees District Overview Map



4.1.1. General Land Use Policies

Consider a range of commercial, industrial and residential uses that support a complete community.

4.1.2. 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 FSR may be considered as part of a comprehensive development plan that should respond

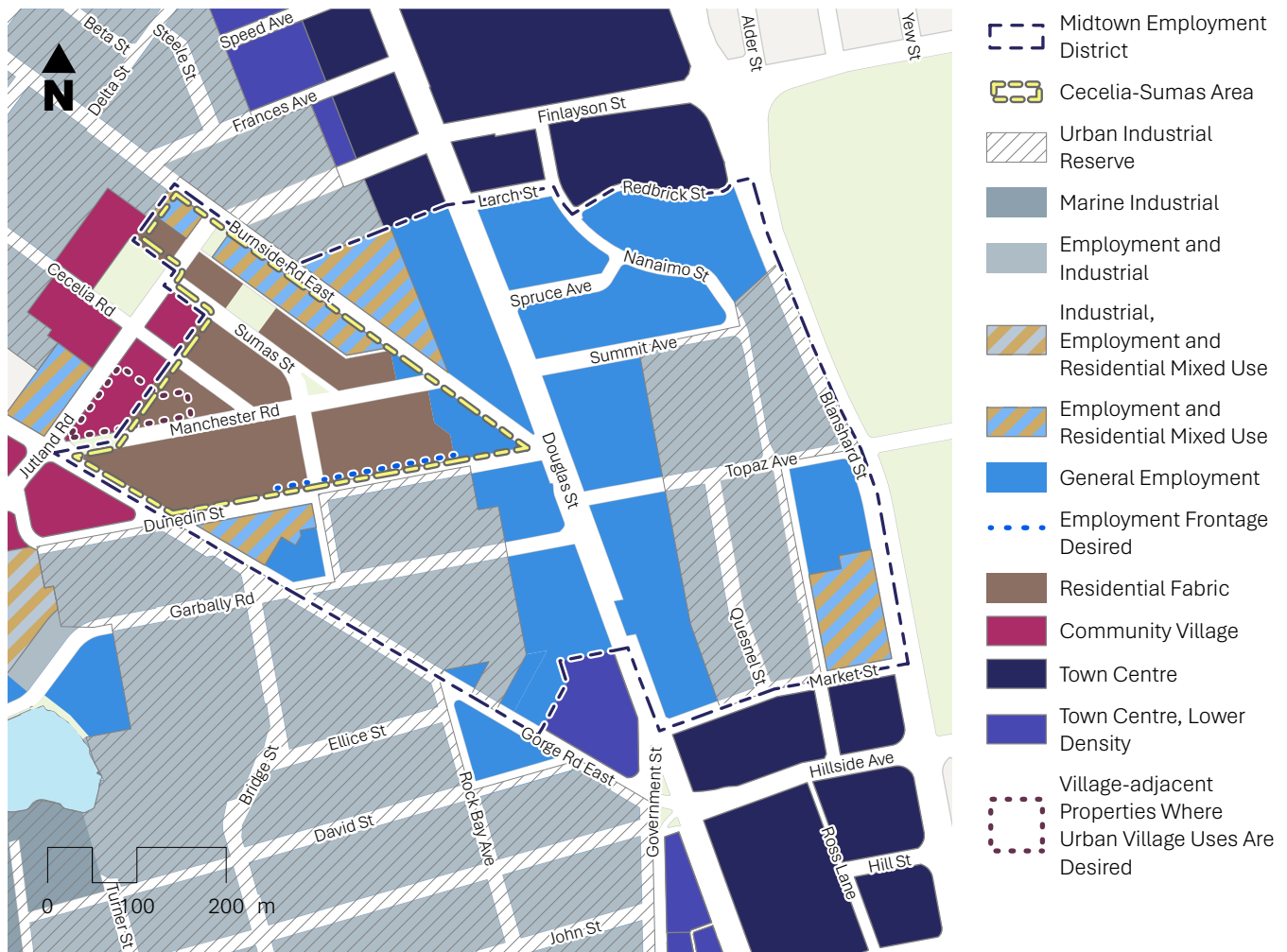
4.2. Midtown Employment District

The Midtown Employment 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.

The District includes three distinct areas near the Douglas Corridor, between the Mayfair Town Centre and Midtown Centre:

- Areas within the Urban Industrial Reserve (see Industrial Land Reserve Policies)
- General Employment lands
- The Cecelia–Sumas Area

Figure 83: Midtown Employment District Overview Map



Policies for the Midtown General Employment Lands

4.2.1. General Land Use Policies

- Consider a range of non-residential uses including commercial, cultural, institutional, light industrial and visitor accommodations.
- For sites within the Urban Industrial Reserve, see Section 4.3: Urban Industrial Reserve.
- For sites with industrial zoning but not within the Urban Industrial Reserve, see Chapter 9: Industrial Uses Outside of the Urban Industrial Reserve in addition to the policies in this Section 4.2: Midtown Employment District.

4.2.2. General Height and Density Policies

- Consider a range of heights and densities that support the uses above.

4.2.3. 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 a pedestrian-friendly interface with the public realm. Efforts should be made to intensify use of these sites wherever possible.

4.2.4. 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-Burnside 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 Douglas-Burnside intersection to create public space and improve pedestrian connection and transit waiting facilities.

Policies for the Cecelia–Sumas Area

4.2.5. General Land Use Policies

- Consider residential buildings of up to six 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.

4.2.6. Expand Green Spaces to Serve Area Residents

- Expand and enhance the greenspace at Sumas Street and Manchester Road 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 a partial road closure.

Figure 84: Cecelia–Sumas Area Connections and Public Realm Diagram

- 1 Create enhanced greenways along internal streets, connecting to Selkirk Village and Cecelia Ravine Park
- 2 Enhance pedestrian conditions and sense of place along Jutland Road (see Selkirk Village policies)
- 3 With new development, enhance and consider expansion of Manchester Green
- 4 Enhance the Douglas-Burnside intersection and surrounding public realm to support pedestrian comfort and transit
- 5 Create an enhanced green space at the Sumas Street and Manchester Road triangle



4.3. 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 accommodate a range of industrial uses, with other employment uses primarily in upper floors.
- Marine Industrial areas, located along the Working Harbour, that support a range of industries that rely on the harbour for access to raw materials and transporting goods.

For industrial-zoned lands outside of the Urban Industrial Reserve, see Chapter 9: Industrial Uses Outside of the Urban Industrial Reserve.

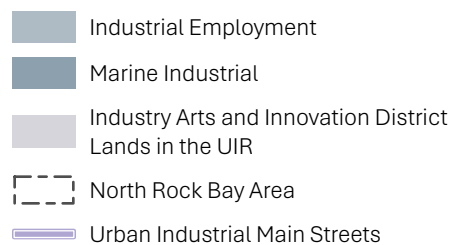
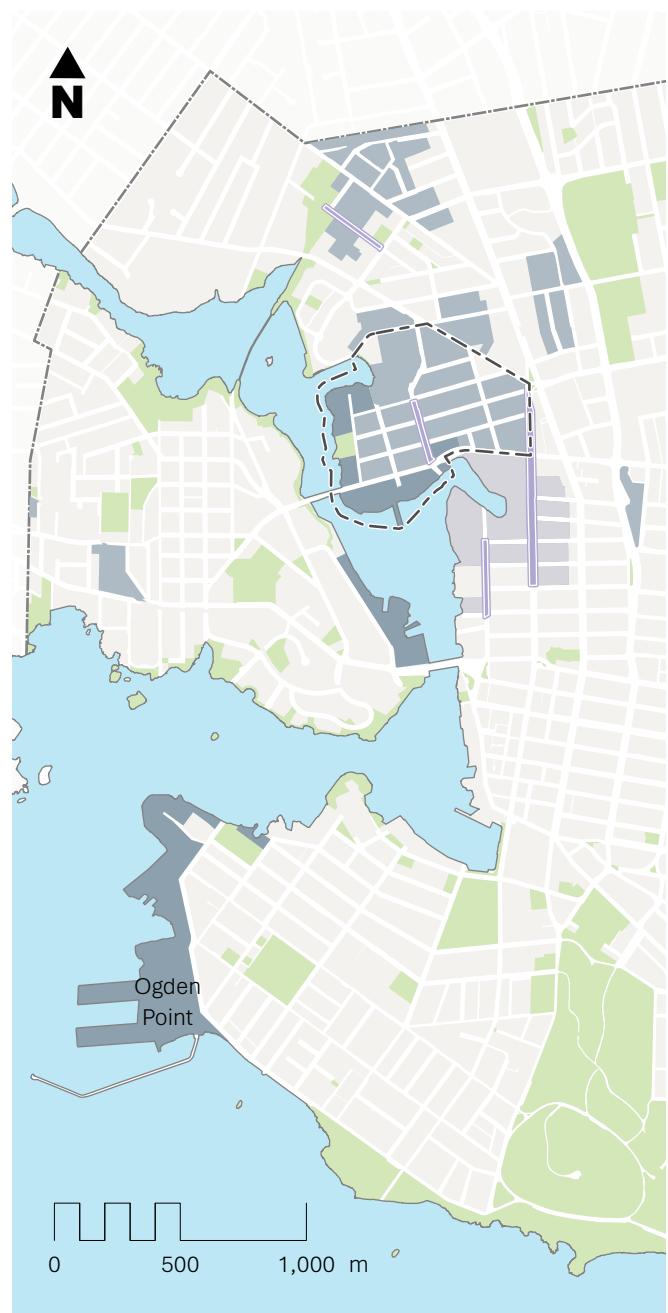
Policies for the Industrial Employment Areas

Within Industrial Employment Areas, the following policies should be considered:

4.3.1. 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

Figure 85: Urban Industrial Reserve (UIR) Overview Map



processing, traditional and high-tech manufacturing, prototyping and product testing, 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 or incompatibility of business operations.

4.3.2. 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 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 6 metres).
- 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.

4.3.3. 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.

4.3.4. 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 FSR of industrial space.
- For locations with high pedestrian traffic or that serve as main streets for urban industrial businesses, buildings should seek to include storefront-type modules that invite pedestrian activity and should consider higher-quality streetscapes that enable pedestrian comfort while ensuring business access and loading. Examples of urban industrial main streets include but are not limited to:
 - Bridge Street between Bay and David Street
 - Cecelia Road west of Jutland Road
 - Government Street industrial frontage
 - Store Street

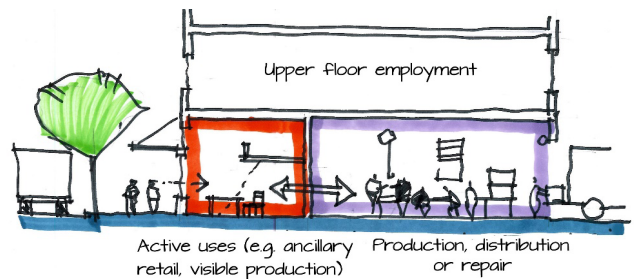


Figure 86: Shopfronts can help activate industrial main streets with spaces that welcome customers or make production and activity visible along pedestrian-friendly streetscapes.

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.

4.3.5. 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.

4.3.6. 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.

4.3.7. 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.

4.3.8. 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 the 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.

4.3.9. 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.

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 85: 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.

4.3.10. 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.

4.3.11. 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.



Figure 87: A pedestrian-oriented main street along Bridge Street, featuring light industrial shopfronts with mixed employment above (conceptual illustration looking south down Bridge Street).

4.3.12. 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.



Figure 88: Consider creative placemaking celebrating the industrial functions of the North Rock Bay area.

4.3.13. 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.

4.3.14. 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.

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.

4.3.15. 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 partnerships and cultural expression.
- 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 Chapter 3.4: Anglers Village.
- 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

The policies in this part of the document provide development guidance for special sites and circumstances in Victoria’s Residential Fabric as generally identified in the Official Community Plan’s Urban Structure Concept.

5. 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 chapter provide additional guidance for such departures.

5.1. Site and Locational Criteria for Residential Fabric Rezoning

5.1.1. General Site Criteria for Residential Fabric Rezoning

Rezoning applications 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.

5.1.2. 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 document.
- In other areas where there is an existing context of taller buildings.
- On relatively large sites (approximately 4,000 square metres or greater) where significant on-site amenities may be provided.

5.1.3. 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 Priority Growth Areas should sensitively respond to the adjacent envisioned lower scale context. Therefore, the following minimum lot dimensions are generally desired:

Building Height and Density	Desired Lot Width (min)	Desired Lot Depth (min)
Five storeys / up to 2:1 FSR	35 m	34 m
Six storeys / up to 2.5:1 FSR	40 m	34 m

- 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 suitable to the development context.
 - 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 chapter provides general guidance, exact dimensions may vary based context, topography and orientation of sites. Alternative design solutions that meet the above criteria may be considered for sites of different sizes.

5.2. Special Considerations for Residential Fabric Rezoning

5.2.1. 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.

5.2.2. 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.

5.2.3. 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.

5.2.4. 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 bicycle lanes.

5.2.5. Logical Assembly of Development Sites

Avoid orphaning smaller sites (generally less than 30 metre wide) between existing and proposed tall or intensive infill buildings such that the orphaned lots cannot reasonably accommodate similar or complementary built forms.

5.2.6. 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 (e.g., with reduced front setbacks).
 - The orientation and size of commercial spaces should consider potential impacts on mobility networks.

5.2.7. Sustainable Mobility

Rezoning applications 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.
- Where intensive five or six storey forms are proposed outside of Priority Growth Areas and not within a short distance of diverse transportation choices, shops or services, applicants 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.

5.2.8. Official Community Plan Objectives

All rezoning applications 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 section, applications may not be supported.

5.2.9. Housing Diversity

All rezoning applications in the Residential Fabric should be consistent with the housing directions in this document and should seek to advance the housing-related objectives of the OCP.

5.2.10. On-site Common Spaces

Buildings should provide a sufficient mix of outdoor and indoor common spaces to meet the needs of residents. Applications that propose family-friendly development or collective housing (as identified in the OCP and Chapter 7: Housing and Residential Uses in this document) should pay special attention to the City of Victoria's Advisory Guidelines for Family-Friendly Buildings.

5.2.11. Ecological Considerations

Rezoning applications should seek to advance City objectives for community and climate, specifically considering opportunities for conservation and enhancement of ecological areas and features. Proposals that result in impacts to intact areas of significant habitat may not be supported.

6. 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, a foundational element of 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 time frame of this plan:

- Cridge Centre, 1307-1311 Hillside Avenue and 1190 Kings Road
- Kiwanis Village, 1419 Mallek Crescent
- Pioneer Co-op, 1000 McCaskill Street
- Evergreen Terrace, 2501 Blanshard Street

The policies in this chapter 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).

6.1. General Policies

6.1.1. Housing Priorities

Redevelopment of non-market housing sites should seek to address priority needs as identified in the City's most recent 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 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 Section 7.2: Family Housing.

6.1.2. Provision of Amenity Space

Redevelopment should seek to provide accessible indoor and outdoor amenity spaces corresponding 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 community gardens.
- 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.

6.1.3. 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.

6.1.4. Mobility Priorities

Redevelopment should seek to support sustainable

mobility options for residents and thoughtfully connect to transportation networks:

- Incorporate enhanced transportation demand management 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 para-transit 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.

6.2. 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 for non-market sites, the following policies provide site specific direction for redevelopment of the property.

6.2.1. 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.

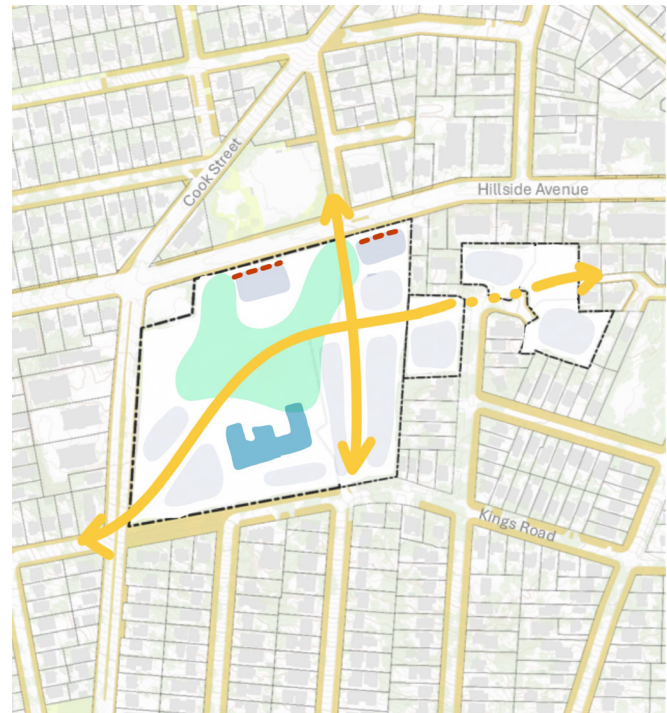
- Consider increasing support for seniors through a community of care, where aging in place is facilitated by the availability of different levels of care on site.
- Consider increasing family-friendly housing and explore the inclusion of flexible unit configurations that can accommodate larger households and multi-generational families.

6.2.2. 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

Figure 89: Conceptual Site Diagram — Cridge Centre



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.

6.2.3. 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 bio-inventory 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.
- Incorporate on-site green stormwater infrastructure into open spaces, outdoor amenity areas and buildings to improve stormwater quality and reduce runoff volume into the Rock Bay Creek stormwater catchment that discharges into Rock Bay in the Victoria Harbour.

6.2.4. 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.

6.2.5. Envisioned Open Space and Outdoor Amenity Network

Create an interconnected sequence of public and semi-public 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.

6.2.6. 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 through 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.

6.2.7. 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 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 Street, inviting access to Hillside Park.
 - New and enhanced connections should be consistent with multi-use standards, which may entail widening existing statutory right-of-way, 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.
- Enhance comfort and access to transit waiting areas along Hillside Avenue and Cook Street.
 - Configure vehicle access and parking to limit disruptions to pedestrian networks and to support mobility for those of all abilities. Prioritize the Hillside Avenue frontage for vehicle access.
 - Consider reducing or removing vehicle access on the Kings Road frontage in support of neighbourhood traffic calming and a shared-use street, while maintaining access for mobility devices and on-demand transportation.

6.2.8. Support Ease of Access to Mobility Options for All Abilities

- Provide accessible entryways, weather-protected parking spaces and charging infrastructure for mobility-assistive devices (e.g., mobility scooters) connected with mobility networks.

6.3. Kiwanis Village and Pavilion (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 Pavilion site, which offers subsidized long-term care for seniors in partnership with Vancouver Island Health Authority.

In addition to the general policies for non-market housing, the following policies emphasize site-specific direction for integrated redevelopment of these two sites.

6.3.1. 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.

6.3.2. 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 existing courtyard and cluster housing patterns with newer development, especially in the western parts of the site. Organize new, denser development around open space nodes.

6.3.3. Envisioned Built Form

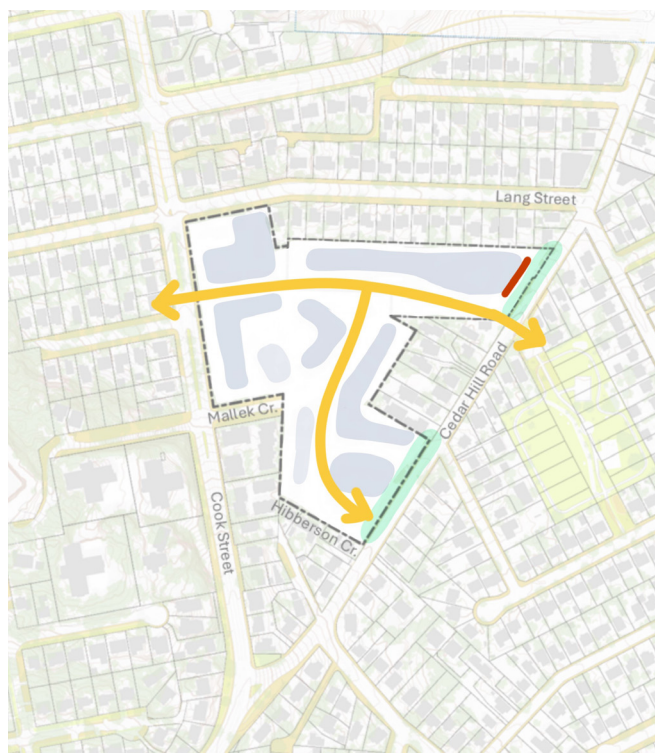
- Explore intensive residential forms across the site, predominantly ranging from four- to six-storeys. This may be complemented by taller forms (up to 18 storeys) and townhome or stacked townhome forms.
- Explore opportunities for taller forms (greater than six storeys), especially in proximity to Cedar Hill Road and Cook Street, 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.

6.3.4. Envisioned Open Space and Outdoor Amenity Network

Create an interconnected network of open spaces as illustrated in Figure 90: Conceptual Site Diagram — 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.

Figure 90: Conceptual Site Diagram — Kiwanis Village



6.3.5. 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 and 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.

6.3.6. 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 90: Conceptual Site Diagram — 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 devices (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 devices (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.

6.3.7. 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.

6.3.8. 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 90: Conceptual Site Diagram — 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.

6.4. Pioneer Co-op (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 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 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 large non-market sites, the following policies provide site-specific direction for redevelopment of the property.

6.4.1. Housing Objectives

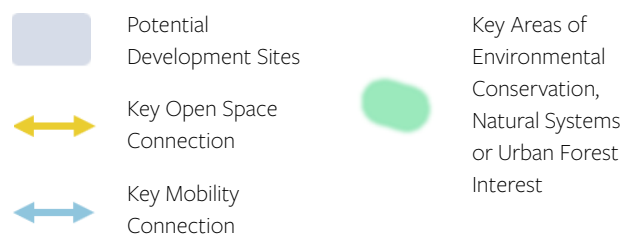
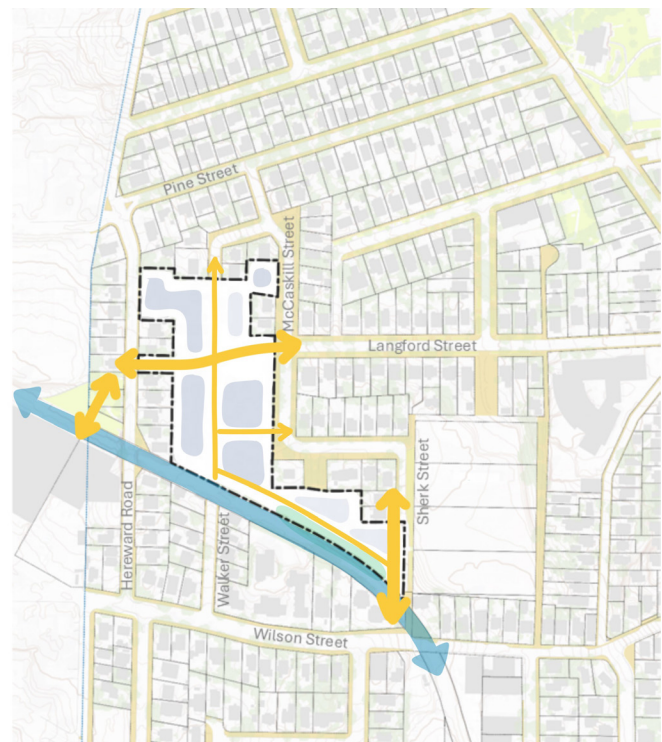
Maintain and add affordable, family-appropriate housing with two- to four-bedroom units and consider introducing housing for seniors to create a multi-generational community and support aging in place for current and future residents.

- 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.

6.4.2. 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 southeastern parts of the site to acquire additional parcels, standardize site geometry, and improve development potential.

Figure 91: Conceptual Site Diagram — Pioneer Housing Cooperative



6.4.3. Envisioned Built Form

- Explore opportunities for low- to mid-rise residential apartments (four- to six-storeys) 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 sunlight 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.

6.4.4. 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 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.

6.4.5. 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 McCaskill 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 a water fountain and bicycle repair station.

- Consider a connection from the Walker Street alignment through the site with a multi-use path, connecting to the E&N 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.

6.4.6. 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.

6.5. 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.

6.5.1. 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 two and three 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 co-operative housing, coordinating with other agencies and organizations as appropriate.

6.5.2. Support a Diversity of Households

- Seek to create a mix of housing and community spaces that support multi-generational 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, as well as culturally supportive services, uses and amenities).

6.5.3. 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 six 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

6.5.4. 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 to:
 - 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.

6.5.5. 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 Road.
- 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.

6.5.6. 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 Health 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 route along Kings Road.

6.5.7. Create a High-Quality System of Open Spaces

- Incorporate landscape, open space and trees consistent with Figure 92: 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.

6.5.8. 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 Health facility, including a north-south walking and cycling route (Dowler-Glasgow Greenway).
- Integrate the Kings Road and Blanshard Street all ages and abilities cycling routes 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.

6.5.9. Support Sustainable Mobility Options

Consider transportation demand management (TDM) 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 vehicles.

6.5.10. 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 92: Conceptual Site Diagram — Evergreen Terrace and Quadra West.

Figure 92: 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 Quadra Village
- 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 intersection of Dowler and Bay Street



Part 3

General Policies

CITYWIDE, TOPIC-SPECIFIC GUIDANCE FOR REDEVELOPMENT

The policies in this part of the document provides guidance by topic area that applies throughout the city, including local areas and specific sites discussed earlier in the document. All applicants should consider whether their site may be subject to these topic-specific policies or has an opportunity to advance related objectives.

7. 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 chapter.

7.1. 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.

7.1.1. 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 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.

7.1.2. 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 section 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.

7.2. Family Housing

Housing choice is a vital part of ensuring that residents can stay in Victoria as they move through life stages. This section 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.

7.2.1. Family Housing Policy Requirements

Rezoning applications for new multi-unit residential developments consisting of four or more storeys on large sites (approximately 4,000 square metres 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.

7.2.2. 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.

7.2.3. Policy Flexibility and Exemptions

Applications addressing the following housing needs are not expected to conform to this section:

- 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 family housing bedroom composition expectations must include a rationale in their application explaining the inability to comply with this expectation.

7.3. 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 4000 square metres or greater, as identified in the General Urban Design Guidelines). This section 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.

7.3.1. Retention of Rental Buildings in Good Condition

If the rental vacancy rate in the city is below three 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.

7.3.2. 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.

7.3.3. 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 proposing 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.

7.4. 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 section excludes properties located across Dallas Road from Ogden Point.

7.4.1. 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.

7.4.2. 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.

7.5. Housing Prioritization

In the context of acute housing needs and as guided by the OCP, the City prioritizes the delivery of sufficient and diverse housing within a livable, sustainable community. A flexible decision-making framework, as guided by the following policy directions, supports the provision of housing supply, particularly supply that addresses priority housing needs as identified in the most recent Housing Needs Report. This flexible decision-making framework may be specifically applied in situations where space constraints, site characteristics or policy conflicts make full compliance with all City objectives unachievable.

7.5.1. Housing and Core Priorities in Development Review

Guidance, feedback and decisions related to site design, servicing and public realm should support housing development that meets identified needs, while continuing to uphold the core objectives of the City's Official Community Plan and its Principles of Good Urban Design.

7.5.2. Flexibility for Constrained or Complex Sites and Competing Policy Objectives

On some properties, due to site-specific constraints or conditions, trade-offs across policy objectives, standards and regulatory requirements may be required. Flexibility in the application of City policies, as guided by applicable Development Permit Guidelines, may be considered to support housing outcomes.

Applicability

This policy applies to development proposals where regulatory standards or policies limit the realization of housing that is envisioned in the Official Community Plan and is otherwise consistent with its Principles of Good Urban Design. Limitations or constraints should be identified by the applicant and the file manager early in the review process and flagged for the Director of Planning and Development.

This policy does not apply to proposals that:

- Seek to rezone designated employment lands for residential uses.
- Are inconsistent with the intent of the OCP's Urban Structure Concept and the applicable Development Permit Guidelines.
- Compromise the ability of adjacent lots to achieve the envisioned development potential by orphaning lots or introducing a built form that limits neighbouring development opportunities, as determined by the Director of Planning and Development.

Guidance

The City should consider strategies including but not limited to the following to balance objectives where appropriate:

- **Urban Forest:** Considering flexibility in tree management requirements by prioritizing the retention of mature trees, providing off-site planting alternatives when on-site tree requirements can't be met, or by adapting site-servicing and design standards to support the provision of trees on site.
- **Stormwater Management:** Considering flexibility in meeting rainwater management targets or standards including coordinating solutions with the provision of trees or amenity space.
- **Underground Infrastructure and Utility Services:** Considering flexibility in the location or placement of underground or overhead service connections or components, such as pad-mounted transformers (PMTs), including alternative, non-standard designs, layouts or positionings that reduce impacts to site function, public realm, urban design and land use while maintaining adequate service levels.
- **Transportation Infrastructure:** Considering flexibility in design standards for transportation, parking, bike parking and site access to balance mobility, heritage, ecological preservation and livability objectives. Strategies may include adapting access, curb alignment, siting or street width.

- **Grading, Setbacks and Site Layout:** Considering flexibility in grading, access or setback requirements to protect valued site elements, such as ecological and heritage assets, without compromising development viability or public safety.
- **Process Improvements:** Considering flexibility and streamlined solutions in land use approvals process and practices, such as timing of reviews, coordination with external agencies and the timing and level of detail for required legal agreements.

8. Arts, Culture and Community Uses

Arts, Culture and Community spaces and venues are found throughout the city. These spaces include:

- Public and non-profit community centres, recreation facilities and community halls
- Established or purpose-built spaces and venues for arts and culture production, performance, display and education
- Places of worship in non-profit ownership
- Spaces zoned primarily for arts, culture and community use
- Public schools

These spaces are critical in supporting the 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.

8.1. 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 the policy objectives outlined in this chapter (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 non-profit arts entity.
- An economic analysis may be used to determine the nature of the space that can be provided.

9. 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 Urban Industrial Reserve. Industrial zoning for purposes of this chapter 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 processing, 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 main streets where visitors can access and see locally produced products.

Outside of the Urban Industrial 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 with any adjacent industrial or business uses.

9.1. 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.

9.2. General Land Use Policies

- On sites in 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 FSR of light industrial space (excluding mezzanine spaces) depending on site configuration and context.
- 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.

9.3. 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 Town Centres or Community 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 landscaping to mitigate any impacts on neighbours while supporting productive uses.

10. 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.

10.1. Retain and Protect Properties of Heritage Merit

Retention and protection of properties with heritage merit as a part of rezoning and development is strongly encouraged. Projects that retain heritage elements may be eligible for incentives. Options for retention to consider include:

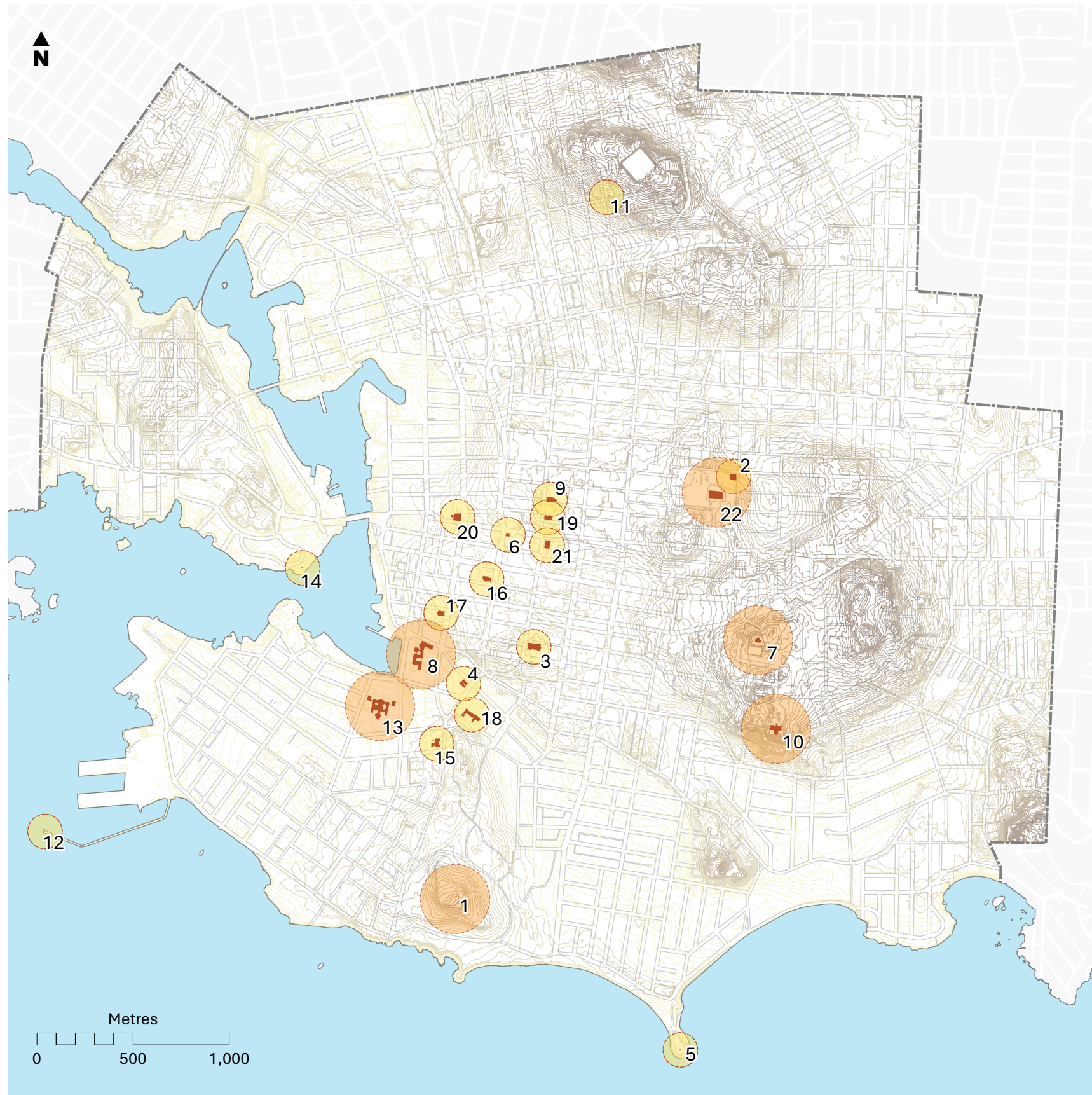
- Conversion of heritage building to multi unit residential, commercial or mixed-use
- Additions to the heritage property
- Relocating heritage buildings on site
- Relocating heritage buildings to nearby, context appropriate locations

10.2. 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 93: Heritage Landmark Sites Map.
- 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, including through:
 - Interpretive signage
 - Murals and other public art
 - Culturally appropriate design features
 - Landscape elements

Figure 93: 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

11. Outward Views

Views of significant natural vistas and landmarks from public spaces contributing to the city’s aesthetic character and sense of place.

11.1. 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 (POPS) (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 Chapter 10: Heritage Properties.



Figure 94: View South to the Olympic Mountains from the intersection of Quadra Street and Burdett Avenue.

12. Mobility Hubs

Context and Vision

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.

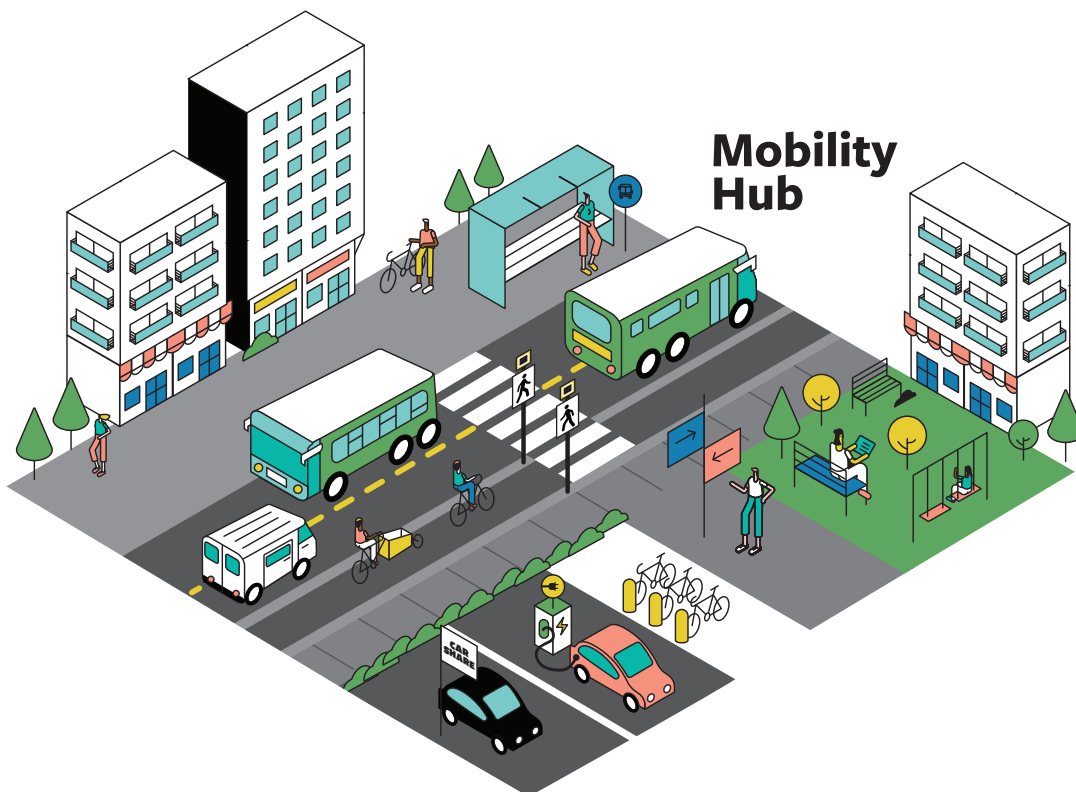
Mobility hubs seamlessly integrate multiple private and public transportation options in one location to act as a catalyst to prioritize low-emission transportation options. Bringing together different orders of transportation, such as public transit, cycling and shared mobility simplifies access and 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, which supports added homes, shops, services and employment, allows for more amenity and open space and reduces construction costs.

Access to a wide range of transportation options can reduce household expenditure, as well as help progress towards City goals to reduce greenhouse gas emissions and vehicle kilometres travelled and to increase transit, pedestrian and cycling mode share.



12.1. 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 Chapter 1: Town Centres.

- The Downtown Mobility District will be located within the Downtown Core Area Plan. 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 Mobility 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 car share 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 and 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.

12.2. 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:

12.2.1. 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 and 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 and 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.

12.2.2. 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 and 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.

12.2.3. Supporting Services and facilities

- End-of-trip facilities, including public washrooms and showers 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.
- Wi-Fi connectivity and electrical outlets.
- Bicycle repair stations.
- Mail order collection lockers.
- A space for transportation ambassadors.

12.3. 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.

13. 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 be primarily within the 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.

13.1. Mid-block Crossings

Through development and capital programs, consider opportunities to add mid-block crossings of streets where intersections are spaced at least 100 metres to 200 metres apart, prioritizing downtown locations and locations in and near key destinations throughout the city.

13.2. Through-block Connections

Through development and capital programs, seek to secure 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.

14. Liquor Retail Policy

Retail liquor stores are generally located in busier commercial areas including the downtown, Town Centres and Community Villages. The City's zoning bylaw generally limits the floor area of a liquor retail store to 275 square metres.

This policy provides direction when considering applications for:

- Retail liquor stores outside of areas that currently allow liquor retail as a use by right.
- Liquor retail stores that exceed the floor area limit in zoning.

This direction supplements provincial regulations and is meant to support community health and wellbeing and reduce impacts on vulnerable populations.

14.1. Considerations for Liquor Retail Location and Size

14.1.1. Locational Criteria

Liquor retail stores may be considered in areas that otherwise allow commercial uses and are not located within 150 metres of a school.

14.1.2. Consideration of Social Impact

Potential social impacts should be assessed in considering an application for a new or expanded liquor retail use. Factors that may be considered include but are not limited to:

- Proximity to or concentration of housing or services for vulnerable populations.
- Concentration of socio-economic equity indicators (such as a high proportion of residents earning low incomes).

Part 4

Public Benefits

AMENITIES AND VOLUNTARY PUBLIC BENEFITS

The policies in this part of the document provide guidance for achieving public benefits through the course of development, including Voluntary Public Benefits that may be considered when proposing heights and densities beyond what is prescribed in the City’s zoning bylaw.

All rezoning applications must be consistent with the Official Community Plan and should seek to achieve a balance of public benefits in support of the plan’s objectives.

15. Amenity Cost Charges

Development may be subject to the City's Amenity Cost Charges Bylaw (ACC Bylaw), the purpose of which is to provide funds to assist the City in paying the capital costs of providing, constructing, altering or expanding amenities as specified in the bylaw.

In accordance with the ACC Bylaw, ACCs are applied on a per unit basis for residential development and a square metre basis for commercial, industrial and institutional development. Where additional density is being sought through a rezoning process, charges would apply on all resulting units and floor area.

15.1. Amenity Cost Charges and In-Kind Contributions

In-kind amenities may be provided in lieu of paying all or part of the required ACCs where such a contribution is efficient, economical and a mutually beneficial solution for the City and the applicant.

For an amenity to be considered in-kind, it must be identified within in the City's current ACC Bylaw and meet the description and intent of the listed amenity.

In-kind contributions require a legal agreement that specifies:

- The in-kind amenities to be provided;
- The location of the amenity;
- The party responsible for providing the amenity or land;
- Timeline for when the amenity will be delivered;
- Value of the amenity and process for determining value;
- Any remaining portion of the ACC to be paid after accounting for the in-kind amenity or land; and
- Any payment or credit owed to the developer if the value of amenity or land exceeds the ACC.

A registrable transfer of the land must be submitted to the local government when land is provided as part of the agreement.

16. Voluntary Public Benefit Contributions in Rezoning

Where rezoning applications are seeking a density beyond what is prescribed in the City's zoning bylaw, additional Voluntary Public Benefits to support the OCP's goals may be expected, commensurate with the scale, value and impact of the rezoning.

In these instances, the City may request an economic analysis (land lift analysis) to calculate the additional land value created by the rezoning proposal to identify a Voluntary Public Benefit contribution that can be provided while ensuring the project remains economically viable.

It should not be assumed that rezoning proposals will be approved simply because Voluntary Public Benefit contributions are proposed in accordance with this policy.

16.1. Voluntary Public Benefit Considerations

Where a land lift analysis is requested, the City would expect the proposal to consider a Voluntary Public Benefit contribution equal to 75 per cent of the land lift value or an equivalent monetary contribution.

16.2. Land Lift Analysis Expectations

Rezoning applicants may be requested to prepare a land lift analysis to determine an appropriate Voluntary Public Benefit contribution in the circumstances described below.

16.2.1. Within the Downtown Core Area

A land lift analysis may be requested for rezoning proposals that exceed:

- the lower density within the density range presented in the Core Growth Area;
- the anticipated density for areas where a single

density is specified; or,

- The zoned density where a specific maximum density is not specified.

16.2.2. Outside of the Downtown Core Area

(a) Strata Residential

A land lift analysis may be requested if a rezoning to strata residential is proposed and the proposed density exceeds the density permitted in the zoning bylaw by 0.5:1 FSR or more.

(b) Secured Rental Residential

A land lift analysis may be requested if a rezoning to secured market rental housing is proposed, the project is adding 60 or more units of housing and the proposed density exceeds the density permitted in the zoning bylaw by 0.75:1 FSR or more.

Notwithstanding the above, an analysis may not be requested if the proposal secures on-site housing that supports the City's priority housing needs, including affordable or below-market rental or a proportion of three-plus bedroom units that significantly exceeds the requirements of the zoning bylaw.

16.2.3. Conversion of Use

The preservation of existing employment uses, including industrial, office, arts, culture and tourist accommodation, is an important City objective.

Notwithstanding policies 16.2.1 and 16.2.2, a land lift analysis may be requested for any proposed rezoning from a zone with no residential use to a zone which allows for residential use, in areas where such use is anticipated in policy.

16.2.4. Exceptions for Non-Market Rental Housing Applications

For proposals where a legal agreement secures housing affordability and rental tenure for a minimum period of 60 years and is either: i) wholly owned and operated by a public housing body as per the Residential Tenancy Act, or ii) operated by a public housing body as per the

Residential Tenancy Act pursuant to a legally binding arrangement with the property owner, the applicant will not be expected to provide a land lift analysis or Voluntary Public Benefit contributions.

16.2.5. Process for Land Lift Analysis

Where a land lift analysis is requested, it should be conducted at the applicant's expense in accordance with the following:

(a) Third-Party Consultant:

The analysis is to be completed by an independent third-party consultant agreed upon by the applicant and the City of Victoria, and engaged by the City.

(b) Information Required:

The applicant is expected to provide key information to support the analysis, potentially including but not limited to detailed hard and soft cost estimates for the project (from a third-party contractor or quantity surveyor), an appraisal (or valuation) supporting any valuations under existing use and existing zoning, and any other information that the City (or its consultant) thinks is required. Land lift should be calculated on the pre-dedication land area. Hard cost estimates should be provided in accordance with 13.4.4.(d) below.

(c) In-Kind Accounting

ACC contributions are expected to be accounted for in the analysis as part of the overall project costs, including in-kind contributions that meet the criteria set out in 13.3.1 of this policy.

Amenities provided in-kind that are not listed amenities in the City's ACC Bylaw may also be accounted for in overall project costs as a Voluntary Public Benefit contribution if they reflect the community needs identified in this policy, the OCP, or as otherwise identified by the City through the rezoning application process.

All cost estimates should differentiate between project costs incurred to meet City bylaw requirements and those that exceed such requirements. If the proposal includes alternative designs or solutions as part of a

proposed in-kind contribution, costing for both the standard, required designs and alternative designs should be provided to clearly demonstrate the cost difference.

(d) Hard Cost Estimates:

Hard cost estimates related to required works and services and, where applicable, in-kind amenities or Voluntary Public Benefits, are to be prepared by a certified Project Quantity Surveyor or Royal Institute of Charter Surveyors Cost Professional.

Hard cost estimates should clearly indicate costs that are attributed to bylaw requirements and costs that are attributed to any in-kind ACC contributions or Voluntary Public Benefits proposed.

All hard cost estimates are to meet the standards of Class C cost estimates.

16.3. Securing of Public Benefit Spaces

Where Voluntary Public Benefits are provided in accordance with this policy, they may generally be secured through a legal agreement to meet the intent of applicable City policy and may include partnerships and/or non-profit or public ownership and incentives for non-profit provision of services.

Where the amenity is a monetary contribution secured, it will include an escalator equal to the annual change in the Victoria Area as measured by the Consumer Price Index (CPI). Monetary amenity contributions will be due prior to the issuance of a building permit. The City would direct monetary contributions to the City's Housing Reserve Fund.

Within the Downtown Core Area, monetary contributions should be directed in the Downtown Core Area Plan.

Outdoor public spaces may be provided as dedications or as Privately-Owned Public Spaces secured through an easement or statutory right-of-way which provides for public access.

16.4. Desired Public Benefits

The policies in this section are to be used as a guide only to generally illustrate the desired public benefits. Alternative Voluntary Public Benefit contributions may be considered by Council in unique circumstances. Alternatives would be negotiated and determined based on identified community needs and the value of the increase in density associated with the rezoning application as identified in a land lift analysis.

16.4.1. Community Benefits

Voluntary Public Benefits for community may include:

- Those described in the Official Community Plan.
- Those described in the Downtown Core Area Plan.
- Those described throughout this Policy.
- Additional site-specific Community Benefits as identified in other City policy or in the context of the site-specific proposal.

16.4.2. Arts and Cultural Benefits

Proposed rezoning of sites which contain an arts, community or cultural space are encouraged to provide Voluntary Public Benefits consistent with the Arts, Culture and Community Uses section of this policy. In-kind benefits provided in accordance with this section may be considered an in-kind ACC contribution, or an in-kind Voluntary Public Benefit, depending on the nature of the benefit.

16.4.3. Housing Benefits

The provision of rental housing in accordance with OCP policies related to rental retention or replacement and the provision of family housing in accordance with zoning regulations are requirements of the application and are not considered to be Voluntary Public Benefits.

Provision of housing benefits significantly above and beyond identified requirements, such as a building with majority three-bedroom plus units, inclusion of affordable rental and below-market units or a building with alternative housing tenure models (e.g. affordable homeownership), may be considered a Voluntary Public Benefit.

Voluntary Public Benefits for housing are encouraged to meet the needs of very-low or low- to moderate-income households as identified by the City's most recent Housing Needs Report.



Downtown Core Area Plan

SEPTEMBER 2011
Updated: September 2025



Territorial Acknowledgement

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

vision

The Downtown Core Area will offer an array of vibrant urban neighbourhoods surrounding a thriving, pedestrian-friendly Downtown core. All people will benefit from a high quality public and private environment and a broad range of employment, housing, shopping, and recreational opportunities, all within a well-connected and attractive urban environment that embraces the Victoria Harbour, celebrates its heritage, Victoria's role as the Provincial Capital and provides a model for livable and sustainable urbanism.

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This plan is implemented in part by the Downtown Core Design Guidelines (OCP Schedule 2B), which are intended to foster innovative, creative and unique design responses to individual site conditions, opportunities and constraints within the broader context of the design principles and goals established in this plan.

executive summary



EXECUTIVE SUMMARY

This Plan is called the “Downtown Core Area Plan” – a new name to reflect Victoria’s new reality and a new plan to envision and guide growth and development over the next 30 years. This Plan provides a benchmark for the Downtown Core Area’s economic health, quality and character of buildings and space and overall livability for its residents, businesses and visitors.

This Plan builds upon the success of previous planning initiatives and renews the vision for the Downtown as a special place through policy direction that provides strategic support and direction to foster an array of public, private and partnership-based actions to improve and maintain the Downtown Core Area as the Heart of the Region.

BACKGROUND

From 1990 to 2010, planning in Downtown Victoria was primarily guided by the Downtown Victoria Plan, which was developed when Victoria’s Downtown was experiencing low population and economic growth.

The current DCAP was originally drafted in 2011. In recognition of population forecasts and the potential shortfall of land and development capacity within the Downtown neighbourhood at the time, this Plan introduced an expanded plan area with related policies to accommodate population and development growth over the next 30 years.

This Plan therefore applied to the Downtown neighbourhood and the immediately surrounding areas, referred to as the Downtown Core Area, which includes not only the Downtown neighbourhood but also the Rock Bay portion of the Burnside neighbourhood and parts of the North Park, Fairfield and James Bay neighbourhoods.

It replaced the Downtown Victoria Plan (1990), the Harris Green Neighbourhood Plan (1995) and the Harris Green Charrette (1997) as the principal guide for planning decisions made by the City of Victoria within the broader Downtown Core Area. It serves as a local area plan for the Downtown Core Area.

The Downtown Core Area had a population of approximately 13,000 in 2021, which is an increase of approximately 3,550 or 38% compared to the 2016 population of approximately 9,450 for the same area.

This Plan has been updated over the years, most recently in 2025 to align with Victoria 2050, the updated Official Community Plan, reflecting:

- The City of Victoria’s Official Community Plan estimates the population of Victoria was approximately 94,900 in 2021 and will reach approximately 125,800 by 2041 and 142,000 by 2050.
- The Capital Regional District’s (CRD) Regional Growth Strategy estimates that the Capital Region’s population was approximately 392,100 in 2018 and will increase to approximately 478,500 by 2038.
- The Official Community Plan forecasts that Victoria will add between 19,000 and 40,000 new jobs by 2050 and provides direction for meeting the city’s employment land needs in and around the Downtown Core
- In alignment with the Regional Growth Strategy, the Official Community Plan also emphasizes the Downtown Core as the primary regional employment, business and cultural centre.

PURPOSE

The Downtown Core Area Plan provides land use, physical development, transportation and mobility, vitality and sustainability policies and actions for the neighbourhoods that fall within the Downtown Core Area. It is intended both to guide and influence the physical, social, environmental and economic conditions of the area, and to ensure a sustainable and balanced approach to growth over the next 30 years.

The City will use this Plan to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure and transportation, and will review all private and public projects and initiatives for their ability to help achieve the Plan's vision and goals.

KEY CHALLENGES

This Plan attempts to address a number of key challenges the Downtown Core Area will face over the next 30 years. These include:

- Ensuring the Downtown Core Area has enough residential and commercial space available to keep up with short- and long-term growth forecasts, without damage to the natural environment or the livability and quality of life in the Downtown Core Area.
- Remaining the primary centre for employment, tourism and culture within the Capital Region, and the preferred location for Provincial Government offices and services.
- Providing a mix of housing, services and facilities to encourage and support a socio-economically inclusive community.
- Maintaining the historic context of Old Town, Chinatown and the Harbour in balance with new development.
- Encouraging more owners of heritage buildings to rehabilitate and upgrade their properties.
- Fostering an urban core that is able to support a rapid transit system.
- Ensuring that new development complements both the existing architecture and natural environment of the Downtown Core Area.

KEY FEATURES

In response to these challenges, the Downtown Core Area Plan provides a framework for growth and development that balances urban design, transportation, community vitality and economic objectives. The key features that are contained in this Plan include:

1. DEVELOPMENT FRAMEWORK

- Provides a new framework for land use, building height and density that supports a strategic balance between employment and residential development.
- Concentrates higher density development along the Douglas Street/ Blanshard Street corridor to relieve development pressure within the historic Old Town Area, Chinatown and Victoria Harbour.

2. STRENGTHENED CENTRAL BUSINESS DISTRICT

- Expand the Central Business District (CBD) as the primary location for offices and other forms of commercial development.
- Supports the retention of commercial land within the CBD.

3. DENSITY FRAMEWORK

- Establishes a density framework for the Downtown Core Area that balances the need for increased density in some areas with the need to maintain livable communities.
- Restricts density in some areas to a pre-determined maximum density level, but appropriately accommodates growth in alignment with City policies and objectives, including for voluntary amenity contributions.

4. INCREASED HOUSING OPTIONS

- Accommodates and fosters a greater range of housing options throughout the Downtown Core Area by land use, urban design and transportation policies, including support for non-market housing.

5. PUBLIC AMENITIES

- Identifies strategies to acquire and develop specific key public amenities such as urban plazas, park spaces, Government Street Mall extension and the Harbour Pathway.

6. HERITAGE

- Introduces an additional financial incentive to support and encourage the seismic upgrading of heritage buildings within the Downtown.
- Explores the potential to expand the Heritage Tax Incentive Program within the Downtown Core Area and lengthen its term up to 15 years.

7. TRANSPORTATION

- Provides policies and action to support the integration of infrastructure and public realm improvements that support the use of alternate modes of travel including walking, cycling, transit and a future rapid transit system.
- Concentrates higher density and transit-supportive development within walking distance of the Douglas Street transit corridor
- Recognizes the importance of Downtown Victoria as a gateway for the movement of goods and people that support the local and regional economy.

8. ECONOMIC VITALITY

- Identifies the need to develop a local area plan for the Rock Bay District, with a focus on strengthening its function as a key employment centre, within an attractive urban setting.
- Supports the economic function and role of the working Harbour, while recognizing opportunities to improve public access to the waterfront.

9. LIVABILITY

- Identifies and supports the concept of improving vitality and livability within the Downtown Core Area through initiatives and strategies to create an attractive and functional public realm, well-designed and diverse built forms, a range of amenities to serve the daily needs of residents, businesses and visitors and an improved local economy.

IMPLEMENTATION

The Downtown Core Area Plan is a 30-year Plan that is premised on the concerted effort and collaboration by both the public and private sectors. This Plan identifies a range of specific actions and initiatives to transform the Downtown Core Area and make this Plan a reality. It is anticipated that a detailed implementation and monitoring strategy will be developed and maintained.

introduction

1



INTRODUCTION

Since it was first established in 1843 as a trading post for the Hudson's Bay Company, Victoria has evolved into a Provincial capital city that is recognized across Canada and around the world for its tourism, education, heritage conservation, recreation, arts and culture and high quality of life. It is also renowned for its ability to retain both its character and its charm even while it continues to experience significant growth and development.

Victoria is the core city of the broader metropolitan Capital Region and its 12 additional municipalities and three electoral areas. (SEE MAP 1: THE REGION)

The Downtown Core Area is the city's (and the region's) urban centre.

Approximately 188 hectares (465 acres) in size, it is a mixed-use community that provides a blend of institutional, commercial, industrial and residential activities throughout a series of neighbourhoods. (SEE MAP 2: CITY-WIDE CONTEXT)

The Downtown Core Area makes up the heart of the region's Metropolitan Core as described in the Capital Regional District's Regional Growth Strategy. Building upon its function as the region's primary centre for business, employment, culture, entertainment and tourism, the Downtown Core Area Plan lays out a vision, goals, policies and actions that will ensure Victoria remains a truly remarkable place to live, work and play well into the 21st century.



Map 1: The Region

THIS PLAN

This Plan is called the “Downtown Core Area Plan” – a new name to reflect Victoria’s new urban reality.

Since 1990, planning in Downtown Victoria has been primarily guided by the Downtown Victoria Plan, which provided a general framework to shape the physical, economic and social form and function of downtown Victoria. When that plan was first developed, however, Victoria’s downtown was experiencing low population and economic growth. Today, in 2011, the situation is very different. Victoria has grown significantly in recent years, with steady growth expected to continue for at least the next two to three decades.

The Downtown neighbourhood alone will not be able to accommodate forecast population, employment and development. The inventory of vacant or under utilized land within the Downtown will continue to diminish over the next ten years to a level that will not be able to accommodate future demand. Challenges and opportunities that affect the Downtown neighbourhood also affect the broader Downtown Area and adjacent neighbourhoods as they too evolve to become more urban. Therefore, a more comprehensive approach to planning that considers the context, function, transitions and relationships among each neighbourhood is necessary.

This Plan applies to the Downtown Core Area, a broader area that includes not only the Downtown neighbourhood but also the Harris Green neighbourhood, the Rock Bay portion of the Burnside neighbourhood, and parts of the North Park, Fairfield and James Bay neighbourhoods. (SEE MAP 3: PLAN BOUNDARY AND NEIGHBOURHOODS)

This Plan replaces the Downtown Victoria Plan (1990), the Harris Green Neighbourhood Plan (1995) and the Harris Green Charrette (1997) as the principal guide for planning decisions made by the City of Victoria within the Downtown Core Area, and it will serve to implement the policy direction for portions of the Urban Core as described in the new Official Community Plan.



Map 2: City-Wide Context

PURPOSE

The Downtown Core Area Plan provides land use, physical development, transportation and mobility, vitality and sustainability policies and actions for the area that is located within the boundary of this Plan. (SEE MAP 3: PLAN BOUNDARY AND NEIGHBOURHOODS) These policies and actions are intended both to guide and influence the physical, social, environmental and economic conditions of the Area, and to ensure a sustainable and balanced approach to growth over the next 30 years.

The City will use this Plan in conjunction with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure and transportation, and will review all private and public projects and initiatives for their ability to help achieve the Plan's vision and goals.

The City will also use this Plan as a guide in preparing operating and capital budgets, defining department work programs and determining public improvements.

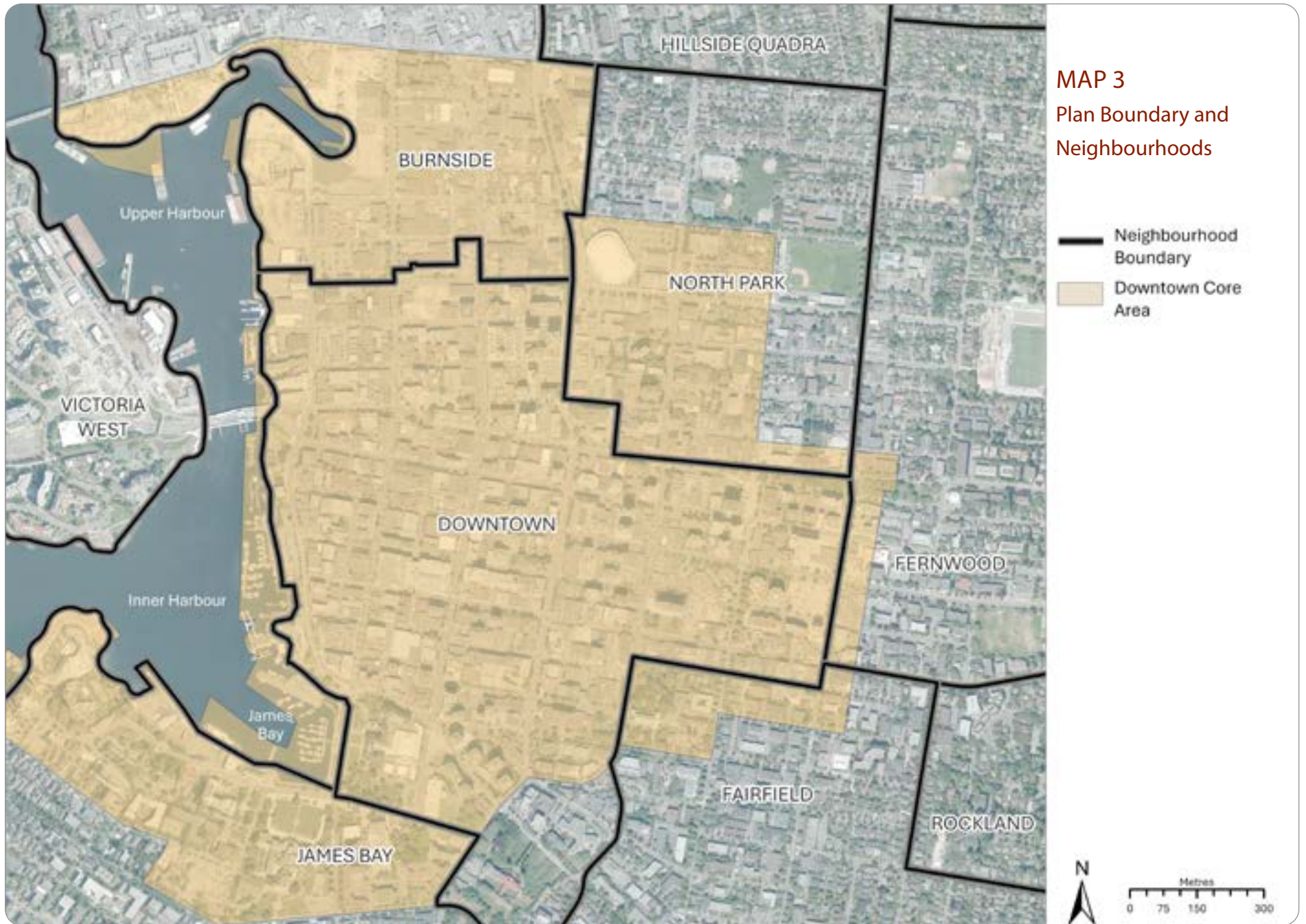
DISTRICTS

For the purposes of this Plan, the Downtown Core Area is divided into five districts:

- Central Business District
- Historic Commercial District
- Inner Harbour District
- Rock Bay District
- Residential Mixed-Use District.

(SEE MAP 4: DISTRICTS)

The new districts do not replace existing neighbourhoods and their names, boundaries or special character areas. Rather, they are a way to recognize that there are unique social, physical and environmental characteristics in certain parts of the Downtown Core Area that cut across neighbourhood boundaries and unite broader geographic areas.



FOUNDATION

The Downtown Core Area Plan is based on:

- Forecasts of significant population growth for this region and Victoria over the next 30 years, and the corresponding effect that growth will have on demand for office, residential and other space.
- A vision and a series of Goals for a Downtown Core Area that reflect what the City of Victoria heard clearly from the people who live and work here through a number of community workshops: that all future growth and development must strengthen the city's character, respect its scale, and support sustainability.
- A set of assumptions about the physical, social and economic conditions (existing and required) that will influence the achievement of the Downtown Core Area Plan's vision and goals.

FORECASTS

Recent forecasts related to demographics and growth provide the foundation for the range of topic areas and related policies and actions described in the Downtown Core Area Plan. Key findings for the Downtown Core Area include:

POPULATION GROWTH

- Census data suggests the Downtown Core Area had a population of approximately 13,000 in 2021, which is an increase of approximately 3,550 or 38% compared to the 2016 population of approximately 9,450 for the same area.
- The City of Victoria's Official Community Plan estimates the population of Victoria was approximately 94,900 in 2021 and will reach approximately 125,800 by 2041 and 142,000 by 2050.
- The Capital Regional District's (CRD) Regional Growth Strategy estimates that the Capital Region's population was approximately 392,100 in 2018 and will increase to approximately 478,500 by 2038.

EMPLOYMENT GROWTH

- The Official Community Plan forecasts that Victoria will add between 19,000 and 40,000 new jobs by 2050 and provides direction for meeting the city's employment land needs in and around the Downtown Core. In alignment with the Regional Growth Strategy, the Official Community Plan also emphasizes the Downtown Core as the primary regional employment, business and cultural centre.

EMPLOYEES AND VISITORS

- Based on 2008 statistics, on a typical workday in that year, the Downtown Core Area welcomed about 33,800 employees as well as thousands of additional shoppers and visitors.

VISION

The Downtown Core Area will offer an array of vibrant urban neighbourhoods surrounding a thriving, pedestrian-friendly Downtown core. All people will benefit from a high quality public and private environment and a broad range of employment, housing, shopping, and recreational opportunities, all within a well-connected and attractive urban environment that embraces the Victoria Harbour, celebrates its heritage, Victoria's role as the Provincial Capital and provides a model for livable and sustainable urbanism.

GOALS

1. To retain Victoria's prominence as the capital of British Columbia and the Downtown Core Area's position as the Heart of the Region where people love to work, live and play by:
 - 1.1. Ensuring the Downtown Core Area has enough residential and employment space available to keep up with short- and long-term growth forecasts and remain the preferred location for Provincial Government offices, services and associated institutional buildings.
 - 1.2. Supporting the location of leisure, education, arts and cultural activities within the Downtown Core Area to both encourage greater local use and increase tourism and investment.
 - 1.3. Reinforcing the role of a transportation gateway and working Harbour as an essential part of Victoria's economic base.
 - 1.4. Developing a long-term retail strategy to confirm the economic importance of retail activity within the Downtown Core Area.
 - 1.5. Supporting the redevelopment of the Rock Bay District as a key employment centre.
 - 1.6. Providing a broad range of easy to access community services and public amenities, such as transit, pedestrian and cycle paths, retail, health and medical services, childcare facilities, playgrounds, schools and recreational facilities.
2. To contribute to the Downtown Core Area's rich sense of place by:
 - 2.1. Creating memorable streets and places that serve both to attract people and to benefit the community.
 - 2.2. Celebrating Victoria's architectural and cultural heritage at every opportunity.
 - 2.3. Ensuring that new development complements both the existing architecture and natural environment of the Downtown Core Area.
 - 2.4. Incorporating and linking public amenity spaces, such as open spaces, parks, plazas, pathways and the waterfront, throughout the Downtown Core Area.
3. To establish walking, cycling and public transit as the preferred modes of travel within the Downtown Core Area by:
 - 3.1. Establishing complementary land use and transportation policies, initiatives and infrastructure.
 - 3.2. Using Greenways to create attractive and safe transit/walking links throughout the Downtown Core Area.
 - 3.3. Providing safe and direct walking connections throughout the Downtown Core Area that also link public spaces, such as parks, plazas, open spaces and the waterfront.
 - 3.4. Concentrating higher density and transit-supportive new development within walking distance of the Douglas Street transit corridor.
4. To ensure excellence in building types and design within the Downtown Core Area by:
 - 4.1. Encouraging high quality architecture and diversity in the design of buildings and surrounding public areas.
 - 4.2. Recognizing historic buildings for their value and benefit to the Downtown Core Area, and encouraging their rehabilitation, seismic upgrading and integration with new development.
 - 4.3. Supporting context-sensitive developments that complement the existing Downtown Core Area through siting, orientation, massing, height, setbacks, materials and landscaping.
5. To offer a variety of housing options within the Downtown Core Area by:
 - 5.1. Developing diverse housing types and sizes to attract both individuals and families, including smaller units as well as rowhouses, townhouses and stacked townhouses.
 - 5.2. Continuing to encourage the conversion of upper storeys of Downtown heritage buildings to residential use with the financial incentives available through the City's Heritage Tax Incentive Program, and considering the idea of broadening the program's base within the Downtown Core Area.
 - 5.3. Supporting new residential development that integrates a blend of market and non-market housing.

6. To ensure the success of the Downtown Core Area Plan by:
 - 6.1. Monitoring, reviewing and updating the Downtown Core Area Plan and related policies and regulations in response to changing social, economic and physical conditions.
 - 6.2. Maintaining policy alignment between the Downtown Core Area Plan and all other related City policies, plans and regulations.
7. To exemplify environmental stewardship and ensure the Downtown Core Area evolves into an environmental showcase for the built, natural and social environments by:
 - 7.1. Encouraging new development and existing development to incorporate the use of green building technology, infrastructure and environmental design.
 - 7.2. Developing and integrating green building criteria and objectives into the approval process for both public and private development.
 - 7.3. Supporting public and private initiatives that result in the remediation of brownfield sites, especially along the Harbour.
 - 7.4. Wherever appropriate, encouraging the re-use and retrofit of existing buildings.

ASSUMPTIONS

The Downtown Core Area Plan assumes that:

1. Annual population growth within the Downtown Core Area will continue to accommodate population and employment growth within the citywide and regional context and objectives of the City's Official Community Plan and the Capital Regional District's Regional Growth Strategy.
2. The Regional Growth Strategy will continue to support attaining a 40 per cent modal share of non-auto modes of transportation for trips to and within the Metropolitan Core by 2026.
3. The Downtown Core Area will continue to function as the largest employment centre in the region.
4. The City, BC Transit and the Province will continue to enhance and support transit services along Douglas Street through transit-supportive land use policies, activities and infrastructure.
5. The City will use the Plan to identify and prioritize capital projects within the Downtown Core Area as part of its financial planning, budgeting and

departmental work programs.

6. The City will initiate amendments to development standards, policies, processes and plans if required to implement and further refine the policies of the Downtown Core Area Plan.
7. The City will maintain consistency between the Downtown Core Area Plan and other policies and regulations to reflect the vision and goals of the Downtown Core Area Plan.
8. The Downtown Core Area will serve as the bulk of the Metropolitan Core in both the Regional Growth Strategy and the Official Community Plan.
9. The City will develop an Implementation Strategy/Action Plan for the Downtown Core Area Plan. The strategy will include a review of local development standards as well as a formal process to monitor and amend the Plan. It will also be used to identify requirements for developing the City's capital budget and departmental work programs.
10. The City will consider public-private partnerships as well as financial and regulatory tools such as development cost charges, density bonusing and tax incentives to help realize the Downtown Core Area Plan's vision and goals.

The City will review and re-evaluate the Plan if these Assumptions change significantly over time.

ORGANIZATION

The Downtown Core Area Plan is divided into ten sections. It works in concert with and is in part implemented by the Downtown Core Design Guidelines. Each section of this plan including this Introduction, deal with a different aspect of the Plan and each provide both area-wide and District-specific policies and actions where applicable.

URBAN STRUCTURE

Explains the key elements of urban structure (space, movement and building form) and establishes the importance of ensuring any future physical improvements to the urban structure serve to enhance and improve the Downtown Core Area's livability and quality of life.

DISTRICTS

Describes the five Districts of the Downtown Core Area and provides policies and actions to not only preserve each District's unique character, but also to provide opportunities for improvement.

DENSITY

Introduces a framework for guiding density throughout the Downtown Core Area that balances the need for increased density in some areas with the need to maintain livable communities. Also explains a new density bonus system, intended to support the provision of key public amenities, affordable housing, and provide financial support for the conservation of heritage properties.

TRANSPORTATION AND MOBILITY

Describes the need for sustainable transportation and mobility systems that give priority to pedestrians, cyclists and transit, and how those systems can be achieved.

URBAN DESIGN

Explains the principles of successful urban design and how they should be applied to the Downtown Core Area's skyline, built forms, parks and open space and public realm.

HERITAGE

Details the presence and reinforces the value and importance of heritage properties in the Downtown Core Area.

ENVIRONMENT AND ENERGY

Provides a policy framework for addressing various components of sustainability, including the natural environment, green buildings and infrastructure, and the transformation of the Rock Bay District into a key employment centre that incorporates sustainable planning, development and infrastructure.

COMMUNITY VITALITY

Addresses the importance of economic vitality, housing, public amenities, arts and culture, recreation, entertainment, special events and social services in building truly complete communities.

IMPLEMENTATION

Describes how the City will implement the physical improvements and the heritage, cultural, transportation and environmental initiatives, policies and actions described in this Plan.

DOWNTOWN CORE DESIGN GUIDELINES

Provide detailed guidelines and supporting information for specific aspects of the Downtown Core Area – such as views, public realm improvements, and building design – that support the vision, goals, policies and actions contained in this Plan. See Victoria 2050, the City's Official Community Plan, Schedule 2B.

urban structure

2



INTRODUCTION

Urban structure is comprised of three elements:

1. Space is the underlying topography, the natural features and landscape of an area. Space influences the look and character of the districts and neighbourhoods, the parks and open spaces that exist upon the land base.
2. Movement is the system of roads, sidewalks, cycling lanes and pathways as well as the transportation infrastructure and services they accommodate.
3. Building form is the range of building types, as defined by their physical scale, mass, orientation and height, within an area. The interplay between building forms is what creates spaces, defines streets and influences a city's skyline. (SEE ILLUSTRATION 1 – URBAN STRUCTURE ELEMENTS)

The urban structure provides the foundation for the detailed design and planning of each element. Urban structure elements provide a framework to guide and influence the development of individual buildings, spaces or infrastructure. This Plan provides policies to ensure that the urban structure is well-planned and is able to provide the foundation for a livable urban community – a community that provides:

- A range of housing options;
- Services that meet people's daily needs;
- Transportation systems that connect neighbourhoods, parks and open spaces, other areas of the city and the broader region; and
- High quality and well-maintained public realm and private realm.

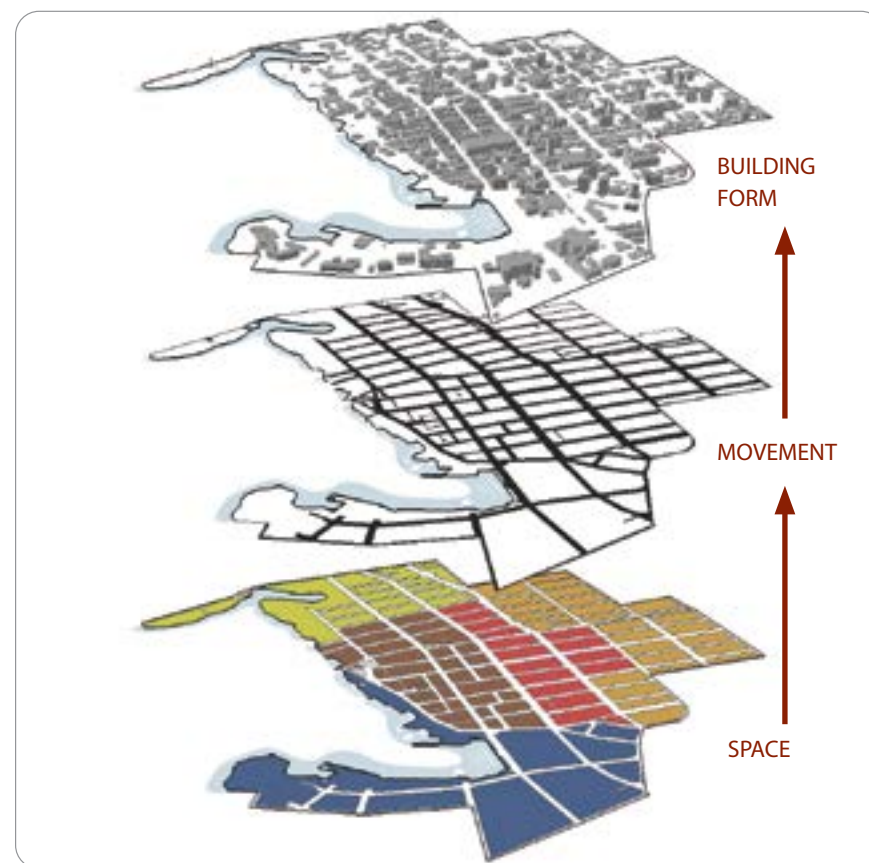


Illustration 1: Urban Structure Elements

SPACE

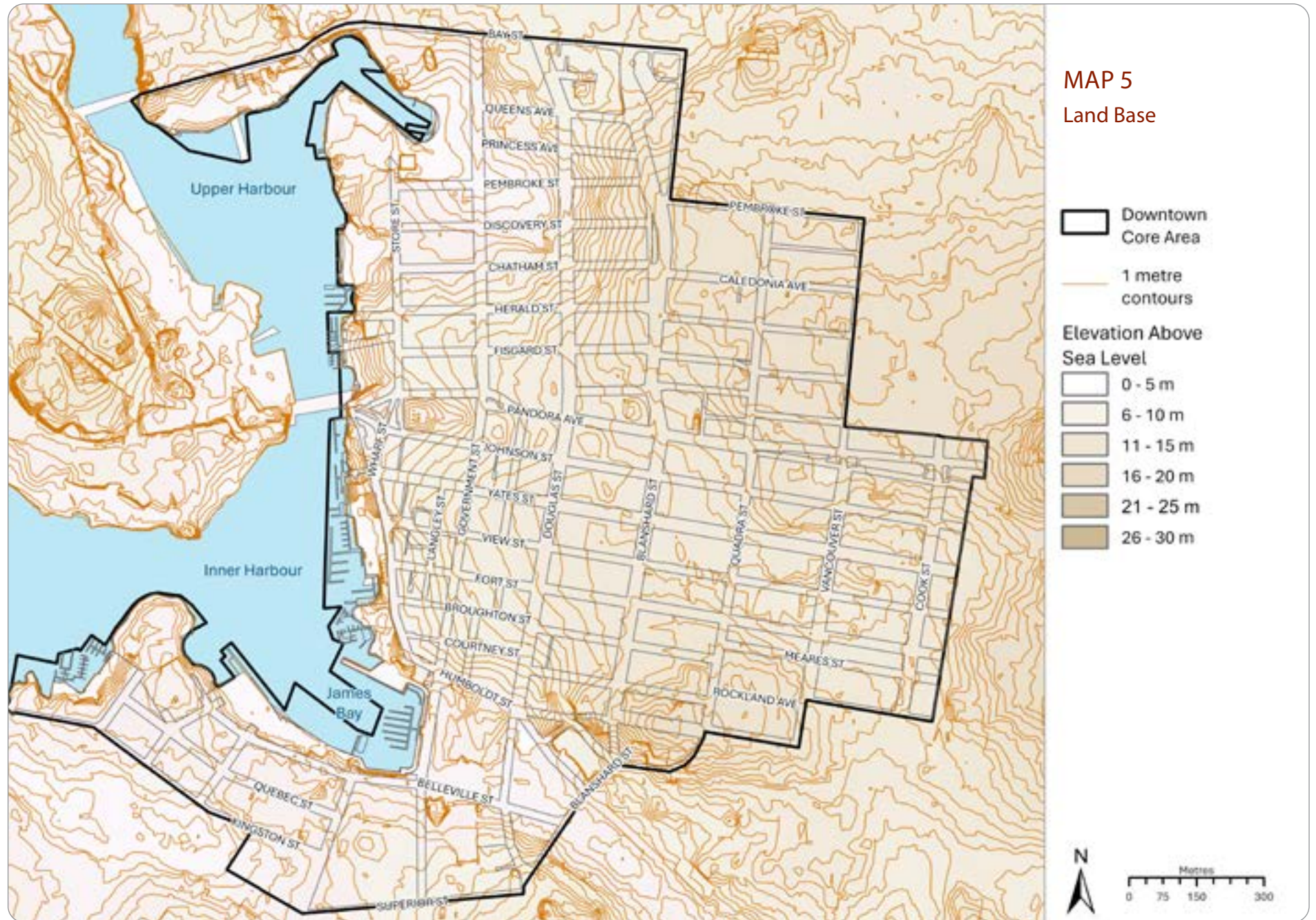
The Downtown Core Area is compact and walkable, covering approximately 188 hectares (465 acres). It gradually rises in elevation from the Inner Harbour towards Douglas Street and Blanshard Street; however, much of the central area is relatively level, with two lower basins around Rock Bay to the north and James Bay to the south. (SEE MAP 5: LAND BASE)

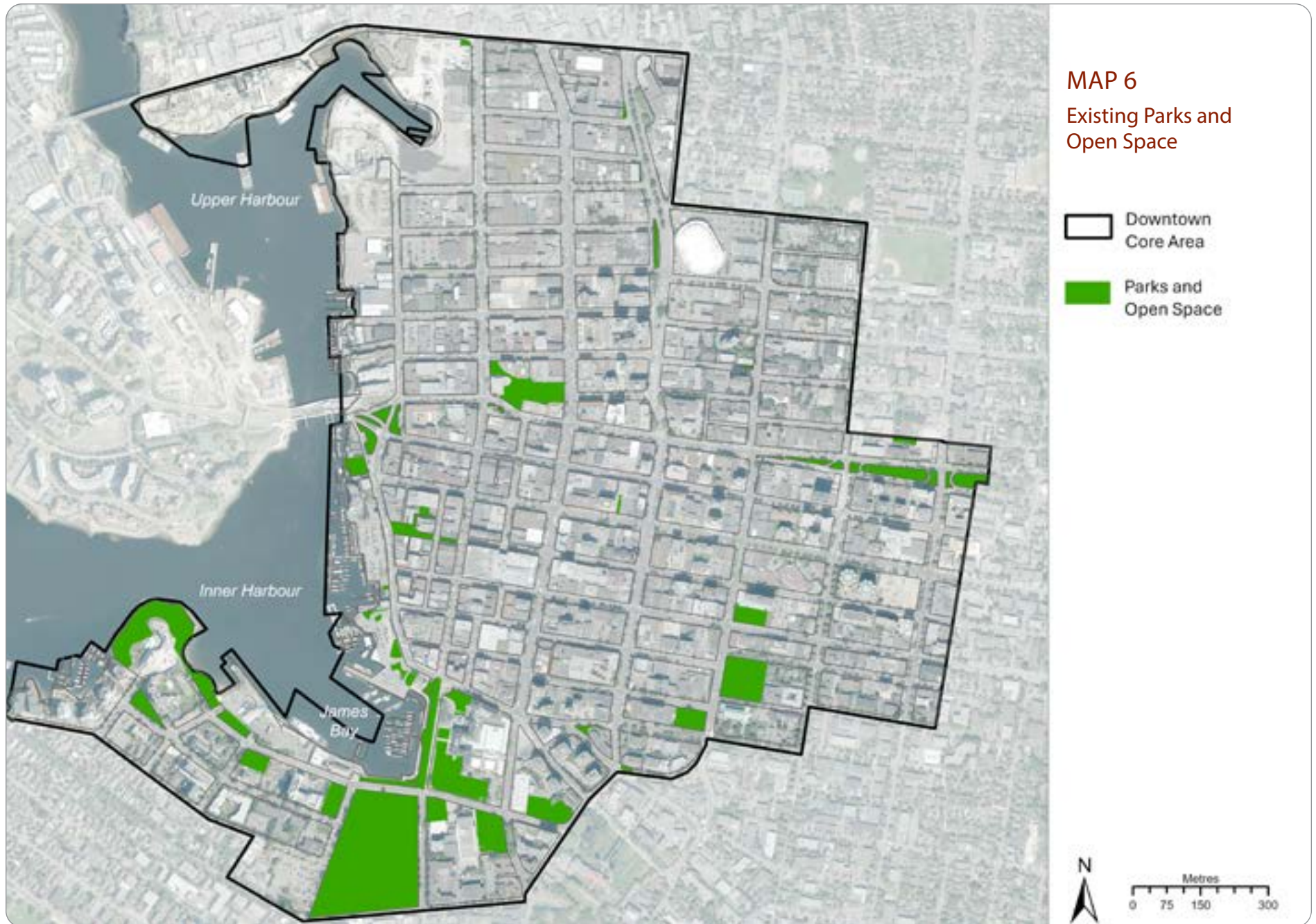
The neighbourhoods in the Downtown Core Area are predominantly mixed use, containing a range of commercial, institutional, residential, and industrial land uses and activities. Some neighbourhoods also contain special character areas that have design, architectural or historic significance. (SEE MAP 3: PLAN BOUNDARY AND NEIGHBOURHOODS)

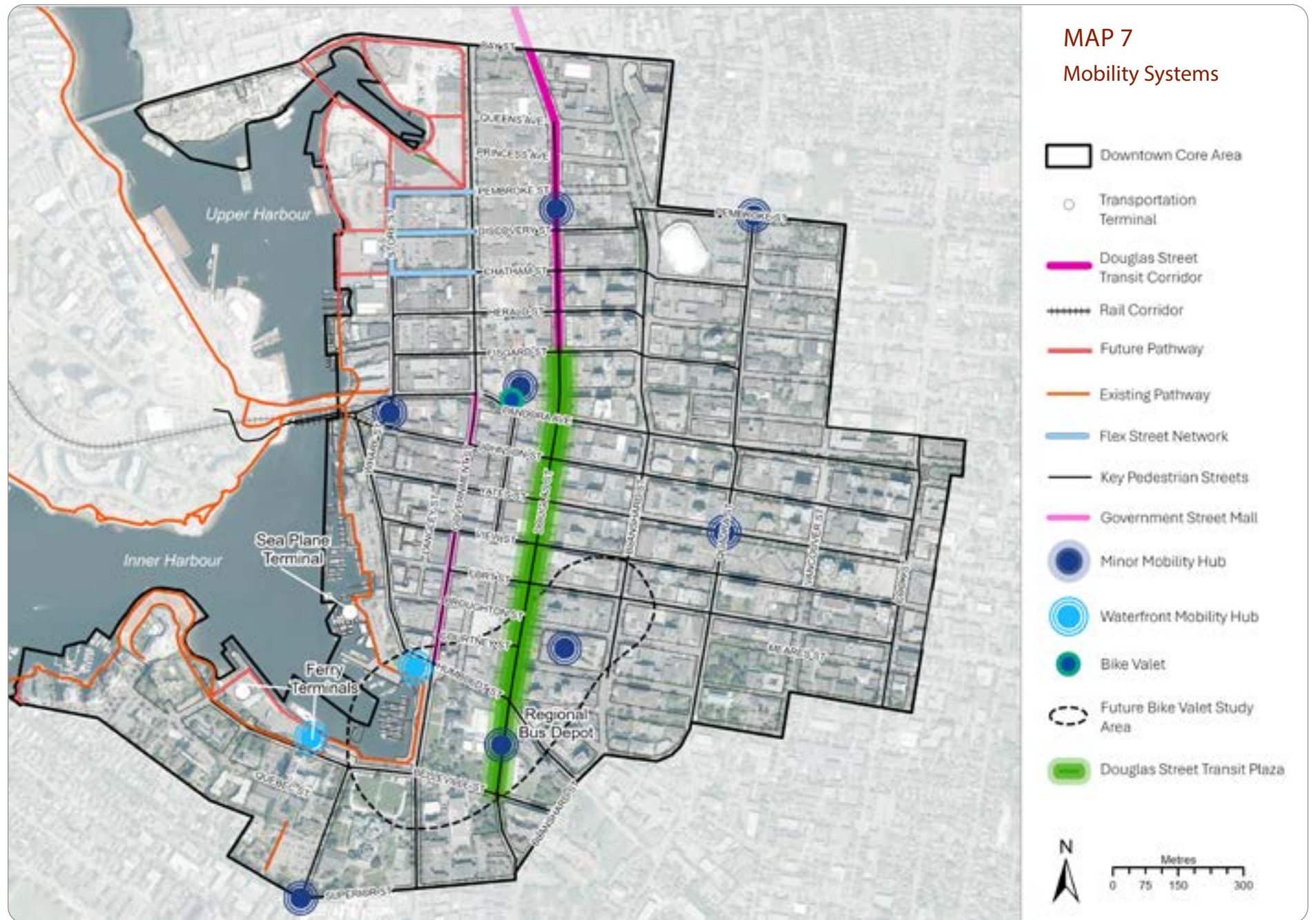
The Downtown Core Area is also defined by a variety of unique public parks and open spaces ranging from the intimate scale of Bastion Square to the large scale openness of the front lawn of the Parliament Building which serves as both a public open space and a place-defining characteristic of the Inner Harbour District. The Harbour Pathway (once complete) will provide a linear form of open space connecting much of the land along the Harbour. (SEE MAP 6: EXISTING PARKS AND OPEN SPACE)

MOVEMENT

Primary downtown streets from a transportation perspective include Douglas Street, Blanshard Street, Bay Street, Cook Street and the portion of Quadra Street located north of Johnson Street. These streets provide key links between the Downtown Core Area and other surrounding areas of the city and the region. (SEE MAP 7: EXISTING MOVEMENT SYSTEMS)







BUILDING FORM

The Downtown Core Area's distinctive urban form rises steadily eastward from the Inner Harbour and the blend of low scale, historic streetscapes and rehabilitated heritage buildings to a concentration of newer, higher density commercial and residential buildings in the Central Business District and in the Residential Mixed-Use District. This gradual rise in building form helps to shape the city's undulating skyline. (SEE ILLUSTRATION 2: BUILDING FORM)



Illustration 2: Building Form

URBAN STRUCTURE – OBJECTIVES

To ensure the Downtown Core Area continues to be a livable urban community while it grows significantly over the next 30 years, the urban structure policies and actions seek to achieve the following objectives:

1. That the physical elements that define space, movement and building form serve to attract and retain residents, visitors and businesses.
2. That existing neighbourhoods and special character areas are recognized as intrinsic components of each District.
3. That support is provided to encourage the development of a range of building forms that respect and reflect the character of the Downtown Core Area and its neighbourhoods.
4. That the public realm of the Downtown Core Area is enhanced by the presence of active commercial uses, such as restaurants, retail stores and entertainment facilities.
5. That taller building forms are generally concentrated along the Douglas Street/Blanshard Street corridor and along the portion of Yates Street located between Douglas Street and Cook Street, as well as a blend of mid-rise and high-rise buildings in both the Rock Bay District and the Residential Mixed-Use District.
6. That the historic context of the Historical Commercial District is protected.
7. That new parks and open spaces are developed within the Rock Bay District and the Harris Green neighbourhoods.
8. That priority is given to pedestrians, cyclists and public transit in land use and transportation planning.
9. That transportation networks are integrated with neighbourhoods, provide optimal access and facilitate the delivery of goods and services. (SEE MAP 8: URBAN STRUCTURE CONCEPT)

URBAN STRUCTURE – POLICIES AND ACTIONS

DEVELOPMENT

- 2.1. Maintain lower scale buildings throughout the Historic Commercial District and along the waterfront to respect the lower scale context of the area, and gradually transition to taller buildings within the Central Business District.
- 2.2. Concentrate tall buildings between Douglas Street and Blanshard Street as well as along Yates Street east of Douglas Street.
- 2.3. Encourage the appropriate location of residential and commercial development to support the Downtown Core Area's current mixed-use character.

LAND USE

- 2.4. Ensure land use and related activities complement and enhance the form and function of each District.

CONNECTIVITY

- 2.5. Improve and enhance the physical public realm connections and transitions between Districts.
- 2.6. Improve connections for pedestrians and cyclists to public parks and open space through both design and maintenance.

PARKS AND OPEN SPACES

- 2.7. Support the development of additional public parks and open spaces to provide public amenity space within the Rock Bay District and the Residential Mixed-Use District.

HARBOUR PATHWAY

- 2.8. Complete the Harbour Pathway, including connections to the regional pathway network and the pedestrian network.

VACANT LANDS

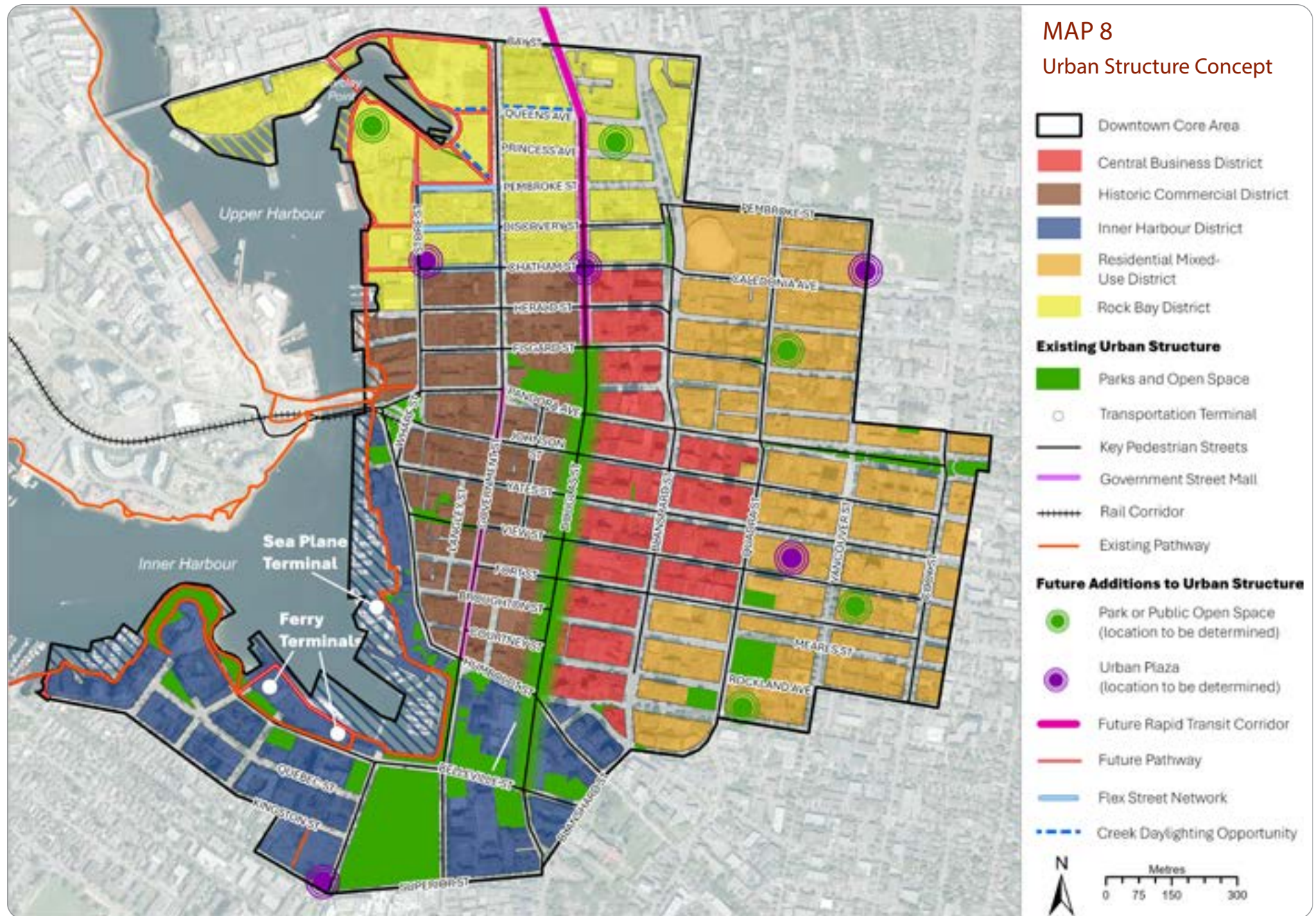
- 2.9. Support the redevelopment of vacant and under-developed sites, including surface parking lots, with more intensive uses that support the economic function of the Downtown Core Area.

OFFICE DEVELOPMENT

- 2.10. Support the development and location of higher density commercial buildings within the Central Business District.



Conceptual illustration of the Downtown Core Area including new development as a backdrop to the Historic Commercial District and the integration of the Harbour Pathway.



The Urban Structure Concept provides a summary of how existing and future urban structure elements will be organized within the Downtown Core Area.

districts

3



INTRODUCTION

The Downtown Core Area Plan establishes five Downtown Core Area Districts. As stated in the Introduction, these new Districts do not replace existing neighbourhood names, boundaries or special character areas. Rather, they are a way to recognize that there are unique social, physical and environmental characteristics in certain parts of the Downtown Core Area that cut across neighbourhood boundaries and unite broader geographic areas.

The policies and actions contained in this Section are intended to support each District's current function and general character, while also improving each District's public realm, parks and open spaces, infrastructure, building forms and transportation networks.

CENTRAL BUSINESS DISTRICT

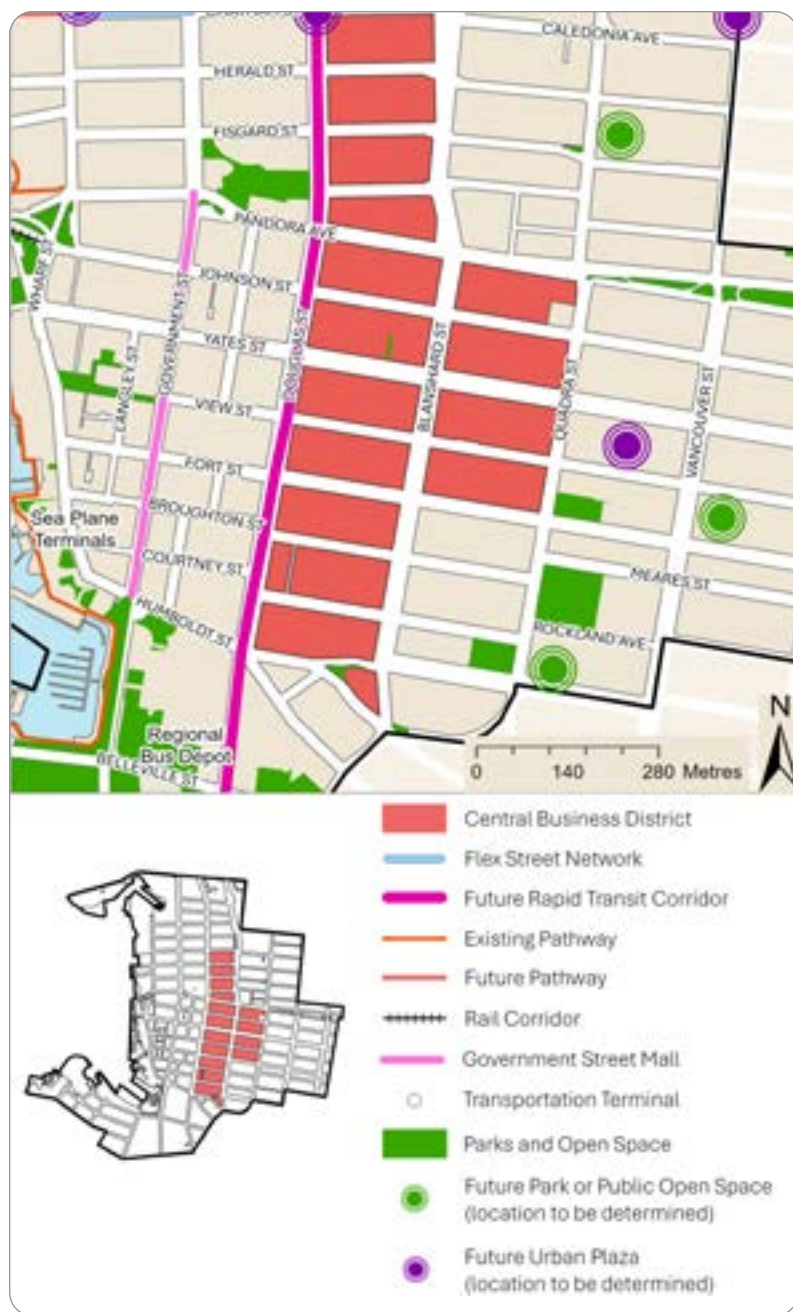
The Central Business District (CBD) is approximately 29.5 hectares (73.8 acres) in size and covers a 15-block area. Eleven blocks stretch northward from Burdett Avenue to Caledonia Avenue between Douglas Street and Blanshard Street; and four blocks are located between Blanshard Street and Quadra Street, bounded by Pandora Avenue to the north and Fort Street to the south. The CBD borders the Residential Mixed-Use District to the east, the Historic Commercial District to the west, the Rock Bay District to the north and the Inner Harbour District to the south. (SEE MAP 9: CENTRAL BUSINESS DISTRICT)

The CBD is the main employment centre for Victoria and the Region as a whole. Its concentration of higher density office buildings helps to attract and retain a range of supporting commercial uses – such as restaurants, cafés, convenience stores, office supply stores, retail stores, hair salons and other personal service businesses, as well as major banks and other financial institutions – to provide the daily amenities and services required by the businesses, employees and residents within the CBD. Hotels also play a significant commercial role in the CBD, supported by the ferry, sea plane, bus and train terminals that are located within walking distance of the CBD.

CENTRAL BUSINESS DISTRICT – OBJECTIVES

The policies and actions for the Central Business District that are contained in this Plan collectively address the following objectives:

1. That the CBD remains economically healthy, is able to adapt to changing economic and market conditions and reinforces its long-term function as the primary employment centre for the city and the region.
2. That the CBD is able to provide a safe and welcoming environment, rich with amenities for workers, residents and visitors alike.
3. That the CBD is able to provide an adequate land base to primarily accommodate commercial and office development while it grows over the next 30 years.
4. That new development respects the scale, character and function of the CBD.



Map 9: Central Business District

CENTRAL BUSINESS DISTRICT – POLICIES AND ACTIONS

LAND USE

- 3.1. Provide zoning within the CBD to accommodate a strong concentration of commercial employment uses, along with such complementary uses as multi-residential development, hotels, restaurants, public institutions, personal service businesses and retail stores.

ECONOMIC RESILIENCY

- 3.2. Support new development that clearly reinforces and enhances the position of the CBD as the primary employment, commercial and cultural centre for the city and the region.
- 3.3. Ensure that the City of Victoria Economic Development Strategy includes policies and strategies that are focused on improving the economic resiliency of the CBD.

HIGH-DENSITY DEVELOPMENT

- 3.4. Support high density commercial buildings within the CBD to make efficient use of infrastructure and to maintain compact building footprints.
- 3.5. Residential development should be restricted to a maximum density of 3:1 FSR (Floor Space Ratio) within the CBD to reinforce the CBD's function as an employment centre.
- 3.6. Focus higher density development along the Douglas Street/ Blanshard Street corridor and along Yates Street to support the density policies of this Plan.

PEDESTRIAN-ORIENTED ENVIRONMENT

- 3.7. Support and encourage pedestrian activity within the CBD by encouraging the provision of active commercial street-level uses where appropriate, and well-designed public realm improvements.
- 3.8. Design new developments within the CBD to include ground floor space that is capable of accommodating commercial uses.
- 3.9. Refer to the Downtown Public Realm Plan & Streetscape Standards to guide future streetscape improvements.
- 3.10. Provide well-designed public realm services and amenities to support commercial and residential development.

CONNECTIVITY

- 3.11. Improve travel routes between the CBD and surrounding Districts by developing well-designed, clearly marked and safe pedestrian, cycling and transit networks.
- 3.12. Locate through-block walkways to provide strategic access through longer city blocks and meaningful connections with the Pedestrian Network as illustrated in Map 16. (SEE SECTION 5: TRANSPORTATION AND MOBILITY)

TRANSIT SUPPORT

- 3.13. Support the use of transit by encouraging the location of high density transit-supportive uses such as commercial and residential mixed-use development within the Douglas Street/Blanshard Street corridor and along Yates Street.
- 3.14. Support the use of transit by encouraging street-level retail, restaurants, cafés, grocery stores, convenience stores and personal service businesses in new development along Douglas Street and Yates Street.

NEW DEVELOPMENT

- 3.15. Amend the Zoning Regulation Bylaw to provide development standards for new commercial, residential and office developments that reflect the scale, density and context of the CBD.
- 3.16. Ensure the sensitive integration of new development with existing heritage properties along the 700 block of Yates Street and the 700 and 800 blocks of Fort Street.

FORT STREET

- 3.17. Improve the physical condition of the public realm along Fort Street through public and private streetscape enhancements that encourage pedestrian activity and support retail.

EDGE CONDITION

- 3.18. Ensure that designs for new buildings located along the edges of the CBD consider scale, orientation, setbacks, mass and building height to provide sensitive transitions to surrounding Districts.

PARKING

- 3.19. Provide on-site parking for new developments as underground structured parking.
- 3.20. Consider opportunities to integrate publicly accessible short-term parking as part of new commercial developments where underground structured parking is provided on site.
- 3.21. Consider opportunities to increase the provision of publicly accessible short-term parking in order to meet the objectives of the City of Victoria Parking Strategy.

HISTORIC COMMERCIAL DISTRICT

The Historic Commercial District (HCD) is approximately 23 hectares (57 acres) in size, and is bounded by Wharf Street and the waterfront on the west, Douglas Street on the east, Chatham Street on the north and Humboldt Street on the south. (SEE MAP 10: HISTORIC COMMERCIAL DISTRICT)

The HCD forms the primary hub for retail, entertainment and tourism within the Downtown Core Area. The concentration of rehabilitated heritage buildings and attractive streetscapes also serves to attract other uses and activities including offices, hotels, personal service businesses and arts and culture. The HCD includes the Old Town Area, a portion of the waterfront north of the Johnson Street Bridge and Chinatown – which Parks Canada named as a National Historic Site in 2002 to commemorate its status as Canada’s oldest intact and continuously active Chinatown. The HCD also contains a range of other character areas including Bastion Square, which is the oldest part of the city and original site of the Hudson’s Bay Fort Victoria in 1858, as well as Trounce Alley, Broad Street, Market Square and Centennial Square. One of the most prominent features in the HCD is the Government Street Mall, which currently stretches northward from Belleville Street to Yates Street and connects the Inner Harbour with the Old Town Area. Government Street Mall is characterized by its wide sidewalks and attractive streetscaping that complements the surrounding historic buildings and encourages pedestrian and cycling activity, while also accommodating general purpose vehicular traffic and commercial vehicles that provide deliveries and services to the surrounding businesses. The pedestrian-oriented design of the Government Street Mall along with the grid pattern of the local street network serves to maintain reduced speed levels for vehicles.

The HCD is characterized by a “saw-tooth” streetscape that generally rises and falls in height between one and five storeys, with articulated brick and stone facades, buildings located up to the public sidewalk and continuous street-level storefronts.

Ongoing revitalization efforts in the HCD over the past two decades have resulted in the rehabilitation of approximately 85 heritage buildings, upgrades to historic commercial storefronts, and a number of improvements to the public realm through streetscaping, public art and special events programming. These upgrades and improvements have drawn boutique hotels, specialty retail stores, cafés and restaurants to the area and with the help of the Bay Centre, a regional-scale shopping centre on Douglas Street with over 39,000 m² (420,000 ft²) of retail space – cemented the HCD’s place as a destination for tourism, shopping and entertainment.



Map 10: Historic Commercial District

HISTORIC COMMERCIAL DISTRICT – OBJECTIVES

The policies and actions for the Historic Commercial District that are contained in this Plan collectively address the following objectives:

1. That the placemaking character of the HCD is retained and continues to contribute to Victoria's competitive advantage as a destination for retail, entertainment and tourism.
2. That programs, strategies and public and private initiatives for the revitalization of the HCD are maintained and supported.
3. That the HCD becomes a model for sensitive integration of new infill development and public realm improvements into the historic environment.
4. That the HCD is able to attract and accommodate growth in the tourism, retail, entertainment sectors.
5. That the compact, diverse, low-scale and small-lot character of the HCD is retained.
6. That the local population base is increased through the integration of residential dwellings on the upper storeys of existing buildings.

HISTORIC COMMERCIAL DISTRICT – POLICIES AND ACTIONS

LAND USE

- 3.22. Provide zoning within the HCD that accommodates a diverse range of active commercial uses such as retail stores, cafés and restaurants, along with complementary uses such as multi-residential development, hotels, public institutions, tourist services and personal service businesses.

ECONOMIC RESILIENCY

- 3.23. Ensure that economic development initiatives undertaken by the City of Victoria reinforce the function and character of the HCD as a destination for retail shopping, entertainment and tourism.

COMMERCIAL AND RETAIL ACTIVITY

- 3.24. Locate active commercial uses such as retail stores, cafés, restaurants and other tourism and entertainment-related uses at the street level to encourage increased pedestrian activity and complement the public realm.
- 3.25. In addition to active commercial uses, consider the location of office use at the street level only where they are located directly adjacent to and have direct access to a lane, alley or through-block walkway.

CENTENNIAL SQUARE

- 3.26. Maintain Centennial Square as a hub for civic activity and special events.
- 3.27. Ensure that any design or redevelopment initiatives for Centennial Square result in a more inviting, active and functional civic gathering space.
- 3.28. Give priority to public realm improvements that enhance connectivity between Centennial Square and surrounding streets.

HISTORIC CONTEXT

- 3.29. Maintain design guidelines and development standards that support rehabilitation of existing heritage buildings and public realm improvements, and that ensure new development is integrated sensitively into the historic context of the HCD.
- 3.30. Continue to support policies, regulations and programs to protect heritage buildings and encourage their rehabilitation, seismic upgrade and re-use.
- 3.31. Retain the HCD's current compact, diverse, low-scale and small-lot character.
- 3.32. Explore the feasibility of extending the term length of the Heritage Tax Incentive Program up to 15 years to encourage the further rehabilitation and seismic upgrading of existing heritage buildings.

RESIDENTIAL USES

- 3.33. Locate residential dwellings on the upper storeys to retain and accommodate more active commercial uses at the street level, except where residential dwellings are located directly adjacent to, and have direct access to a lane, alley or through-block walkway.

PUBLIC REALM

- 3.34. Support and implement public realm improvements that are sensitive to the historic character of the HCD and which reflect the urban design objectives of this Plan.
- 3.35. Improve public wayfinding in the HCD through streetscape improvements that have a cohesive and consistent design.

CONNECTIVITY

- 3.36. Establish strong Pedestrian and Cycling Networks through the area, with a priority on designated Greenways. (SEE SECTION 5: TRANSPORTATION AND MOBILITY)

GOVERNMENT STREET

- 3.37. Develop and maintain Government Street as a Pedestrian Priority Street as identified in this plan, and in the Government Street Refresh and Concept Design.
- 3.38. Extend the retail and pedestrian-oriented character of Government Street northward from Yates Street to Pembroke Street through streetscaping and public realm improvements and appropriate land use to provide an attractive and lively environment that connects the Inner Harbour District through the Historic Commercial District to the Rock Bay District.

PARKING

- 3.39. Continue to support the provision of short-term on-street parking to help maintain the HCD as a focus for active commercial uses including retailing and entertainment.
- 3.40. Ensure that the provision of long-term parking gives consideration to the economic function of the HCD, in balance with the Downtown Core Area Plan's transportation and mobility objectives and policies (SEE SECTION 5: TRANSPORTATION AND MOBILITY).



Map 11: Rock Bay District

ROCK BAY DISTRICT

The Rock Bay District (RBD) is approximately 44 hectares (110 acres) in size and encompasses the northern part of the Downtown Core Area, including the waterfront area that runs from Herald Street to the Point Ellice (Bay Street) Bridge. It forms part of the Burnside neighbourhood, as far east as Dowler Place and Blanshard Street. (SEE MAP 11: ROCK BAY DISTRICT)

The RBD hosts both marine and non-marine related industrial and industrial-support activities along the waterfront and a blend of other industrial and commercial uses throughout the rest of the District in a mixture of older industrial and commercial buildings, including several heritage buildings. It has limited residential development located primarily between Douglas Street and Blanshard Street. The District also contains 3.1 hectare Matullia site that is owned by Songhees Nation and Xwsepsum Nation and is envisioned as an attractive employment hub that will support and foster Indigenous economic prosperity.

The District's history as an industrial area, in combination with limited redevelopment, has resulted in minimal upgrading to infrastructure and streetscaping which is evident through overhead utility wires and cables, discontinuous public sidewalks, minimal landscaping along building frontages and streets, limited on-street parking, undefined or informal parking areas and the street and private buildings, minimal pedestrian lighting and limited public park/open space.

The Rock Bay District, unlike the other Districts within the Downtown Core Area, has a significant amount of underdeveloped or vacant land that could accommodate future office, high-tech industries, and limited residential development in addition to its current industrial and commercial development.

In 2025, the City completed planning efforts for the Industry, Arts and Innovation (IAI) District area, culminating in an Action Plan that provides policy directions, strategies and actions to reinforce and strengthen the Rock Bay area immediately north of Downtown as an employment hub - envisioned as a focal point for employment, including technology, research and development, Indigenous economic prosperity and the arts.

ROCK BAY DISTRICT – OBJECTIVES

The policies and actions for the Rock Bay District that are contained in this Plan, the Industry Arts and Innovation District Action Plan and the Official Community Plan collectively address the following objectives:

1. To guide the transformation of the RBD into a vibrant and diverse key employment centre and hub for arts and culture production
2. To improve the environmental conditions of the RBD through the integration of green and innovative infrastructure, site planning, uses and building technology.
3. To attract and maintain a range of commercial, industrial, high tech, research and development and arts and culture related businesses to locate within the RBD in order to provide a more diversified and resilient employment base.
4. To develop an employment-based environment that attracts new and emergent employment sectors such as high-tech and other related businesses.
5. To accommodate high density residential and commercial development within the Douglas Street/Blanshard Street Corridor where provided with light industrial and other employment uses.
6. To integrate a strong public transit network that supports the location of employment uses and activities.
7. To provide new publicly accessible parks, plazas or open spaces in and around RDB for the benefit of residents, businesses, employees and visitors alike.
8. To maintain and strengthen the economic function of the working Harbour within the Rock Bay District.

ROCK BAY DISTRICT – POLICIES AND ACTIONS

FUTURE GROWTH AND DEVELOPMENT

- 3.41. Consider and evaluate new development and public realm improvements based on the City of Victoria policies including those described in this Plan, the Industry, Arts and Innovation District Action Plan, and the Official Community Plan.

ECONOMIC ACTIVITY

- 3.42. Support the redevelopment of the RBD as an employment-focused area that provides a blend of industrial and industrial support services, high-tech, and arts and culture production, with an accompanying balance of commercial and limited residential development.
- 3.43. Explore the use of financial tools and programs to encourage and support the development of the Rock Bay District as an employment-focused area.

WATERFRONT DEVELOPMENT

- 3.44. Ensure development regulations for waterfront properties includes standards and guidelines to mitigate the impact of industrial operations on the local marine environment.
- 3.45. Continue to support the location of marine-dependent industrial uses and activities along the waterfront portion of the RBD.

RESIDENTIAL DEVELOPMENT

- 3.46. Locate residential and residential mixed-use development between Douglas Street and Blanshard Street where integrated with ground floor light industrial uses and additional employment, arts and/or culture uses above.
- 3.47. Ensure that residential development is located, designed and sited to mitigate any potentially negative effects on the general operation and function of adjacent employment activities.

MIXED USE DEVELOPMENT

- 3.48. Provide active street-level commercial uses along Government Street and Douglas Street.

TRANSIT SUPPORT

- 3.49. Support the location of higher-density development along Douglas Street to enhance Douglas Street as a rapid transit corridor.

CONNECTIVITY

- 3.50. Ensure that all streets and sidewalks provide clear connections for pedestrians to travel between the RBD and the surrounding Districts.
- 3.51. Provide direct, safe, well-designed and strategically located pedestrian and cycling connections across Government Street and Douglas Street as well as to key destinations including parks, open spaces and recreational facilities.
- 3.52. Consider through-block laneways on larger development sites where feasible and appropriate to optimize delivery and access of goods/ services and bolster pedestrian activity with redevelopment of private property.

INFRASTRUCTURE

- 3.53. Support upgrading of infrastructure services in the RBD as new development occurs to increase long-term capacity.
- 3.54. Ensure that infrastructure upgrades are informed by the City of Victoria infrastructure Master Plans and consider the integration of green infrastructure, where appropriate.
- 3.55. Support the use of best management practices to improve the quality and volume of stormwater discharge into the local marine environment.
- 3.56. Consider opportunities for daylighting historic creeks that flow into Rock Bay, as indicated in Map 8 and Map 27.

EDGE CONDITIONS

- 3.57. Ensure that designs for new buildings located along the edges of the RBD consider scale, orientation, setbacks, massing and building height to provide sensitive transitions to surrounding neighbourhoods and Districts.

WATERFRONT

- 3.58. Continue to support Songhees Nation and Xwsepsum Nation with the development of a long-range detailed master plan for the Matullia lands at Rock Bay.
- 3.59. Incorporate direct public pedestrian access to the Harbour as part of the site design for new development or redevelopment along the waterfront, except where it may negatively impact the general operation and function of adjacent employment activities that are dependent on direct marine access.

PARKS, OPEN SPACE AND PUBLIC REALM

- 3.60. Support the development of a publicly accessible waterfront park, plaza or open space generally located near Barclay Point that provides direct connections with the Harbour Pathway.
- 3.61. Ensure parks and open spaces are well-designed, attractive, functional and integrated with the pedestrian network.
- 3.62. Integrate new parks and open space with the completed Harbour Pathway and with planned Linear Parks and Greenways.

- 3.63. Ensure all new public parks and open spaces meet the urban design objectives of this Plan.
- 3.64. Develop specific location and design details for new public parks and open spaces as part of the implementation of the Downtown Core Area Plan.
- 3.65. Develop public realm improvements for Flex Streets that support pedestrian comfort and celebration as well as business access and movement of goods, as identified in this plan.

HERITAGE

- 3.66. Undertake an inventory and evaluation of remaining historic industrial properties in the RBD as potential additions to the Heritage Register.
- 3.67. Support the rehabilitation and re-use of the RBD's remaining heritage properties to celebrate the District's industrial heritage.
- 3.68. Consider extending the Heritage Tax Incentive Program (T.I.P.) throughout the RBD and extend its term up to 15 years to support the adaptive re-use of industrial heritage properties.

TRANSPORTATION

- 3.69. Continue to recognize Douglas Street as a primary transit corridor through transit-supportive land use and development.
- 3.70. Support higher densities along Douglas/Blanshard Street corridor to improve viability of future rapid transit.
- 3.71. Ensure enhancements to the public realm do not adversely affect the operation or function of industrial and other employment activities in the RBD.



Map 12: Inner Harbour District

INNER HARBOUR DISTRICT

The Inner Harbour District (IHD) is approximately 37 hectares (93 acres) in size and encompasses the waterfront lands located between the Johnson Street Bridge and Laurel Point. The IHD also includes portions of the Legislative Precinct lands in recognition of their proximity to the waterfront and the Inner Harbour. (SEE MAP 12: INNER HARBOUR DISTRICT)

The IHD is recognized both locally and internationally for its picturesque quality, vitality and character. Its waterfront setting attracts tourists, visitors and residents year round, and is noted for its:

- World-class Gateway to Victoria;
- Home to the Provincial Legislature within the historic Parliament Buildings;
- Scenic views across the Harbour;
- Pedestrian-friendly environment and high-quality streetscaping along Government Street and Belleville Street;
- Concentration of historic and modern landmark buildings include the Royal British Columbia Museum, the Provincial Parliament Building and its grounds, the Empress Hotel and the Inner Causeway, which has been designated a Heritage Conservation Area in the City of Victoria's Official Community Plan; and
- Prominent public and open spaces where a variety of major public ceremonial, celebratory and special events are held every year.

The IHD is centered on the working Harbour which includes a number of marine-related businesses and activities, including ferry and float plane terminals and mooring for private boats. These marine transportation options, combined with a regional bus depot and a nearby regional railway terminal, make the IHD a major transportation hub and gateway for the city.

The District is also home to a large number of Provincial Government offices and to commercial businesses that serve tourists and Provincial Government workers, such as hotels, retail stores and restaurants, but has limited residential development.

INNER HARBOUR DISTRICT – OBJECTIVES

The policies and actions for the Inner Harbour District (IHD) that are contained in this Plan collectively address the following objectives:

1. To reinforce and support the location of Provincial Government offices.
2. To successfully maintain and strengthen the IHD as the focus for tourism, government, culture, heritage, and economic development.
3. To develop and maintain a cohesive, well-designed and vibrant waterfront area.
4. To create a more fluid and seamless extension of the public realm northward toward the Johnson Street bridge and beyond, toward the Rock Bay District.
5. To improve public access to the waterfront.
6. To maintain a working Harbour.

INNER HARBOUR DISTRICT – POLICIES AND ACTIONS

ECONOMIC ACTIVITY

- 3.72. Support the location and operation of marine-dependent activities along the IHD waterfront.
- 3.73. Maintain the IHD as a focus for tourism-related activities as well as Provincial Government office and business activities.
- 3.74. Ensure that new development within the IHD accommodates uses that contribute to the vitality and economic health of the area.

HISTORIC CONTEXT

- 3.75. Support the protection and rehabilitation of heritage properties and ensure new infill development and improvements to the public realm are sensitively integrated into the historic environment.
- 3.76. Maintain key public views of the Inner Harbour to meet the urban design objectives of this Plan. (SEE SECTION 6: URBAN DESIGN)

RESIDENTIAL DEVELOPMENT

- 3.77. Ensure residential dwellings are part of mixed-use development that includes active commercial uses at the street level.

PUBLIC REALM

- 3.78. Support public realm improvements that meet the urban design objectives of this Plan.
- 3.79. Support public realm improvements that enhance the IHD's role as a gateway to the city for people arriving by sea plane, ferry, bus or train.
- 3.80. Support public realm improvements that result in improved wayfinding and connectivity between the IHD and the rest of the Downtown Core Area.
- 3.81. Encourage the addition of more active street-level businesses fronting onto Belleville Street as part of the potential redevelopment or upgrading of the Belleville Ferry Terminal.
- 3.82. Encourage the addition of active ground floor uses fronting onto Menzies Street to support a pedestrian-friendly environment between the waterfront and James Bay Village.
- 3.83. Encourage the development of a consistent streetscape treatment inviting pedestrians between the Inner Harbour, James Bay Village and the Dallas Waterfront along Menzies Street.
- 3.84. Encourage retention and development of public space near the intersection of Menzies Street and Superior Street as part of redevelopment. Continue to provide a location suitable for public markets, complementing the functions of nearby public spaces.

TRANSPORTATION

- 3.85. Establish well-defined, safe and efficient Pedestrian and Cycling Networks, with a priority on developing and enhancing designated Greenways.
- 3.86. Support the continued operation of transportation terminals for ferries, sea planes and bus and their integration into other city mobility networks to support seamless transition between travel modes.
- 3.87. Seek to support enhanced local and regional water-based transit, integrating them into land-based mobility networks to enable the easy completion of journeys for travelers.
- 3.88. Seek to establish high-quality, sustainable public transit linking the downtown to Ogden Point and the Dallas Road waterfront, thereby enhancing access for James Bay residents and reducing the impacts of visitors on the James Bay neighbourhood.

CONNECTIVITY

- 3.89. Ensure that direct public pedestrian connections are available between the Harbour Pathway and Belleville Street and Wharf Street.
- 3.90. Support streetscape improvements that result in a more cohesive and uniform appearance along the length of Belleville Street and Government Street, and extending northward through the Historic Commercial District.
- 3.91. Consider opportunities for improving public access to the water that do not negatively affect the viability and functioning of the working Harbour.

TOURISM

- 3.92. Support the retention of existing and the development of new, tourist and visitor attractions and facilities in order to continue to support and increase the number of tourists and visitors to the IHD and surrounding area.
- 3.93. Support the development or establishment of new visitor attractions that serve to enhance the prominence of the IHD as a world-class destination.
- 3.94. Consider improvements to the wayfinding system to better inform visitors and tourists about key attractions and destinations throughout the Downtown Core Area, including those in the IHD.

SHIP POINT AND WHARF STREET PARKING LOT

- 3.95. Continue refinements to and phased implementation of the Ship Point Master Plan, prioritizing shoreline stabilization, improvements to the Harbour Pathway, and use of Ship Point for recreational, events and festival programming.
- 3.96. Ensure that the terms of reference for the master plan consider the following elements:
 - Project Stakeholders;
 - Desired uses;
 - Building designs;
 - Public realm improvements;
 - Pedestrian connectivity;
 - Public views;
 - Public access;

- Development standards;
- Public amenities;
- Economic development; and
- Implementation strategy.

- 3.97. Ensure that the master plan and redevelopment of the Ship Point and the Wharf Street parking lots support the objectives and policies of this Plan.

RESIDENTIAL MIXED-USE DISTRICT

The Residential Mixed-Use District (RMD) encompasses 53.6 hectares (130 acres), and contains portions of the North Park neighbourhood and a small portion of the Fairfield neighbourhood. Its general boundaries are Pembroke Street to the north, Meares Street to the south and Cook Street to the east between Meares and Mason Streets, while the small Fairfield portion is bounded by Blanshard Street to the west, Fort Street to the north, Quadra Street to the east and Rupert Terrace to the south. (SEE MAP 13: RESIDENTIAL MIXED-USE DISTRICT)

The RMD is the largest of all the Downtown Core Area districts and includes the majority of the residential land base for the area, with some under-utilized or vacant parcels still available. Because of the RMD's close proximity and direct connections with the Central Business District, it is today a mixed-use urban community, with a concentration of compact mid to high-density residential, mixed-use and commercial development. The District also contains several institutional, cultural and recreational facilities, including the Provincial Law Courts, the Royal Theatre, the YMCA and several historic churches.

Fort Street is a special character area corridor within the RMD. It is designated as a Heritage Conservation Area through the Official Community Plan and is recognized for its concentration of heritage properties with smaller scale commercial uses at street level, such as retail stores, restaurants and cafés, creating a lively and active shopping area.

Quadra Street is also a special character area, recognized as a cultural corridor containing a series of prominent heritage landmarks, cultural institutions, and places of worship in the RMD.



Map 13: Residential Mixed-Use District

RESIDENTIAL MIXED-USE DISTRICT OBJECTIVES

The policies and actions for the Residential Mixed-Use District (RMD) that are contained in this Plan collectively address the following objectives:

1. To encourage multi-residential development appropriate to the context and function of each neighbourhood and reflects the differences in allowable building heights and density throughout the RMD, along with other land uses, public amenities and services that help to develop complete communities.
2. To ensure new residential development includes active street-level businesses where appropriate, to provide commercial services and activities and increase pedestrian activity within the public realm.
3. To accommodate the development of higher density commercial buildings along Blanshard Street, Pandora Avenue, Yates Street and Fort Street only, in order to keep the Central Business District as the primary focus for higher density commercial development.
4. To support keeping existing commercial uses, such as restaurants, grocery stores, convenience stores, medical clinics and personal service businesses, within the District to provide necessary services for the local community, but does not support auto-oriented uses that require large outside storage/display areas such as car lots.
5. Support the evolution of Quadra Street as a cultural corridor characterized by high-quality pedestrian realm and supporting the presence of diverse spaces for arts and culture as well as commerce.
6. Support further planning for the area between the Save-On Foods Memorial Arena and the Royal Athletic Park to support a destination for community and cultural events as part of the Quadra Cultural Corridor.

RESIDENTIAL MIXED-USE DISTRICT – POLICIES AND ACTIONS

RESIDENTIAL CHARACTER

- 3.98. Amend the City's Zoning, as required, to reflect the design objectives for residential development as described in this Plan.

MIXED USE

- 3.99. Encourage active commercial, retail, arts and culture and community uses at street level along Blanshard Street, Yates Street, Fort Street, Quadra Street and Pandora Avenue to encourage increased pedestrian activity and improved vitality.

INDUSTRY, ARTS AND CULTURE

- 3.100. Consider additional height or density on the east side of Quadra Street between Pandora Avenue and Pembroke Street, to encourage the creation, retention, and enhancement of arts and culture spaces.
- 3.101. Additional density along North Park Street east of Quadra Street should create ground-floor light industrial space as part of redevelopment, consistent with Rezoning and Development Policy Section 9: Industrial Uses outside of the Urban Industrial Reserve. This supports the neighbourhood's history of employment and desire to create opportunities for the development of business and the arts.

TRANSIT SUPPORT

- 3.102. Support the location of higher density transit-supportive development along Yates Street.

DENSITY

- 3.103. Develop new zoning for the RMD that includes density levels to accommodate mid-rise to high-rise residential, commercial or office development as described in this Plan.

PUBLIC REALM

- 3.104. Ensure that all streets and sidewalks provide legible and well-designed public realm environments for pedestrians to travel between the RMD and surrounding Districts.

INFRASTRUCTURE

- 3.105. Support the upgrading of infrastructure and utility services as new development occurs to increase long-term capacity.

TRANSITIONS

- 3.106. Ensure that designs for new buildings and improvements to the public realm located along the edges of the RMD consider scale, orientation, setbacks, mass and building height to provide sensitive transitions to surrounding Districts.

PARKS AND OPEN SPACES

- 3.107. Support the development of a neighbourhood park within the North Park neighbourhood as well as within the eastern part of Downtown.
- 3.108. Consider the provision of additional density in exchange for the development of an urban plaza, as part of a private development within the Harris Green commercial centre.
- 3.109. Ensure parks, plazas and open spaces are well-designed, attractive, functional and integrated with both the Pedestrian Network and Greenways.
- 3.110. Ensure all new parks, plazas and open spaces reflect the design guidelines set out in this Plan for public realm improvements.
- 3.111. Identify specific locations and detailed designs for new parks, plazas and open space as part of the implementation of this Plan.

density framework

4



INTRODUCTION

The Downtown Core Area contains a broad range of building forms within its relatively compact area. These building forms generally range from low-scale historic buildings along the waterfront and in the Historic Commercial District, to a greater concentration of newer high-rise buildings in the Central Business District. The City has helped to guide this variation and transition in building forms through design criteria and development standards, regarding building height, building setbacks, parcel coverage, and building density.

DENSITY DEFINED

Building density, commonly referred to as Floor Space Ratio (FSR), is defined as the ratio between the total amount of gross floor area of a building and the area of the parcel upon which the building is located.

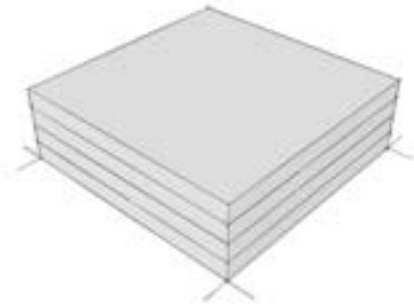
For example, if a new building is proposed on a 5,000 m² parcel of land zoned with a maximum density of 4:1 FSR, the maximum total combined floor area for the proposed building would be 20,000 m², because this amount of combined floor area is equivalent to four times the size of the parcel. The proposed building could also be theoretically configured in a variety of ways, so long as the combined floor area does not exceed the 4:1 FSR maximum density.

(SEE ILLUSTRATION 3)

ILLUSTRATION 3: DENSITY (4:1 FSR) EXPRESSED THROUGH BUILT FORM

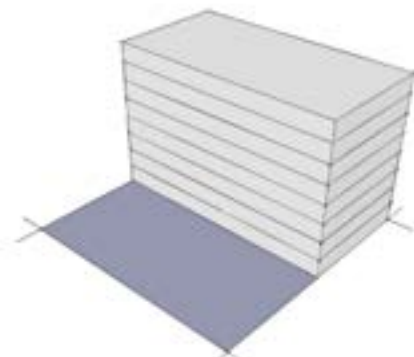
Example 1

- 5,000 m² parcel
- 4:1 FSR maximum density
- 4 storey building
- 5,000 m² on each storey
- 20,000 m² Total Floor Area



Example 2

- 5,000 m² parcel
- 4:1 FSR maximum density
- 8 storey building
- 2,500 m² on each storey
- 20,000 m² Total Floor Area



DENSITY FRAMEWORK

This section guides the strategic distribution of density throughout the Downtown Core Area. Where significant increased growth and development is anticipated, primarily in the Central Business District and the Residential Mixed Use District, a range of potential commercial and residential densities is described and illustrated on Map 15: Core Growth Area.

Where rezoning applications are seeking a density beyond what is anticipated in the Density Framework (or the lower density within the range anticipated in the Core Growth Area), additional Voluntary Public Benefits to support the OCP's goals may be expected, commensurate with the scale, value and impact of the rezoning in accordance with City policy.

The priority public benefits identified for the Downtown Core Area at the time of the original approval of this plan include:

- Three new public parks
- Two new urban plazas
- Completion of the Harbour Pathway
- Various enhanced rapid transit stations along Douglas Street
- Public realm streetscape improvements along specific character streets and other public realm enhancements including minor open spaces and waterfront outlooks.

In addition to these public benefits, the retrofit, re-use and conservation of existing heritage buildings within the Downtown neighbourhood are also identified as integral components in retaining the attractive and unique historic streetscapes that are enjoyed by residents and visitors alike and that serve to enhance the public realm.

Similarly, arts, culture and community spaces are critical in supporting artistic, recreational and social needs of downtown residents, workers and visitors. They create economic opportunities and support the objective of maintaining the downtown as the cultural heart of the region. They serve the arts and culture economy, foster creativity, enhance social connection and help Victoria retain vibrant arts, cultural and non-profit sectors..

OBJECTIVES

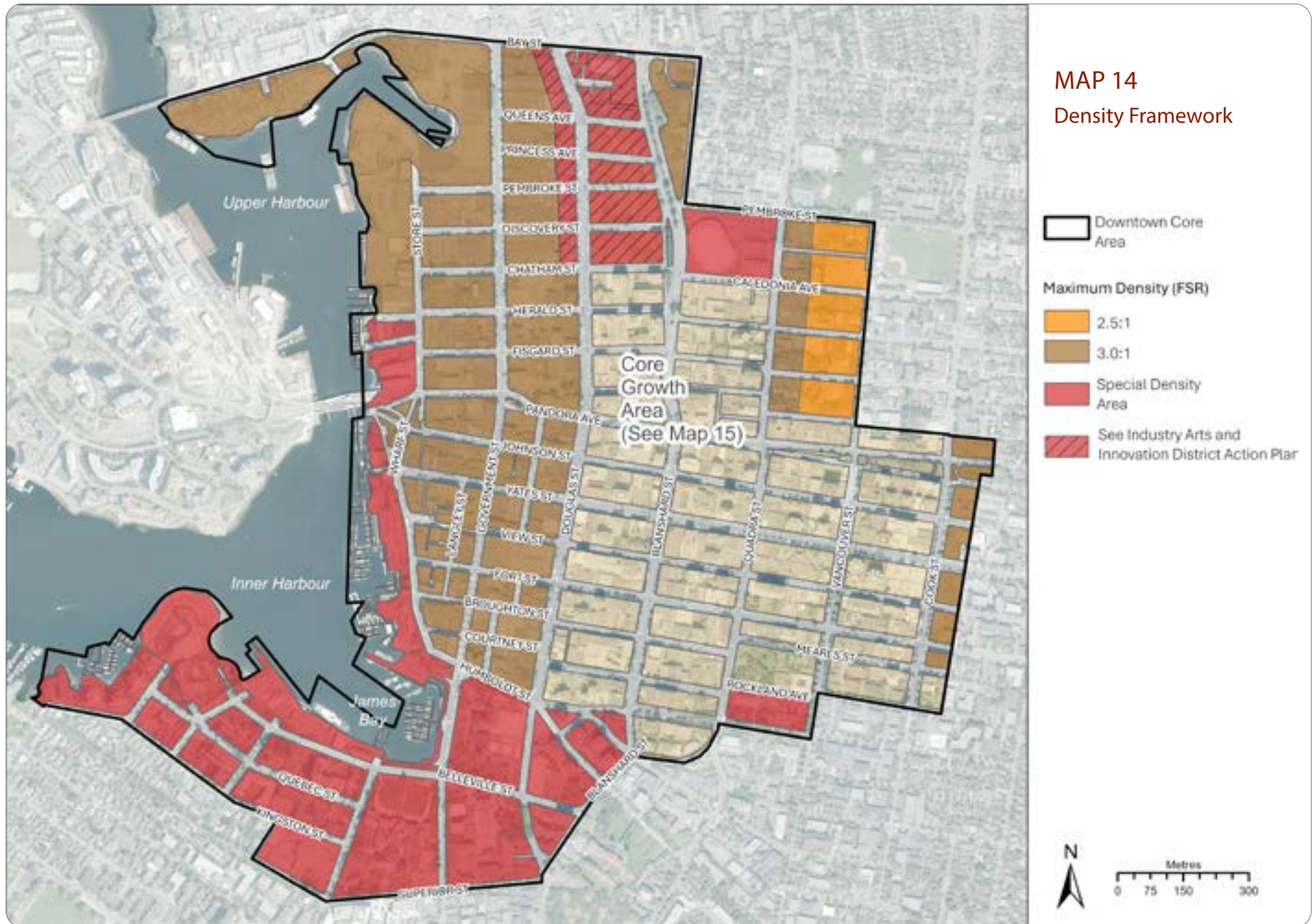
The density policies and actions in this section collectively address the following objectives:

1. That density levels respond to both existing and anticipated land uses, functions, building forms and the general physical context of each District.
2. That population and employment growth associated with increased density is supported by commensurate public benefits, aligned with City policies and bylaws..
3. That heritage properties – so important to the character and economic strength of Victoria – are retained and rehabilitated, in balance with new development.
4. That higher density development is accommodated and focused along primary transit corridors and within areas that already have a concentration of higher density buildings.
5. That the maximum building height policies specified in this Plan are supported.

DENSITY FRAMEWORK POLICIES AND ACTIONS

FRAMEWORK IMPLEMENTATION

- 4.1. Maintain a density framework for the Downtown Core Area that accommodates anticipated population and employment growth, considers preservation and enhancement of community, ecological and heritage assets and anticipates required public amenities associated with growth.
- 4.2. Continue to modernize the City's zoning to implement the goals and objectives of this plan, including consideration of density benefits regulations as appropriate.
- 4.3. Any increase to density through a rezoning application or through the provisions of the density bonus system described in this Plan are not supported for parcels where a building has been demolished without the prior approval of a Development Permit that demonstrates how the parcel or site is to be redeveloped.
- 4.4. Development proposals and future planning work should emphasize the following regardless of density: existing or desired character of each area; the availability of land with development potential within each area; each area's ability to accommodate increased density and growth in different built forms; and the need for specific public amenities and benefit.
 - 4.4.1. The Base and Maximum densities for eligible uses identified on Map 15 are non-cumulative if more than one eligible use is provided on the same parcel or development site



UNIQUE CIRCUMSTANCES AND AREAS

- 4.5. Rezoning within the Special Density Area on Map 14 should consider the policies of this Plan along with the local historic context, public realm context and other relevant plans, policies and design guidelines, as well as the height guidance in this Plan.
- 4.6. Real property that is or was subject to a heritage designation bylaw or that is listed on the City of Victoria Heritage Register is may not be able to achieve the densities identified in this Plan.
- 4.7. Increases to density either through a rezoning application will not be supported for any parcel where a protected heritage property has been demolished or where the parcel contains a property that is subject to a legal covenant for the purpose of heritage conservation.
- 4.8. Rezoning of sites which include arts, culture or community spaces should consider the retention, replacement or renewal of these spaces consistent with the Rezoning and Development Policy, Section 8: Arts, Culture and Community Uses.
- 4.9. Along the east side of Quadra Street north of Mason Street, consider additional height and density above that identified in Map 14 in order to support the retention, enhancement or creation of arts and culture space within the Quadra Cultural Corridor, considering site context, principles of good urban design, and applicable development permit guidelines. (See also policies for the Residential Mixed Use District, Section 3.
- 4.10. Changes to the maximum density on any individual parcel located within the area labeled as Special Density Area on Map 14 must be approved through a rezoning process that considers the policies of this Plan along with the local historic context, public realm context and other relevant plans, policies and design guidelines.
- 4.11. Rezoning of sites which include arts, culture or community spaces should consider the retention, replacement or renewal of these spaces consistent with the Rezoning and Development Policy, Section 8: Arts, Culture and Community Uses.

CORE GROWTH AREA

In the Core Growth Area, a range of densities may be considered where site conditions allow as identified in Map 15, in support of the broader policy objectives of this Plan. Additional density above the lower base density anticipated in Map 15 should consider ways to support the delivery of public benefits that are desired to support growth within the Downtown Core Area and that would otherwise be difficult for the municipality to provide.

VISION FOR CORE GROWTH AREAS

AREA A

This area Area A is generally the Central Business District (CBD) in addition to four blocks located between Douglas Street and Blanshard Street, north of Caledonia Avenue and south of Queens Street. Area A and contains the highest densities of the Downtown Core Area, due to the concentration of high-rise commercial and residential developments within the CBD and along the Douglas Street Transit Corridor. For the purpose of the density bonus system, Area A is illustrated as two sub areas including A-1 and A-2.

Area A Vision: To primarily accommodate higher density commercial developments within the Central Business District.

AREA B (B-1 AND B-2)

This area consists of four blocks located in the North Park neighbourhood bordered by Pandora Avenue to the south, Caledonia Avenue to the north, Blanshard Street on the west and Quadra Street on the east. This small area has several underdeveloped and vacant sites with opportunities for moderate increases in density. For the purpose of the density framework, Area B is illustrated as two sub areas including B-1 and B-2.

Area B Vision: To accommodate higher density commercial and residential development along Blanshard Street, with medium density development in the rest of the area – consistent with the area's current character. The specified density levels in Area B also provide a sensitive transition to the surrounding areas.

AREA C (C-1, C-2 AND C-3)

THIS area consists of approximately 12 blocks located within the Residential Mixed-Use District, running from Mason Street on the north, to Meares Street on the south, Quadra Street on the west and Cook Street on the east. Area C is adjacent to the Central Business District and is situated around the Yates Street transportation corridor, which features a number of mid-rise and high-rise residential and commercial developments. The area includes two blocks located along Pandora Avenue between Cook Street and Quadra Street that are part of the North Park neighbourhood, and is home to a small number of isolated but significant heritage properties. For the purpose of the density framework, Area C is illustrated as three sub-areas including C-1, C-2 and C-3.

Area C Vision: To further intensify the area with multi-residential development to accommodate population growth, while focusing higher density commercial development along Yates and Fort Streets.

AREA D

This area consists of two blocks of the Residential Mixed- Use District within the Cathedral Hill Precinct, bounded by Blanshard Street, Fort Street, Quadra Street, and Courtney Street. It includes the Fort Street commercial area and interfaces with the historic Pioneer Square and Christchurch Cathedral, as well as the Law Courts.

Area D Vision: To support Fort Street as a pedestrian-friendly commercial main street, and to accommodate a mix of residential, commercial and mixed-use buildings that relate to and support the historic context, landmarks and open spaces of the Cathedral Hill Precinct.

AREA E (E-1 AND E-2)

This area consists of several blocks overlapping with Fairfield Neighbourhood, in and adjacent to the Cathedral Hill Precinct and Meares Street. It includes a number of heritage-designated properties, particularly in the half-Block east of east of Pioneer Square (Area E-2). The half-block of Cook Street south of Meares Street functions as a small commercial village for the area.

Area E Vision: To support residential and mixed-use development that allows for downtown-adjacent housing transitioning to the scale of surrounding residential fabric areas, in ways which maintain heritage properties. The half-block of Cook Street south of Meares Street should contain active commercial ground-floor uses.

PROVISION OF PUBLIC BENEFITS

- 4.12. Any rezoning application within the Downtown Core Area that is seeking an increase in density above the lower density anticipated in Map 15: Core Growth Area is expected to consider provision of voluntary public benefits or monetary contributions that support the policies and objectives of this Plan.
- 4.13. Any application for rezoning of a non-residential property to a zone containing residential use, within areas of the Downtown Core which anticipate such use, may also consider the provision of public benefits, consistent with the Rezoning and Development Policy, Part 4: Public Benefits. This policy recognizes the important role of employment spaces, including commercial, industrial, arts and culture, and tourist accommodation.
- 4.14. The provision of Public Benefits should be guided by the City's Rezoning and Development Policy, Part 4: Public Benefits.
- 4.15. Monetary contributions secured in this area should be directed to the Downtown Core Area Public Realm Improvement Fund (75%) and the Downtown Heritage Buildings Seismic Upgrade Fund (25%). Monetary contributions or other amenity contributions may also be considered at the discretion of Council in accordance with other City policies.
- 4.16. Monetary contributions should be calculated based on the City's Rezoning and Development Policy, Part 4: Public Benefits.

HARRIS GREEN R-48 ZONE

- 4.17. The density framework and the proposed densities described in this Plan for area C-1, C-2 and C-3 do not apply to parcels that are zoned as R-48 Harris Green District or Mixed Use Residential – 1 Zone, unless the property owner seeks to rezone the property to a different zone.

DOWNTOWN CORE AREA PUBLIC REALM IMPROVEMENT FUND

- 4.18. Maintain the Downtown Core Area Public Realm Improvement Fund to assist in funding various improvements that tangibly and visibly improve the physical condition, appearance and function- of the public realm and provide a public benefit to the overall surrounding area, such as:
 - 4.19.1. Redeveloping and enhancing streetscape designs within City rights-of-way along character streets identified in this Plan.
 - 4.19.2. Enhancing landscaping and public amenities along City rights-of-way or within public parks and open spaces including the development of minor open spaces and waterfront outlooks.
 - 4.19.3. Acquiring and developing three new public parks.
 - 4.19.4. Developing and enhancing the Harbour Pathway.
 - 4.19.5. Developing and enhancing rapid transit stations along Douglas Street.
 - 4.19.6. Developing two new urban plazas.
- 4.19. The City will create a list of eligible public realm improvement projects as funding priorities that will also be identified as a component of the Downtown Core Area Plan Implementation Strategy/Action Plan.
- 4.20. The City will explore additional funding sources or delivery mechanisms to foster the provision of public amenities within the Downtown Core Area.

MAP 15

Core Growth Area

Location	Eligible Uses	Base Density (Non-Cumulative)	Maximum Density (Non-Cumulative)
A-1	commercial	4:1	6:1
	residential*	3:1	3:1
	mixed use ^{1,2,*}	4:1	6:1

1. The base density for mixed use development is 4:1 FSR, of which the residential portion shall not exceed 3:1 FSR
2. The maximum density for mixed use development is 6:1 FSR, of which the residential portion shall not exceed 3:1 FSR

B-1	commercial	3:1	5:1
	residential*	3:1	5:1
	mixed use ^{5,6,*}	3:1	5:1

3. The base density for mixed use development is 3:1 FSR
4. The maximum density for mixed use development is 5:1 FSR, of which the residential portion shall not exceed 3:1 FSR

B-2	commercial	3:1	4.5:1
	residential*	3:1	4.5:1
	mixed use ^{7,8,*}	3:1	4.5:1

5. The base density for mixed use development is 3:1 FSR
6. The maximum density for mixed use development is 5:1 FSR

Location	Eligible Uses	Base Density (Non-Cumulative)	Maximum Density (Non-Cumulative)
C-1	commercial	3:1	5.5:1
	residential*	3:1	5.5:1
	mixed use ^{9,10,*}	3:1	5.5:1

7. The base density for mixed use development is 3:1 FSR
8. The maximum density for mixed use development is 4.5:1 FSR
9. The base density for mixed use development is 3:1 FSR

C-2	commercial	1:1	3:1
	residential*	3:1	5.5:1
	mixed use ^{11,12,*}	3:1	5.5:1

10. The maximum density for mixed use development is 5.5:1 FSR

11. The base density for mixed use development is 3:1 FSR, of which the commercial portion shall not exceed 1:1 FSR

C-3	commercial	1:1	1:1
	residential*	3:1	5.5:1
	mixed use ^{13,14,*}	3:1	5.5:1

12. The maximum density for mixed use development is 5.5:1 FSR, of which the commercial portion shall not exceed 3:1 FSR

13. The base density for mixed use development is 3:1 FSR, of which the commercial portion shall not exceed 1:1 FSR

D	commercial	2:1	5:1
	residential*	2:1	5:1
	mixed use ^{3,4,*}	2:1	5:1

1. The ground floor fronting onto Blanshard Street, Fort Street or Quadra Street should consist of commercial or other non-residential uses, with a focus on retail and other active uses in these areas located north of Broughton Street.

E-1	commercial	1.5:1	3:1
	residential*	1.5:1	3:1
	mixed use ^{3,4,*}	1.5:1	3:1

1. The ground floor fronting onto Cook Street within a half-block south of Meares Street should consist of commercial or other non-residential uses, with a focus on retail and other active uses.

E-2	commercial	1.2:1	1.2:1
	residential*	1.2:1	2.5:1
	mixed use ^{3,4,*}	1.2:1	2.5:1



DOWNTOWN HERITAGE BUILDINGS SEISMIC UPGRADE FUND

- 4.21. Maintain the Downtown Heritage Buildings Seismic Upgrade Fund to assist in funding a portion of the cost of seismic upgrading as part of the re-use, retrofit and conservation of eligible heritage buildings within the Downtown Neighbourhood.
- 4.22. Eligible heritage buildings must adhere to the following conditions:
 - 4.23.1. Be located within the Downtown Neighbourhood and identified on the City of Victoria Heritage Register.
 - 4.23.2. Complete the physical rehabilitation and seismic upgrading as stipulated within a Heritage Revitalization Agreement.
 - 4.23.3. Agree to be designated by a Municipal Heritage Designation Bylaw, if not already.
 - 4.23.4. Demonstrate the full and complete use of all other City of Victoria heritage financial incentives and programs.
- 4.23. The Downtown Heritage Buildings Seismic Upgrade Fund must not be used to replace other existing financial incentive programs for heritage property. Rather, this Fund should function as a supplement to other existing financial incentives, which together serve to improve the financial viability of undertaking the physical rehabilitation and seismic upgrading of remaining heritage buildings.

transportation and mobility

5



INTRODUCTION

In an urban centre such as Victoria, transportation and mobility include three primary networks:

- **Pedestrian Network:** The system of sidewalks, through-block walkways, street crossings and pathways that provide seamless and accessible connections for people to walk and roll around the city (the most basic form of movement).
- **Cycling Network:** The system of bicycle-friendly roads and pathways that provide safe and convenient connections for people to cycle to work, for recreation or for their daily needs.
- **Transit Network:** Includes both the local connections that help people move within the Downtown Core Area, as well as the connections into the larger regional transit network that help pedestrians and cyclists navigate longer distances around the city and into other parts of the region.

The Downtown Core Area today is distinguished for its walkability and array of pedestrian-friendly streets, alleys and unique through-block walkways. Being compact and relatively flat, the Downtown Core Area is also attractive to many cyclists for both commuting and recreation, and many thousands make daily use of the bus system provided by BC Transit.

Transportation and mobility within the Downtown Core Area is currently guided by Victoria's Sustainable Mobility Strategy, GoVictoria which outlines the City's vision for achieving clean, seamless, mobility options for everyone. Grounded

in the City's mobility values, GoVictoria identifies five policy positions to support and shape land use in the Downtown Core Area, including:

- Integrating land use and transportation
- Aligning our mobility networks
- Supporting multi-modal level of service
- Valuing our right-of-way
- Operating and maintaining our transportation assets

Related plans, policies, and strategies realizing the vision in GoVictoria and transportation priorities identified in the Official Community Plan, include:

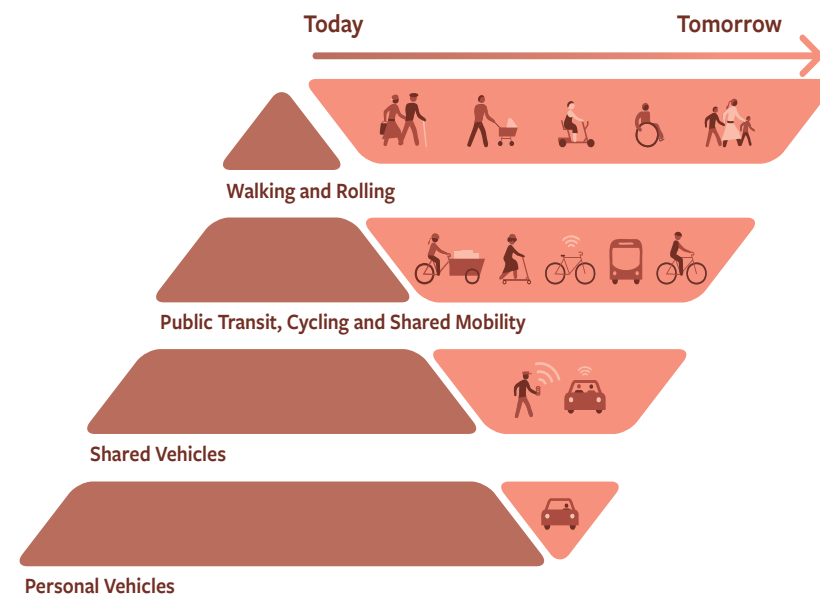
- The City of Victoria Accessibility Framework, which operationalizes accessibility to proactively remove and prevent barriers faced by individuals in our community.
- The Climate Leadership Plan, which includes strategies to reduce greenhouse gases and support a full transition to renewable energy powered transportation.
- The City of Victoria has several other strategies to guide investments in transportation and mobility, including the Victoria Harbour Pathway Plan that supports continuous public access to and along the waterfront, through the DCAP area.

TRANSPORTATION AND MOBILITY – OBJECTIVES

To ensure the Downtown Core Area establishes long-term sustainable transportation and mobility systems that support economic vitality through the safe and efficient movement of goods and people, while it continues to grow significantly over the next 30 years, this Plan provides a range of policies and actions to collectively address the following objectives:

1. That the Personal Travel Mode Priority Diagram described in Illustration 5 provides the basis for transportation planning and related development within the Downtown Core Area.
2. That priority for walking, cycling and transit for personal mobility are reflected in both private and public development.
3. That complete transportation and mobility networks feature an appropriate range of facilities, infrastructure, and services for each transportation mode and consideration of the needs of commercial vehicles..
4. That investment in transit serves as a mechanism for improving the livability, sustainability and vitality of the Downtown Core Area.
5. That sustainable transportation systems are developed and continue to provide a direct benefit to residents, businesses and visitors.
6. That Transportation Demand Management (TDM) measures are reflected in both public and private development.
7. That decision-making and investment in transportation and mobility infrastructure serve to support and enhance the local economy.
8. That all transportation and mobility systems are well designed, clean, efficient and safe.

Illustration 5: Personal Mobility Mode Priorities



TRANSPORTATION DEMAND MANAGEMENT FRAMEWORK

To ensure the success of the three primary networks – Pedestrian, Cycling and Transit – this Plan also introduces a framework for Transportation Demand Management (TDM).

TDM is essentially the application of strategies that seek to change travel patterns or behaviour and reduce travel demand (primarily from single-occupancy vehicles), while giving priority or encouraging more sustainable modes of transport. The amount and type of available public and private parking is a key component of TDM and can determine the success or failure of TDM objectives.

The framework for TDM within the Downtown Core Area is intended to:

- Reduce vehicular demand on road infrastructure.
- Encourage commuter options through sustainable transportation infrastructure.
- Improve travel efficiency.
- Improve accessibility
- Reduce greenhouse gas emissions.
- Improve air quality.
- Maintain on-street, short-term parking to support retail, restaurant and other local commercial uses.
- Manage public and private parking in balance with the overall vision for the Downtown Core Area.
- Support the other transportation and mobility priorities described in this Plan as well as those outlined by the CRD and other transportation agency partners.

On and off street parking management and TDM strategies should reflect Victoria's principles, travel mode priorities and value the curb in such a way to support community prosperity and business vitality.

TRANSPORTATION NETWORKS

- 5.1. Adopt the Travel Mode Priorities (SEE ILLUSTRATION 5) as a guiding principle for the design of transportation and mobility networks and their components within the Downtown Core Area.
- 5.2. Continue to pursue grant opportunities and maintain budgets within the Capital Budget for funding ongoing physical improvements to the transportation and mobility networks.

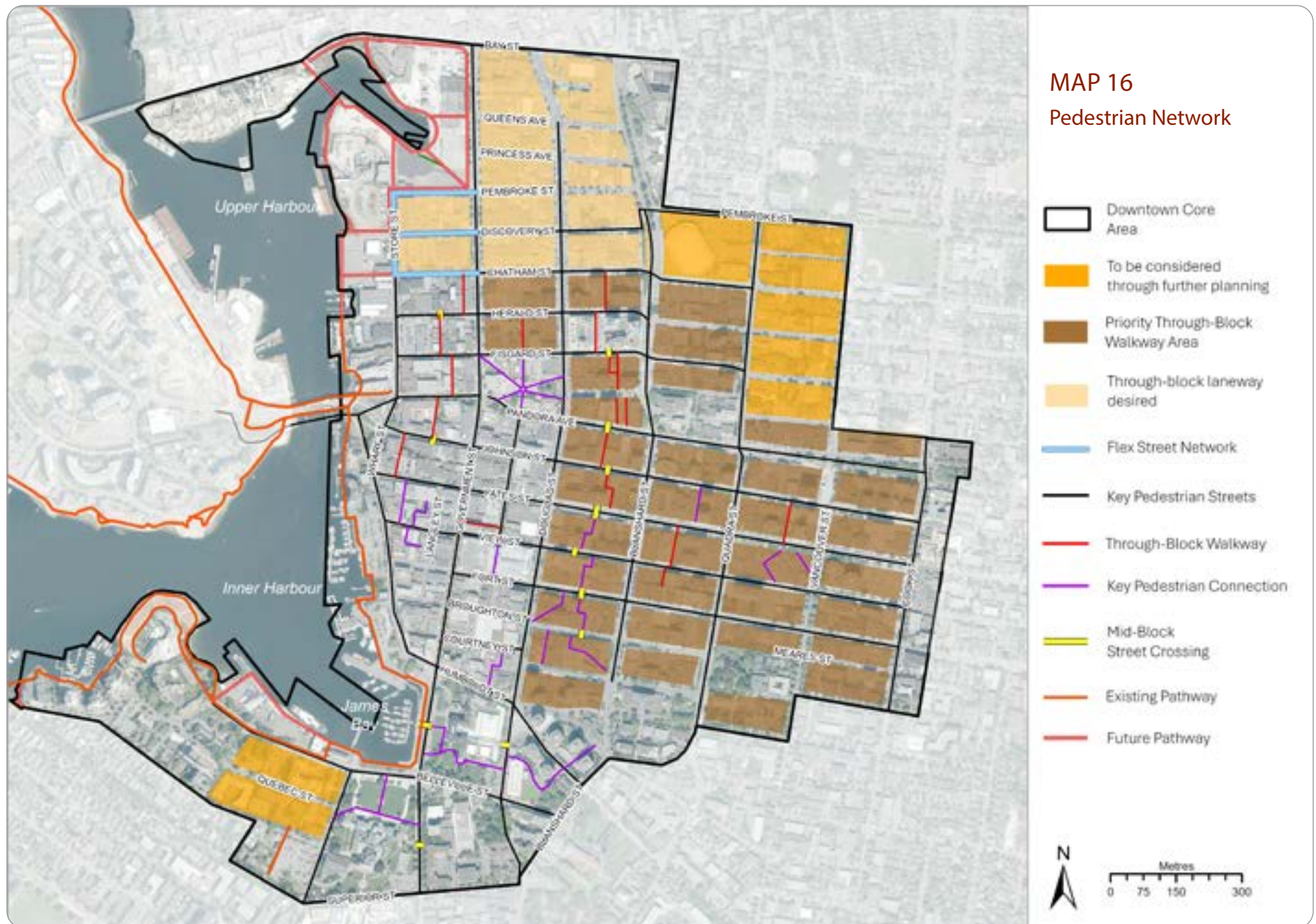
POLICY DIRECTION

- 5.3. Incorporate the Travel Mode Priorities (SEE ILLUSTRATION 5) as a guiding principle for developing any other policies or master plans that may affect the Downtown Core Area.

PEDESTRIAN NETWORK – POLICIES AND ACTIONS

PEDESTRIAN NETWORK

- 5.4. Complete the pedestrian network connections as identified on Map 16 through well-designed streetscape improvements.
- 5.5. Coordinate public and private streetscape improvements that enhance the pedestrian environment and support the policies of this Plan and the Downtown Public Realm Plan and Streetscape Standards.
- 5.6. Integrate the pedestrian network with the Harbour Pathway to provide direct connections to parks, plazas, open spaces, public amenities and surrounding neighbourhoods.
- 5.7. Ensure that the redevelopment of the Wharf Street and Ship Point parking lots do not interrupt or impede the alignment of the Harbour Pathway.
- 5.8. Ensure that the design and improvement of the pedestrian network considers and integrates opportunities to improve access and movement for people with varying mobility needs.
- 5.9. Consider opportunities for providing safer pedestrian and cyclist crossings of major streets.
- 5.10. Support the evolution of a Flex Street network in the Rock Bay area to support industrial and economic functions, pedestrian comfort, and periodic events.



SIDEWALK AND PATHWAY CONDITIONS

- 5.11. Continue to improve public sidewalk conditions through partnerships with private developers as opportunities arise.
- 5.12. Support the objectives of the City of Victoria Pedestrian Master Plan for improving sidewalk conditions, safety and design.
- 5.13. Establish an ongoing public realm budget and expenditure provision in the 20-year Capital Plan to be used for pedestrian-oriented public realm improvements and extension of the pedestrian network within the Downtown Core Area.

LEGIBILITY AND WAYFINDING FOR PEDESTRIANS

- 5.14. Employ the City of Victoria Wayfinding Strategy. Improve wayfinding throughout the Downtown Core Area through public and private initiatives for further improving pedestrian orientation within the Downtown Core Area and to other surrounding locations and attractions.
- 5.15. Strengthen the visual character of the Downtown Core Area in accordance with the Downtown Public Realm Plan and Streetscape Standards.

GOVERNMENT STREET

- 5.16. Extend the Government Street Mall from Yates Street northward to Pandora Avenue.
- 5.17. Develop a comprehensive streetscape plan for the extension of the Government Street Mall that focuses on improving the pedestrian and cycling environment and contains consistent furnishing elements and design principles throughout the entire length.
- 5.18. North of the Government Street Mall, continue a high quality, pedestrian-friendly public realm treatment along Government Street whose design responds to the context of Chinatown and the Rock Bay District. Incorporate Indigenous place features in the public realm, supporting the vision for the Matullia Lands. Establish links to the Rock Bay waterfront.
- 5.19. Support the location of active street-level commercial uses along Government Street to provide a dynamic and interesting environment between the Inner Harbour and the Rock Bay District.
- 5.20. Within the Rock Bay District, support active street-level light industrial uses, ancillary sales, and limited commercial uses as envisioned in the Industry, Arts and Innovation District Action Plan, to create a pedestrian-focussed “main street” for the Rock Bay District.

HARBOUR PATHWAY

- 5.21. Develop the Harbour Pathway consistent with the Victoria Harbour Pathway Plan, with a focus on completing pedestrian missing links between the Inner Harbour Causeway and the Rock Bay District.
- 5.22. Encourage all new developments that are located directly adjacent to the Harbour Pathway to be designed to accommodate active commercial uses at the same grade level as the Harbour Pathway and have direct access from the Harbour Pathway.
- 5.23. Support the development of waterfront outlooks along the Harbour Pathway as illustrated in Map 27.

PEDESTRIAN SAFETY AND COMFORT

- 5.24. Continue to apply standards for streetscape designs and elements that improve the safety and comfort of pedestrians.
- 5.25. Ensure street furniture, utilities, outdoor seating and landscaping do not impede pedestrian flow on public sidewalks.
- 5.26. Consider the Sidewalk Width Guidelines contained in Appendix 1 of this Plan in the design of local streetscapes.
- 5.27. Improve the amount and design of pedestrian lighting, especially in areas that have higher concentrations of pedestrian activity.
- 5.28. Continue to incorporate universal access standards within the public realm to improve access for people with varying mobility needs.
- 5.29. Ensure that sidewalks are wide enough to support desired levels of activity and to maintain an adequate clear zone for pedestrian travel.
- 5.30. Provide improved street lighting throughout the pedestrian network that ensures adequate levels of night time illumination.
- 5.31. Provide enhanced pedestrian crossings near major transit stops and where the pedestrian network crosses major streets.

FLEX STREETS

- 5.32. Design the Flex streets network to accommodate industrial and commercial activities including weekend markets, food trucks and public events.
- 5.33. Consider a curbless environment and access to services such as electrical and water to support flexible use of the networks.
- 5.34. Incorporate landscape for environmental benefits and pedestrian comfort.
- 5.35. The design of streets within the Flex Street network will vary depending on location and function in servicing industrial and commercial activities.

THROUGH-BLOCK WALKWAYS AND LANEWAYS

PURPOSE

Through-block walkways are a unique feature of the Downtown Core Area, which includes the narrow historic alleys in Chinatown and Old Town to more modern examples which have been constructed in more recent years. Through-block walkways provide a variety of functions which range from providing pedestrian connections through longer city blocks and through interior courtyards, to functioning as unique shopping and tourism destinations with their concentration of retail stores, restaurants and cafés. This Plan recognizes the potential for through-block walkways to provide a new dimension to the pedestrian experience that encourages a sense of discovery through opportunities for pedestrians to explore these uniquely designed, attractive and vibrant spaces.

Through-block laneways within the Rock Bay District provide strategic north-south connections through longer blocks and are intended to support off-street loading and ‘back of house’ access, pedestrian network connections and, where possible, opportunities for businesses to front onto the laneways to provide services and add interest and activation of the public realm. Vehicle access will be limited to select uses and prioritize loading. Higher quality materials and finishes including scored concrete, pavers or stamped asphalt, along with architectural and overhead lighting, will be encouraged to emphasize these areas as pedestrian friendly spaces.

The Downtown Core Area Plan seeks to complete the pedestrian network with the provision of strategically located through-block walkways based on the following key principles:

1. Provide public access and direct connectivity with the pedestrian network.
2. Provide mid block north-south access through the longer city blocks.
3. Incorporate urban design that identifies and enhances the unique character of each walkway and contributes to placemaking.
4. Provide intimately scaled pedestrian spaces that offer an alternative to the larger scale and character of conventional city streets.
5. Provide opportunities to accommodate niche retail and other active commercial uses.
6. Consider design solutions that reflect Crime Prevention Through Urban Design (CPTED) principles.
7. Consider partnerships with the private sector to provide through-block walkways in strategic locations.
8. Create through-block laneways within the Rock Bay District that support business access and opportunities for pedestrian connectivity.

THROUGH-BLOCK WALKWAY POLICES AND ACTIONS

LOCATION

- 5.36. Consider opportunities to redesign and replace key pedestrian connections with new through-block walkways within the Priority Through-Block Walkway Areas identified in Map 16.
- 5.37. Locate through-block walkways as close as possible to mid-block locations to achieve smaller city blocks (similar to those found in the Old Town Area), approximately 60–90 metres (200–300 feet) long.

DESIGN

- 5.38. Ensure that the design of new through-block walkways consider and reflect the design criteria in the Downtown Core Design Guidelines.

ACCESS

- 5.39. Ensure that access to new through-block walkways consider and reflect the design criteria described in the Downtown Core Design Guidelines.
- 5.40. Ensure maintenance agreements include detailed criteria for the operation and function of through-block walkways.

IMPLEMENTATION

- 5.41. The City of Victoria may consider providing additional density, up to the respective maximum density levels identified in this Plan, to new developments that enter into an agreement as part of a rezoning application to design and construct a through-block walkway within the Priority Through-Block Walkway Areas identified on Map 16 that reflects the design criteria described in Downtown Core Design Guidelines.
- 5.42. Where a through-block walkway is not located on public land that is owned by the City of Victoria, a legal agreement is required to address the following criteria:
 - 5.36.1. The provision of year-round public access.
 - 5.36.2. A schedule of regular maintenance.
 - 5.36.3. Maintaining direct access to the passageway from adjacent commercial use.

THROUGH-BLOCK LANEWAYS

- 5.43. Within the Rock Bay District, consider through-block laneways on larger development sites where feasible and appropriate to optimize delivery and access of goods/services and bolster pedestrian activity with redevelopment of private property.
- 5.44. Between Douglas Street and Blanshard Street in particular, where residential development may be anticipated in upper floors, laneways should provide for quality pedestrian environments.

MID-BLOCK STREET CROSSINGS

- 5.45. Provide mid-block street crossings to offer safe pedestrian access and to support vitality on facing sidewalks.
- 5.46. Continue to close gaps in the pedestrian network with mid-block street crossings to connect through-block walkways.
- 5.47. Coordinate crossing design with provisions for parking, bicycle lanes and transit lanes to ensure pedestrian visibility and safety.
- 5.48. Establish a distinctive signage, street mapping and wayfinding system to increase recognition and use of the integrated mid-block street crossing and through-block walkway system.

CYCLING NETWORK – POLICIES AND ACTIONS

CYCLING NETWORK

- 5.49. Complete the cycling network as outlined in GoVictoria and illustrated in the Official Community Plan, through bicycle-friendly street design standards, streetscaping and appropriate wayfinding improvements.
- 5.50. Establish cycling network routes that provide direct and efficient connections to adjacent neighbourhoods, major public destinations, Greenways and the regional pathway system, and the Capital Regional District's regional cycling network.
- 5.51. Improve the safety of bicycle street crossings with street crossing lights, dedicated bicycle lanes and signage where applicable.
- 5.52. Use public and private development opportunities to improve cycling safety and access.

CYCLING SUPPORT

- 5.53. Encourage cycling through well-designed cycling-related amenities within new commercial and multi-residential developments.
- 5.54. Consider short and long term bicycle parking facilities in strategic public locations such as parks, plazas and parkades that serve as end of trip destinations, supported by publicly available staff secured bicycle parking in key downtown locations and for special events.
- 5.55. Review and update the City of Victoria Zoning Regulation Bylaw to ensure that bicycle parking requirements and standards for multi-residential development, office buildings and other commercial uses serve to encourage and accommodate cycling as an alternate mode of transportation.
- 5.56. Integrate an appropriate blend of both Short-term and Long-term bicycle parking within new office buildings, institutions and multi-residential developments to provide safe and convenient short-term and long-term bicycle parking.
- 5.57. Encourage additional bicycle parking and other cycling amenities, such as showers, change rooms and lockers, when reviewing and evaluating development applications for new office, commercial, multi-residential and industrial development, as a Transportation Demand Management mechanism to reduce the number of vehicle parking stalls required.
- 5.58. Ensure bicycle parking facilities are provided in accordance with the City's zoning bylaws and Bicycle Parking Strategy

CYCLIST SAFETY AND COMFORT

- 5.59. Wherever possible, provide dedicated bike lanes that are identifiable through reflective street surface lane markings, coloured pavement or raised pavement markers.
- 5.60. Provide smooth road surfaces that are free of debris, potholes and other obstacles.
- 5.61. Provide improved street lighting throughout the mobility network that ensures adequate levels of night time illumination.
- 5.62. Continue to maintain the cycling network throughout the year with special attention to inspecting and repairing roadway and pathway surfaces, bikeway signs and amenities.

BICYCLE FRIENDLY DESIGN STANDARDS

- 5.63. Coordinate public and private streetscape improvements to improve cycling safety and access.
- 5.64. Update bicycle parking requirements and guidelines to address design criteria for Short-term and Long-term bicycle parking, including shower and locker facilities, location of bicycle parking, surveillance and safety measures and convenience within the public and private realm.

TRANSIT – POLICIES AND ACTIONS

TRANSIT CORRIDORS

- 5.65. Continue to require the location of transit-supportive land use and development along Douglas Street to support the establishment of BC Transit’s Rapid Transit Network within the Downtown Core Area as illustrated the transit network map in the Official Community Plan.
- 5.66. Consider land uses and activities along the frequent transit corridors as illustrated in the transit network map in the Official Community Plan encourage high levels of pedestrian activity and transit use, both inside and outside of the am/pm peak periods. Examples of transit-supportive uses include:
 - Offices
 - Medium- to high-density multi-residential development
 - Public and private schools and educational facilities
 - Retail
 - Restaurants
 - Personal services
 - Medical clinics
 - Entertainment, recreational and cultural facilities
 - Libraries
- 5.67. Increase density around major transit stops in association with high-quality transit shelters, stations, and associated amenities along primary transit corridors to accommodate higher density, transit-supportive development.

PEDESTRIAN CONNECTIONS TO TRANSIT

- 5.68. Ensure pedestrian connections to transit corridors and transit stops are direct, safe, convenient, barrier-free, easily identifiable and navigable.
- 5.69. Ensure pedestrian networks provide safe, convenient, and accessible connections to transit corridors and transit stops.
- 5.70. Consider public realm design improvements that improve pedestrian flow around major transit stops and along primary transit corridors.

DEVELOPMENT NEAR TRANSIT STOPS

- 5.71. Cluster buildings near major transit stops together to allow for convenient pedestrian access between buildings and to define the public realm.
- 5.72. Ensure buildings near major transit stops are designed to enhance the pedestrian environment by having doorways and windows oriented to the street.

ALL-WEATHER BUILDING DESIGN

- 5.73. Consider transit stops integrated with the building where sidewalk widths are limited that provide protection from the weather and climate, such as seating integrated under building awnings while also ensuring the stops are well-designed, and easily identifiable.

PARKING REQUIREMENTS NEAR TRANSIT

- 5.74. Consider reducing the number of required vehicle parking stalls for transit-supportive uses located adjacent to major transit stops and along the Douglas Street Rapid Transit network.
- 5.75. Locate vehicular parking at the rear of buildings or below grade where a development is positioned along a pedestrian network route that leads to a major transit stop or along a primary transit corridor.

TRANSIT CIRCULATION

- 5.76. Support the establishment of demand-based transit service models that supplement the frequent and rapid transit network to provide improved transit access between key locations within the Downtown Core Area.

PARKING REGULATIONS

- 5.77. Review and update parking requirements in the Zoning Regulation Bylaw to reflect and implement the TDM objectives described in this Plan.
- 5.78. Consider amending the Zoning Regulation Bylaw to incorporate maximum parking standards to restrict the number of on-site motor vehicle parking stalls that may be provided as part of new development in the Historic Commercial District and the Central Business District.
- 5.79. Consider opportunities for reducing the number of required motor vehicle parking stalls in high density, employment-intensive commercial uses, such as offices, in exchange for:
 - 5.71.1. Dedicated on-site car share or carpooling parking stalls.
 - 5.71.2. Additional and enhanced bicycle parking (e.g. electric and cargo bikes, maintenance facilities), shower and locker facilities for employees.
 - 5.71.3. Annual transit passes for employees.
 - 5.71.4. Locating transit-supportive uses within 400 metres of a major transit stops.
 - 5.71.5. Public EV charging stations.
 - 5.71.6. Other TDM programs/strategies that reduce on-site parking stalls and encourage alternate modes of transportation.

ALTERNATE MODES OF TRANSPORTATION

- 5.80. Prioritize and manage curbside space including on-street parking and loading according to the priorities outlined in GoVictoria.
- 5.81. Prohibit the development of new surface parking lots and single-purpose, above-grade parking structures.
- 5.82. Consider opportunities for integrating public short-term parking as a component of underground parking for high-density office buildings within the Central Business District.

PARKING REVENUE

- 5.83. Use public parking revenue to fund public TDM initiatives, such as the development of network enhancements, EV charging stations, and bicycle parking.
- 5.84. Explore the establishment of a cash-in-lieu of parking system within portions of the Downtown Core Area that could be used to support alternate modes of transportation.

FREIGHT AND GOODS MOVEMENT – POLICIES AND ACTIONS

Victoria's deep water harbour is a key strategic asset for the city and region, and will continue to play an important role in business development, transportation, and the facilitation of goods movement.

The harbour plays different roles within the Downtown Core Area. Within the Inner Harbour, there is a focus on the movement of goods and people, marine servicing, and tourism. For industrial businesses, primarily around the Upper Harbour and in the Rock Bay District, maintaining access to the deep-water harbour provides an additional option for the transportation of goods and raw materials into and out of the core of the region, reducing overall regional truck trips. Harbour access supports emerging industries such as the "Blue Economy."

Commercial truck and freight movement is key to the success for logistics needs of many businesses within the area and facilitates efficient movement of goods out to the rest of Vancouver Island.

WORKING HARBOUR

- 5.85. Maintain and enhance access to the Working Harbour to support the movement of goods and people for current and future harbour-dependent businesses.
- 5.86. Seek to provide access to the harbour within the Rock Bay District for "Blue Economy" and other businesses that may not have a waterfront location.
- 5.87. Support convenient upland connections for waterfront businesses to enable freight to move by both barge and truck.

FREIGHT AND GOODS MOVEMENT

- 5.88. Support diverse commercial and industrial activities through street designs that safely and efficiently accommodate trucks and larger commercial vehicles.

urban design

6



INTRODUCTION

Urban design is the deliberate effort of guiding and affecting physical form, space and built characteristics of an urban place in order to create places for people. Urban design is concerned with both the function and aesthetics of spaces and buildings. It addresses the connections among people and places, movement, city form, the natural environment and the built fabric. This Plan seeks to provide guidance to ensure that the Downtown Core Area continues to develop and provides a balance between economic viability and successful placemaking. The urban design policies and guidelines in this plan identify the importance of urban design at varying scales, from the overall shape of the city and the look of its skyline, to the form and placement of individual buildings, to details such as streetscape designs.

URBAN DESIGN – DOWNTOWN CORE AREA

The Downtown Core Area has a well-defined identity as the heart of the Provincial Capital, focused on a beautiful Harbour, graced with a clustering of landmark historic and cultural buildings, and a network of streets that are walkable and built to a human scale.

Victoria is fortunate to have retained much of its 19th and early 20th century commercial core. Much of its picturesque quality stems from the variety, rich detailing, intimate scale and irregularity created by these historic buildings within its streetscape. The rich detailing of the Downtown Core is also complemented by its geographic setting and the surrounding landscape which includes its signature Inner Harbour, the Sooke hills and the Olympic Mountains.

URBAN DESIGN – OBJECTIVES

The urban design policies and actions that are contained in this Plan seek to ensure that the Downtown Core Area's character and strength as an attractive, livable urban place continue to be enhanced while it grows significantly over the next 30 years. Collectively these policies and actions address the following objectives:

1. The natural setting of the city is considered with development and urban design initiatives.
2. Development and urban design initiatives support economic viability, sustainability and placemaking.
3. The qualities of the Downtown Core Area are enriched including its neighbourhoods and character areas by providing development that is appropriate to the building scale and its local setting.
4. The Downtown Core Area contains meaningful destinations that are connected and integrated with well-designed travel networks to encourage pedestrian activity.
5. Development and urban design initiatives are designed to address and respond to future changes in use, lifestyle, economy and demography.
6. The Downtown Core Area contains a diverse mix of building forms and public spaces.
7. The Downtown Core Area provides a blend of new infill development and rehabilitated heritage resources.

URBAN DESIGN – STRATEGIES

In response to the urban design objectives for the Downtown Core Area, this Plan identifies a range of strategies to facilitate these objectives:

1. Enhancing the city's skyline through the concentration and careful design of taller buildings and increased density along the Douglas Street/Blanshard Street corridor and along Yates Street (Cross Town Concept).
2. Implementing the Core Design Guidelines, which are premised on reinforcing existing topography, city form and human scaled development, including recognition of the rise and transition of low-scale buildings that frame the historic waterfront to taller buildings within the Central Business District (Urban Amphitheatre Concept).
3. Protecting and enhancing key public views and vistas, including outward views from the Downtown Core Area and external views towards the Downtown Core Area that capture character-defining vistas, including views of prominent heritage landmarks.
4. Establishment of the Downtown Core Design Guidelines and an implementation framework that identifies partnership and funding opportunities for the development of key public amenities including:
 - Completing the Harbour Pathway
 - Extending the Government Street Mall
 - Revitalizing Centennial Square
 - Developing new parks and urban plazas in North Park, the Rock Bay District, James Bay and the eastern part of the Downtown.
 - Increasing the urban tree canopy and other landscape elements as a component of streetscape improvements.
5. Implementing design guidelines that address the importance of sensitive built forms through building height, scale, massing, setbacks, floor plate restrictions and street wall design.



Urban design strategies can be used to create welcoming spaces and context sensitive buildings.

CROSS TOWN CONCEPT

Under this Plan, new growth in the form of taller and denser buildings in the Downtown Core Area will be concentrated along the two intersecting corridors of Douglas Street/Blanshard Street and Yates Street (Cross Town Concept) in order to:

- Move pressure for new development away from the Historic Commercial District to areas that are able to accommodate increased development capacity.
- Better define Victoria's two traditional main streets as the axis of the Downtown Core Area and enhance the downtown skyline.
- Concentrate higher density, transit-supportive uses in close proximity to major transit corridors and in support of a rapid transit corridor along Douglas Street.
- Strengthen the eastern part of Downtown with a concentration of higher density residential and commercial uses centred on Yates Street.
- Support the provision of public amenities and public realm improvements along or near Douglas Street and Yates Street.
- Accommodate the expanding Central Business District within the two corridors. (SEE MAP 19: CROSS TOWN CONCEPT)



Map 19: Cross Town Concept

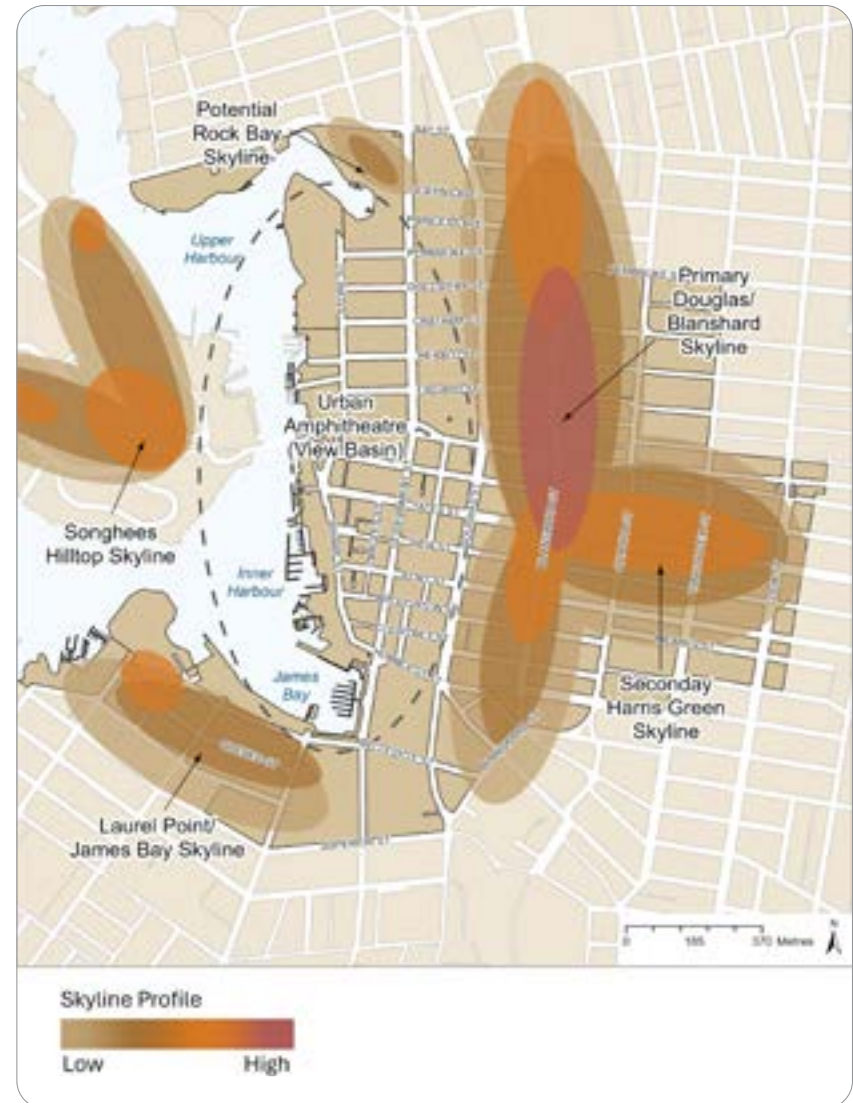
URBAN AMPHITHEATRE CONCEPT

To build on the Downtown Core Area's geographic and historic urban setting, this Plan promotes a general urban form in the shape of an amphitheatre, stepping up from Victoria's open Harbour basin, where building height remains low near the Harbour but gradually increases further inland, with tall buildings at a distance from the Harbour, concentrated along Douglas and Yates Streets.

(SEE MAP 20: URBAN AMPITHEATRE CONCEPT)

This Urban Amphitheatre shape:

- Builds on the pattern of historical development in the Downtown Core Area by having growth tier up away from the Harbour.
- Reflects and emphasizes the natural, underlying hilly landscape and the rise of natural grades in several directions away from the water.
- Creates a series of backdrops with buildings along the waterfront as well as along higher elevations that also help to frame the Harbour.
- Supports the concentration of taller buildings in strategic locations to create a series of unique and varied skylines that frame the Harbour.



Map 20: Urban Amphitheatre Concept

PUBLIC VIEW CORRIDORS – INTRODUCTION

Public view corridors play a significant role in defining the visual and aesthetic character of the Downtown Core Area by providing a blend of broad vistas and focused glimpses of the surrounding natural landscape, the overall city form, the skyline as well as landmark structures and buildings. In addition to functioning as character-defining features, view corridors also assist people to orient themselves within the Downtown Core Area to the surrounding area through visual cues.

The Downtown Core Area's immediacy to the Harbour is one of the most important and therefore common elements of its view corridors. Other key elements include the Olympic Mountains as well as some of the prominent historic landmark buildings such as the Parliament Building, the Empress Hotel and the City Hall (Clock Tower). It is anticipated that the general context of each view corridor will evolve over time as new development occurs throughout the Downtown Core Area as well as in distant locations.

The Downtown Core Area Plan identifies two distinct sets of key view corridors, both of which are based from specific public vantage points. The first set identifies views looking outwards from the Downtown Core Area (Public Outward Views), and the second set consists of distant panoramic views towards the Downtown Core Area (Public External Views). The Downtown Core Design Guidelines describe each view corridor in greater detail including the specific location of the view corridor, a photograph of the view corridor and the identification of the portion of the view corridor or view elements that should be preserved or considered in relation to adjacent development.

VIEW CORRIDOR OBJECTIVES

The policies, actions and guidelines that are contained in this Plan for each view corridor collectively address the following objectives:

1. That significant character-defining view corridors are identified.
2. That design guidelines are provided for evaluating the placement, orientation, massing and overall design of new developments that are located along or within each view corridor and to ensure that new development is sensitive to the visual context of each view corridor and is designed and located to avoid obscuring views of key defining elements or detracting from the overall view.
3. That new developments serve to enhance and augment the visual and aesthetic character of each view corridor over time.

PUBLIC OUTWARD VIEW – POLICIES

- 6.1. Conserve views of the character-defining elements as seen from the respective public vantage locations described in the Downtown Core Design Guidelines.
- 6.2. Evaluate development proposals that are located along or within the view corridors illustrated in Map 21 for consistency with the Outward View Guidelines contained in the Downtown Core Design Guidelines.
- 6.3. Encourage design and siting solutions with new developments that serve to frame and enhance view corridors.
- 6.4. Development proposals that are located along or within the view corridors illustrated in Map 21 may be required to submit 3-D digital form models and photographic renderings to further evaluate the potential impact of the proposed development within the context of the view corridor.
- 6.5. Review and update adjacent neighbourhood plans that are affected by Outward Views, to encourage the coordination of the Outward View policies and guidelines described in this Plan.
- 6.6. Consider the design and placement of streetscape improvements such as paving materials, street lighting, street furniture and landscaping in order to help enhance and frame view corridors.



Map 21: Outward Views

EXTERNAL VIEWS

The external views illustrated in Maps 22, 23 and 24 profile a range of iconic public views looking towards the Downtown Core Area from across the Harbour. These external views are panoramic vistas that capture the building forms, character areas and landmarks for three distinct areas around the Inner Harbour. These include the area between the Johnson Street Bridge and Ship Point, the Inner Harbour Causeway, and the area between the CPR Steamship Terminal and Laurel Point.

EXTERNAL VIEW – POLICIES

- 6.7. Evaluate development proposals that are located within the view corridors illustrated in Maps 22, 23 and 24 for consistency with the Downtown Core Design Guidelines.
- 6.8. Conserve views of the character-defining elements as seen from the respective public vantage locations described in the Downtown Core Design Guidelines.
- 6.9. Encourage design and siting of new developments that frame and enhance view corridors.
- 6.10. Ensure that new developments complement and respond to the surrounding context as defined by the topography, building spacing, building form, building height, roofline, massing, setbacks, orientation, facade rhythm, building materials and landscaping.
- 6.11. Ensure that additional design consideration is given to developments that are located directly adjacent to the waterfront to ensure that they complement and enhance the waterfront with sensitive and appropriate design solutions.
- 6.12. Encourage sensitive and appropriate illumination of building facades and architectural features in order to complement the night time views of the harbour without detracting from the lighting prominence of the Parliament Buildings and the Empress Hotel.
- 6.13. Consider the design and placement of streetscape improvements such as paving materials, street furniture, street lighting and landscaping in order to help enhance view corridors.
- 6.14. Protect views of the Empress Hotel, Parliament Buildings and CPR Steamship Terminal from the respective public vantage points as illustrated in the Downtown Core Design Guidelines.



Map 22: External View 1



Map 23: External View 2



Map 24: External View 3

SKYLINE EVOLUTION

Victoria's existing skyline has been formed over time through the development and location of taller buildings within the Downtown. The skyline is further defined by varying building heights, roof top shapes, building profiles, proportions, texture, materials and colour. Together, these elements not only add to the visual interest of the skyline, but also serve to identify unique visual landmarks such as church spires, the City Hall Clock Tower or the clustering of taller buildings within the Central Business District. The rise in topography from the waterfront towards Douglas Street also provides the ability to emphasize the rich detail and roof top patterns of the Old Town in contrast to those of more modern buildings along Douglas Street and Yates Street.

It is anticipated that the skyline will continue to evolve as a result of new development and as influenced by the City's design guidelines and the policies contained in this Plan. This Plan supports the emergence of an undulating skyline that rises gradually from the north and south ends of the Downtown Core Area to an apex within the Central Business District reflecting the general hilly regional geographic setting of Victoria.

The overall urban design and skyline policies and actions contained in this Plan collectively provide general guidance for the evaluation of tall buildings within the overall skyline and encourage sensitive building siting and design.

SKYLINE POLICIES AND ACTIONS

- 6.15. Evaluate the impact and influence of new development within the Downtown Core Area skyline from the public vantage point identified in Map 25.
- 6.16. Consider the location of buildings and related building heights that reinforce a skyline profile that rises gradually from the north and south ends of the Downtown Core Area to the area of tallest height within the Central Business District.
- 6.17. Consider the following criteria for tall buildings that are visible within the Downtown Core Area skyline:
 - 6.17.1. Visual impact within the existing skyline;
 - 6.17.2. Location and clustering in relation to other tall buildings;
 - 6.17.3. Massing, orientation, and expression of the shape of the base, the body, and the top of the building; and
 - 6.17.4. Use lighter colours including a palette of warm brick and soft pastel tones to lighten up the visual appearance of the skyline and complement the existing appearance.



Map 25: Downtown Skyline

TERMINATED VISTAS – INTRODUCTION

A terminated vista is generally defined as the location at the end of an important sightline along a street that is enhanced through a building or landmark. One of the key ingredients to creating walkable and memorable streets is the ability to emphasize significant shifts in the street pattern through the deliberate placement and design of buildings and landmarks at these locations as well as along the length of sightlines. The street pattern in the Downtown Core Area provides opportunities to enhance the public realm through the termination of vistas and through the framing of each vista through the placement of appropriately scaled buildings and streetscape elements that contribute to a sense of enclosure and intimacy for the pedestrian.

Because of the visual prominence that these shifts in the street pattern create, urban design principles traditionally tend to encourage the placement of civic and institutional buildings such as churches, city halls, libraries and museums at these locations, in order to emphasize civic pride and to help terminate vistas with iconic and well-designed buildings. This general principle is evident in downtown Victoria and is reflected through both historic and modern buildings and in the location of landmarks and prominent public spaces.

As the Downtown Core Area continues to evolve, these unique street conditions with terminated vistas should be emphasized where opportunities exist. The enhancement of terminated vistas must be considered on a case-by-case basis in conjunction with the surrounding context, and with the related Terminated Vista guidelines contained in the Downtown Core Design Guidelines, which provide strategies and approaches for terminating and enhancing key vistas through buildings, landmarks or public realm improvements.



St. John the Divine Anglican Church in the background provides a terminated vista and landmark feature along Quadra Street.

HERITAGE LANDMARK BUILDINGS

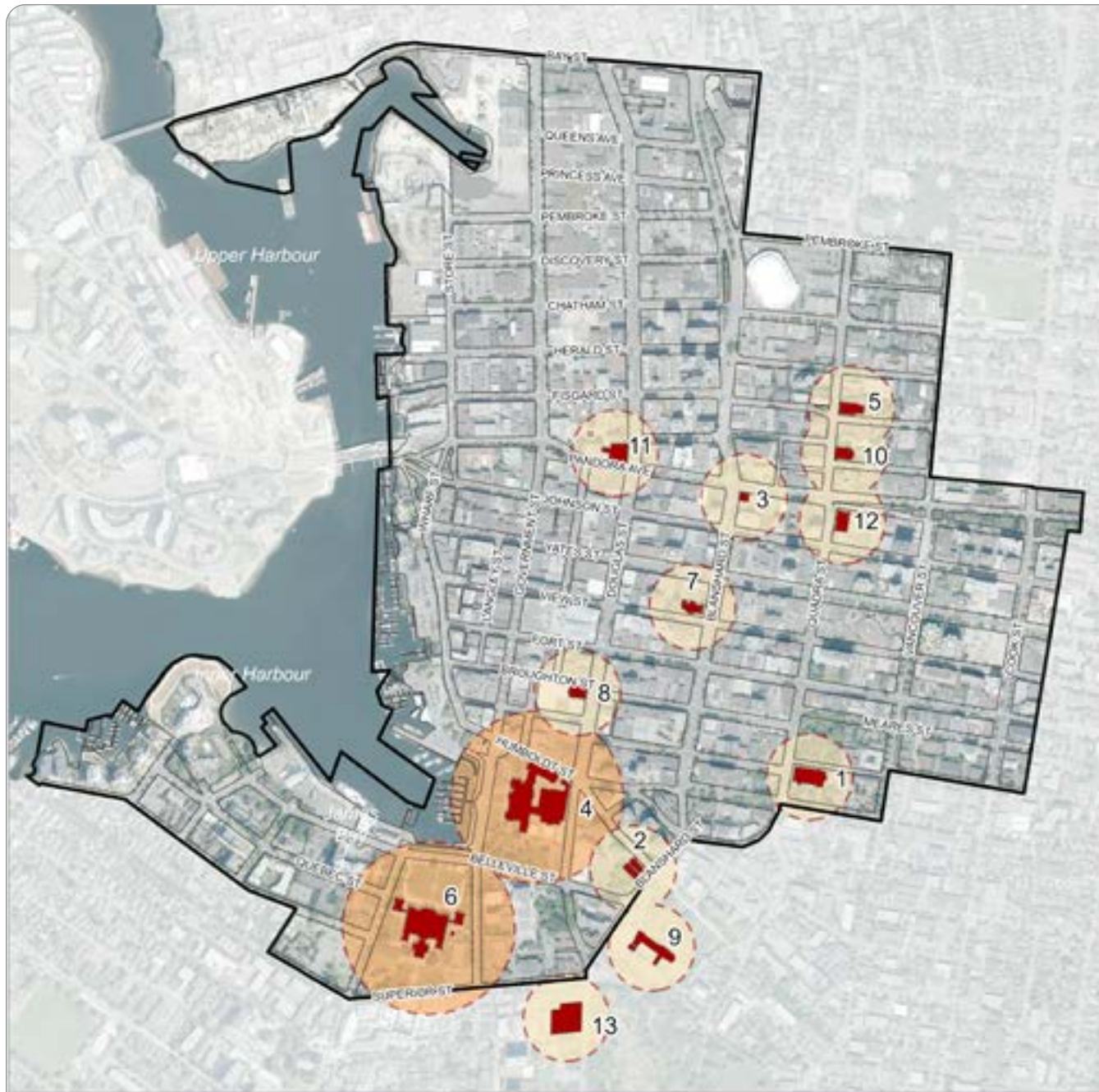
The Downtown Core Area includes a selection of visually significant heritage buildings that are generally recognized through Statements of Significance for their heritage values, architectural design, detail, scale and appearance which collectively, contribute to placemaking. These heritage buildings are also noted for their prominence as visual landmarks within local streetscapes, their ability to be commonly recognized and memorable, and for their overall contribution to the public realm. (SEE MAP 26: HERITAGE LANDMARK BUILDINGS)

HERITAGE LANDMARK BUILDINGS POLICIES AND ACTIONS

- 6.18. Give special design consideration to development applications located within a 90-metre radius of the heritage landmark buildings identified in Map 26, to ensure that the height, setbacks, siting and overall massing of proposed new buildings do not detract from or obscure the visual prominence and character-defining importance of these heritage landmark buildings.
- 6.19. Give special design consideration to development applications located within a 180-metre radius of the heritage landmark buildings identified in Map 26, to ensure that the height, setbacks, siting and overall massing of proposed new buildings do not detract from or obscure the visual prominence and character-defining importance of these heritage landmark buildings.
- 6.20. Development proposals that are located along or within the 90-metre and 180-metre heritage landmark building radii illustrated in Map 26 may be required to submit 3-D digital form models and photographic renderings in order to further evaluate the potential impact of the proposed development within the surrounding context and in relation to the prominent heritage landmark buildings.
- 6.21. Ensure that development proposals located within the 90-metre or 180-metre radii illustrated in Map 26, consider the character-defining elements and design guidelines described in the respective Statements of Significance and Development Permit Areas.



Example of how new development can be designed and sited to maintain public views and the visual prominence of heritage landmark buildings.



MAP 26

Heritage Landmark Buildings

- Downtown Core Area
- Heritage Landmark
- 90m Landmark Radius
- 180m Landmark Radius

Heritage Landmark

1. Christ Church Cathedral*
911 Quadra Street
2. Church of Our Lord*
626 Blanshard Street
3. Congregation Emanu-el Synagogue*
1461 Blanshard Street
4. Empress Hotel*
700 Douglas Street
5. First Metropolitan United Church*
932 Balmoral Street
6. Parliament Buildings and Grounds
501 Belleville Street
7. St. Andrew's Cathedral*
1202 Blanshard Street
8. St. Andrew's Presbyterian Church*
924 Douglas Street
9. St. Ann's Academy
830 Academy Close
10. St. John the Divine Anglican Church*
930 Mason Street
11. Victoria City Hall*
1 Centennial Square
12. Victoria Conservatory of Music*
(Metropolitan United Church)
07 Pandora Avenue
13. South Park Elementary School*
508 Douglas St

*protected heritage property

N

Metres

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PUBLIC REALM STRATEGY

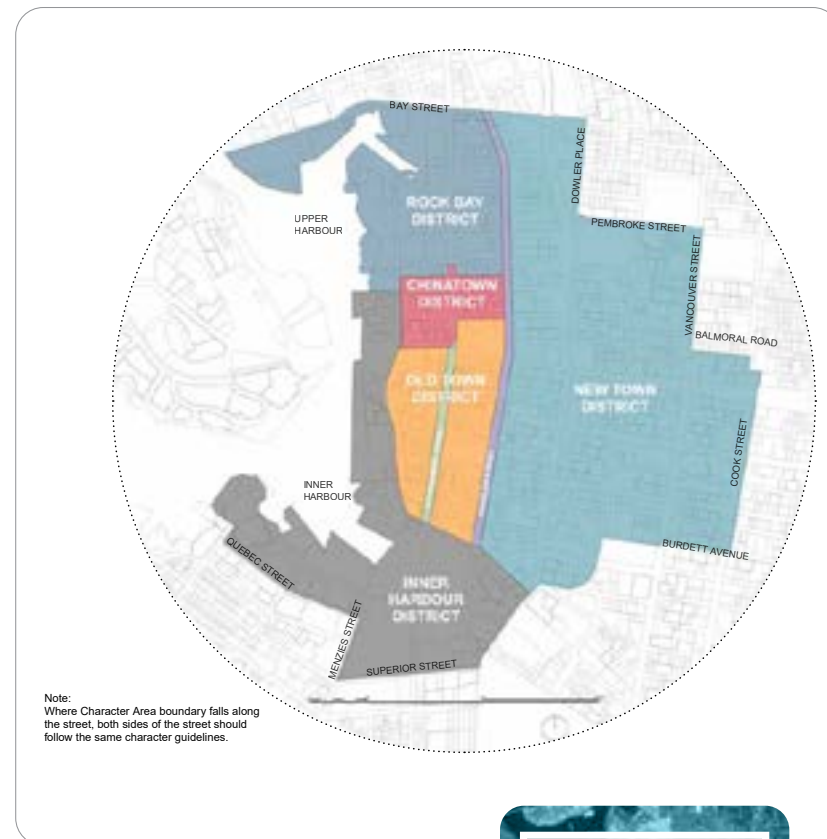
The public realm includes exterior spaces, linkages and the surrounding built form elements that are visually and physically accessible. Public realm components generally include parks and open spaces, plazas, streets, sidewalks, pathways, transportation hubs, gateways, waterfront areas, natural features, view corridors and the interface between these elements and surrounding buildings.

The overall quality, design and function of the public realm has a significant influence on the local quality of life within the urban environment. The public realm provides the places and spaces where people gather, meet, socialize, recreate, shop and work.

The public realm strategy described in this Plan provides a comprehensive and focused approach to build upon the Downtown Core Area's successful history of placemaking through public realm improvements that provide:

- Social and active spaces
- Versatile spaces that benefit all ages
- Meaningful and pedestrian-friendly connections
- Distinctive places that strengthen local identity
- High quality and attractive places
- Public amenities that are attractive and functional

The Downtown Public Realm Plan and Streetscape Standards provides a more detailed design framework based on the goals and objectives established in this section. The plan also includes guidelines, standards and specifications for Downtown Streetscapes, along with priority public realm improvements and a detailed catalogue of furnishings, materials and colours. In this way, the Downtown Public Realm Plan clarifies important requirements for public spaces, waterfront and street design to both public and private sector professionals engaged in the facilitation, design, approvals and implementation of public realm improvements and infrastructure.



STREETScape – OBJECTIVES

Collectively, the streets in the Downtown Core Area comprise the largest component of open space, and are one of the most important elements in shaping the public realm through their design and interface with adjacent buildings. The policies and actions for streetscapes contained in this Plan address the following objectives:

1. That the Downtown Core Area contains pedestrian-friendly streetscapes that are inviting and active.
2. That streetscapes are legible, attractive and strengthen local identity.
3. That streetscape improvements provide a physical environment that supports and benefits businesses.
4. That the urban tree canopy is enhanced with tree-lined streets.
5. That public amenities and streetscape improvements are appropriate for the function and character of each area.
6. That wider sidewalks are provided where possible.

STREETScape – POLICIES AND ACTIONS

- 6.22. Ensure that any roadway improvements to the public right-of-way or any private development adjacent to public rights-of-way within the Downtown Core Area consider the Public Realm Street Typology illustrated in Map 31 and the Sidewalk Width Guidelines contained in Appendix 3.
- 6.23. Recognize that functional requirements, existing street dimensions and physical conditions may constrain achievement of the Sidewalk Width Guidelines in Appendix 3.
- 6.24. Review and update the City's zoning bylaws and other related technical design standards for compatibility with Sidewalk Width Guidelines contained in Appendix 3.



Carefully designed streetscapes are an important amenity for residents, visitors and businesses.

PARKS, PLAZAS AND OPEN SPACE

Parks, plazas and open spaces are important components of complete communities. These spaces exist in a variety of forms and offer a range of functions that respond to the surrounding context. Collectively, these spaces provide community identity, encourage social interaction and enhance community livability and health.

Forecasts for the Downtown Core Area anticipate approximately an additional 10,000 residents over the next 30 years, which will require the provision of additional parks and open spaces that are well designed, accommodate a range of passive and active activities, and contribute positively to the public realm. In response to this forecast growth, the Downtown Core Area Plan identifies the provision of a park or open space near Barclay Point in the Rock Bay District that will function as a public amenity due to its prominent waterfront location and connection to the Harbour Pathway. Smaller scale neighbourhood parks and green spaces are also identified for the North Park neighbourhood, the Rock Bay District and the eastern part of Downtown. In addition, strategically located urban plazas are envisioned to serve the north end and eastern part of Downtown and James Bay and Harris Green.

PARKS, PLAZAS AND OPEN SPACE – OBJECTIVES

The policies and actions for parks, plazas and open spaces collectively serve to address the following objectives:

1. That a network of parks, plazas and open spaces are located strategically to benefit residents, visitors and businesses within the Downtown Core Area.
2. That new parks, plazas and open space are provided in areas that are currently deficient and where increased growth is anticipated
3. That parks, plazas and open spaces are connected and integrated with the surrounding context.
4. That surrounding buildings give positive definition and frame parks, plazas and open spaces.
5. That parks, plazas and open spaces are provided through private development, public initiatives or through public/private partnerships.
6. That parks, plazas and open spaces are distributed within a five-minute (500 metres) walking time from each other.

PARKS, PLAZAS AND OPEN SPACE – POLICIES AND ACTIONS

NEW PARKS, PLAZAS AND OPEN SPACE

- 6.25. Enhance the Downtown Core Area with a system of parks, plazas and public open spaces as identified in Map 27, and described in this Plan.
- 6.26. Support the development of a publicly accessible waterfront park, plaza or open space generally located near Barclay Point that provides direct connections with the Harbour Pathway as identified in Map 27.
- 6.27. Establish two new neighbourhood parks, that are at least 0.5 hectares (1.2 acres) in size in the North Park neighbourhood and in the eastern part of the Downtown as identified in Map 27.
- 6.28. Establish a pocket park or green space within the Rock Bay District between Douglas Street and Blanshard Street, to provide everyday opportunities for recreation in the immediate vicinity of future housing and employment.
- 6.29. Formalize public green space as part of the heritage landscape of Christchurch Cathedral, as identified in Map 27.
- 6.30. Establish two new urban plazas as a component of private development that are generally 800 m² to 1200 m² in size to provide formal open space within the north end of Downtown along Douglas Street and within the Harris Green neighbourhood commercial centre as identified in Map 27.
- 6.31. Retain and formalize a plaza or green space near the intersection of Menzies Street and Superior Street as a component of new development, to provide opportunities for social gathering and public markets, complementing other open spaces in James Bay Neighbourhood, as identified in Map as identified in Map 27.

LOCATION

- 6.32. Ensure that new parks, plazas and open space are located along prominent or active streets in order to contribute to street vitality and to improve their visibility.
- 6.33. Wherever possible, locate parks, plazas and open spaces on corner locations with a south to south/west exposure to maximize access to sunlight.
- 6.34. Consider locations for parks, plazas and open spaces that are within close proximity to major transit stations and interchanges, where possible.
- 6.35. Where possible, locate urban plazas within close proximity and with direct connections to key cultural, recreational or institutional facilities.

CONNECTIVITY

- 6.36. Ensure that parks, plazas and open spaces are directly adjacent to and provide direct access to the pedestrian network, cycling network or Greenways.
- 6.37. Where an urban plaza is not located on a corner site, consider a direct connection to a through-block walkway or a mid-block street crossing.

WEATHER PROTECTION

- 6.38. Incorporate weather protection elements such as canopies and awnings on building faces that are located directly adjacent to a park, plaza or open space.
- 6.39. Ensure that seating, play areas and other public amenities are located and designed to provide protection from the elements including wind and rain.

DESIGN QUALITY

- 6.40. Encourage the use of high quality finishing materials with detailed architectural quality.
- 6.41. Ensure that all new parks, plazas and open spaces are individually designed to reflect and complement the surrounding context and to provide a distinctive identity and character.
- 6.42. Ensure that the overall design, layout and materials result in attractive, identifiable and welcoming spaces.

VISIBILITY AND ACCESS

- 6.43. Plazas should be designed to provide a relatively flat central area with minimal grade change to encourage pedestrian flow and improve visual sightlines.
- 6.44. Where a plaza integrates terraced or stepped areas, locate these along the perimeter to provide views across the plaza.
- 6.45. Ensure that all parks, plazas and open spaces are designed to allow access and use by people with varying mobility needs.

SAFETY

- 6.46. Consider integrating the Crime Prevention Through Environmental Design (CPTED) principles along with a range of other design elements to animate and improve the attractiveness, safety and usability all new parks, plazas and open spaces including:

- 6.43.1. Entrances that are easily identifiable from the street level.
- 6.43.2. Clear sightlines.
- 6.43.3. Pedestrian-scale lighting.
- 6.43.4. Adjacent active commercial uses.
- 6.43.5. Well-designed landscaping that serves to demarcate public and private areas and avoids obscuring sightlines.
- 6.43.6. Integration of signs and pedestrian network maps to provide orientation to key destinations for pedestrians.

ANIMATION

- 6.47. Consider designs that integrate public amenities that are appropriate for the surrounding context and function of the park, plaza or open space.
- 6.48. Community parks should include the provision of sports fields, washrooms, playgrounds, parking areas, bicycle racks, walkways, seating and viewing areas.
- 6.49. Neighbourhood parks may include the provision of play equipment, sport courts, pathways, open grass, bicycle racks and seating.
- 6.50. Consider the use and design of unique public amenities to enhance the identity and character of parks, plazas and open spaces. Examples of unique public amenities include water features, public art, architecturally designed play equipment, public memorials, wayfinding signage, ornamental landscaping and lighting features.
- 6.51. Ensure that parks, plazas and open spaces are designed to accommodate a range of both passive and active uses and functions that are appropriate for the location, type and scale of space.
- 6.52. Ensure that the design of parks, plazas and open spaces considers the ability to accommodate special events, entertainment and community activities that are appropriate for the location, type and scale of space.
- 6.53. Support the programming of year-round and seasonal special events and activities in parks, plazas and open spaces.
- 6.54. Consider the provision of temporary leasable space within City-owned urban plazas that can be used to accommodate uses and activities that provide a direct benefit to the vitality of the plazas such as seasonal patio seating, seasonal markets or special events.

URBAN PLAZA ACQUISITION

- 6.55. The City of Victoria may consider providing additional density, over and above the base level density, up to the maximum density level specified in this Plan, to new developments that enter into an agreement as a part of a rezoning application to construct an urban plaza within the strategic locations identified in Map 27 and that reflect the design criteria described in this Plan.



Example of a well designed urban plaza.

MINOR PUBLIC OPEN SPACES

Minor Public Open Spaces refer to uniquely designed compact areas that are located on public land. These spaces are generally compact in size in order to allow for their development in a multitude of public locations. Minor open spaces are smaller and less prominent than plazas or parks, and are generally located strategically to enhance the surrounding public realm and to complement the adjacent uses and activities.

LOCATION

- 6.56. Support the development of Minor Public Open Spaces, as a component of streetscape improvements where they are located on public land such as unused sections of road right-of-way, generally within the areas identified on Map 27.
- 6.57. Where possible, locate Minor Public Open Spaces adjacent to cultural, recreational or institutional facilities.

DESIGN

- 6.58. Consider distinctive identity features such as special paving, landscaping, public art and water features.
- 6.59. Consider overall designs that complement the surrounding buildings and streetscapes.
- 6.60. Limit fencing, windscreens or planters, so that spaces will be perceived as accessible public areas and are integrated well with the pedestrian network.
- 6.61. Include landscaping to enrich spaces, in balance with intended uses and context.



Example of a Minor Open Space integrated into the streetscape.

SAFETY

- 6.62. Consider Crime Prevention Through Environmental Design (CPTED) principles to enhance safety and security.
- 6.63. Integrate strategically located and designed pedestrian scale lighting to enhance the visual appearance of the Minor Public Open Space and to improve security and safety.

ACTIVITY

- 6.64. Consider designs that accommodate active uses such as outdoor seating, temporary markets, or programmed entertainment.

WATERFRONT PUBLIC OUTLOOKS

Waterfront Public Outlooks include various compact spaces, located and designed for public vantage points along Victoria's Harbour and are generally linked by the Harbour Pathway.

WATERFRONT OUTLOOKS POLICIES AND ACTIONS

LOCATION

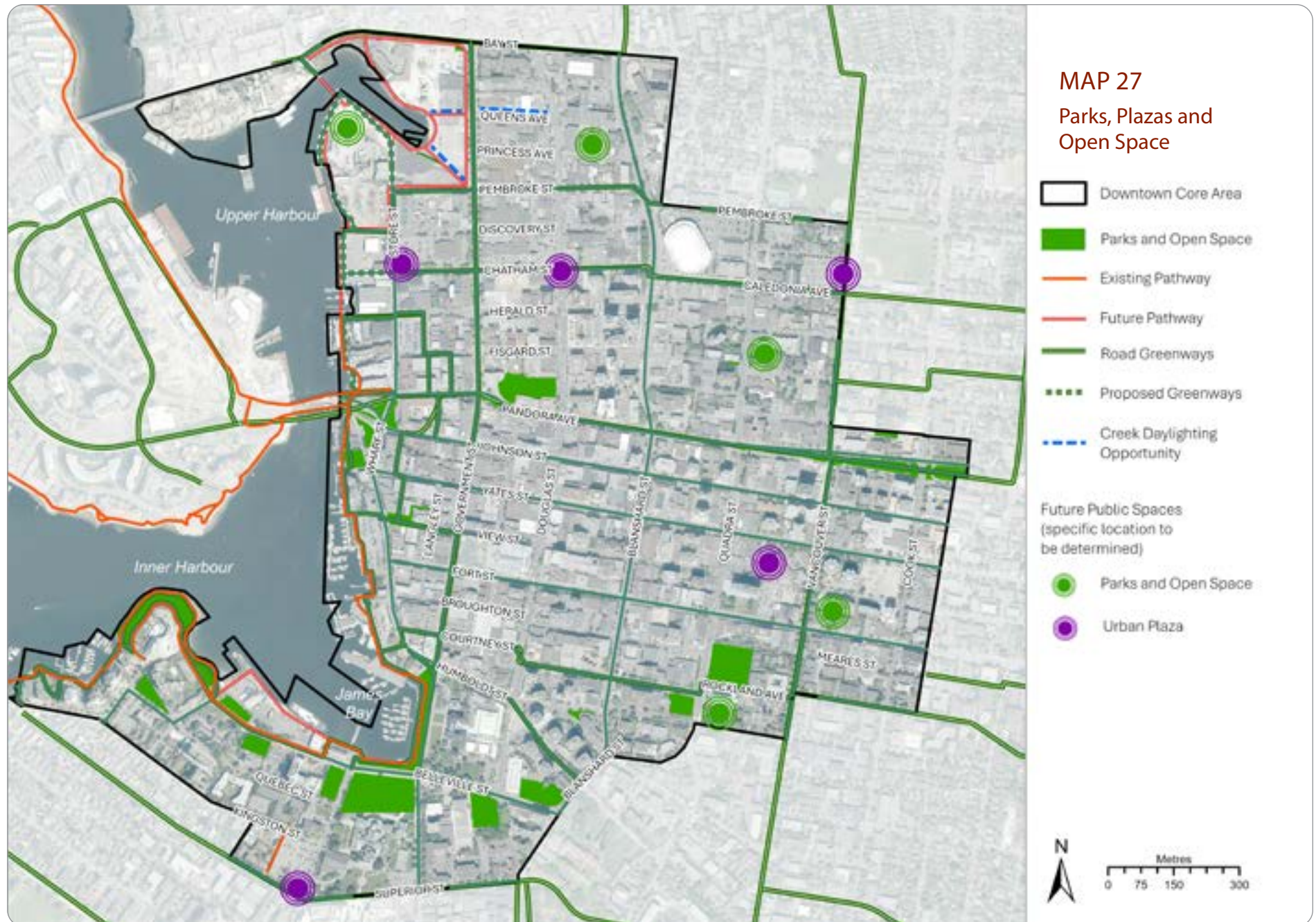
- 6.65. Incorporate publicly accessible Waterfront Public Outlooks, as components of redevelopment along the waterfront between Ship Point and Laurel Point as well as on the east and west side of the Johnson Street Bridge, and along the Harbour Pathway as illustrated in Map 27.

DESIGN

- 6.66. Consider designs that take advantage of the views across the Harbour.
- 6.67. Consider Crime Prevention Through Environmental Design (CPTED) principles to enhance safety and security.
- 6.68. Integrate strategically located and designed pedestrian scale lighting to enhance the visual appearance of the waterfront outlook and to improve security and safety.
- 6.69. Consider the development of Waterfront Outlooks on docks and wharves where they have direct connections to the Harbour Pathway and are publicly accessible.



Examples above of publicly accessible waterfront outlooks.



SPECIAL URBAN DESIGN AREAS

As part of achieving the objectives of the public realm strategy, several unique places are identified that present opportunities for physical improvements and design considerations to further enhance the public realm. These places vary in size and context from the formal setting of the Inner Harbour to the undeveloped lands around Rock Bay to the small scale design of the new pedestrian plaza space adjacent to the Victoria Conservatory of Music.

INNER HARBOUR CAUSEWAY AREA

Most Victorians and visitors to the city identify the Inner Harbour generally as the area between Ship Point and the Coho Ferry Terminal. This area is one of the most commonly recognized locations in Victoria, primarily due to the waterfront setting and concentration of prominent landmark buildings including the Empress Hotel, the Parliament Buildings, the CPR Steamship Terminal and the Royal BC Museum. These buildings, along with a host of other hotels, tourist attractions, open spaces and distinctive streetscaping serve to reinforce the area's role as a gateway to the city, a location for special events and the focus of tourism and cultural activities.

It is a responsibility for urban design initiatives to continue to recognize and respond appropriately to reinforce the unique character, built form, landmarks and primary functions of this area in an effort to maintain the Inner Harbour as Victoria's most iconic urban landscape.



Victoria's iconic Harbour Causeway attracts visitors and special events year-round.

INNER HARBOUR – POLICIES AND ACTIONS

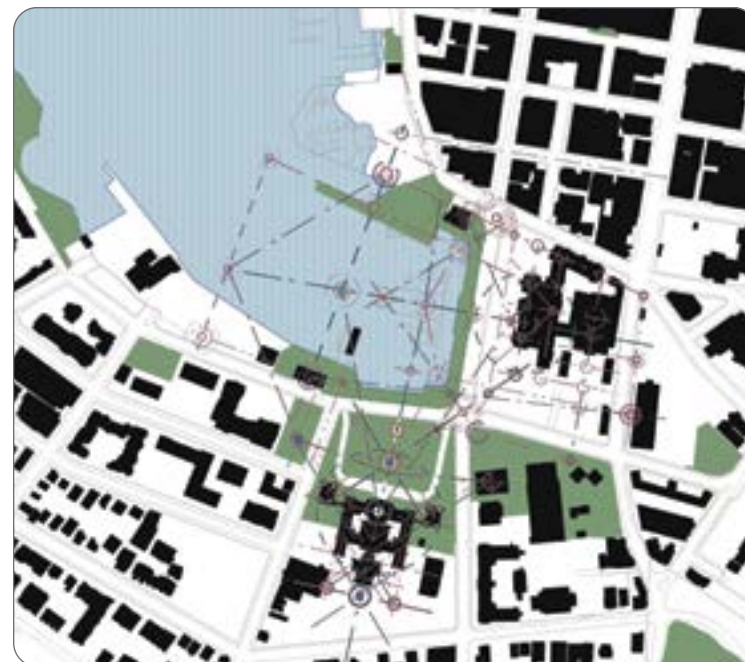
- 6.70. New development should not detract from or have negative impacts on the visual or historic integrity of the Inner Harbour.
- 6.71. Develop a detailed public realm improvement plan for the Inner Harbour which identifies specific opportunities for improving the pedestrian environment through:
- Sidewalk widening and repaving;
 - Distinctive paving materials and street improvements;
 - Provision for temporary alternate uses of streets, to act as pedestrian areas for large scale events; and
 - Human-scaled public amenities and improved public access to the water.
- 6.72. Support the location of major festivals, celebrations and special events within the Inner Harbour in order to provide them with a strong visual presence, an attractive and centralized location and the opportunity to support the local economy.
- 6.73. Support temporary street closures within the Inner Harbour where they are needed to accommodate major festivals or special events.



Aerial view of Inner Harbour area.



New developments should respond to the surrounding architectural context of the Inner Harbour as defined by street walls, facade rhythm and horizontal cornice lines.



Conceptual illustration of the original urban design principles (urban design geometries) for the Inner Harbour as they relate to the spatial placement of buildings focused on the prominence of the Parliament Building, Empress Hotel, and the CPR Steamship Terminal.

CENTENNIAL SQUARE

As Victoria's central civic public space and home to leading civic, institutional and cultural facilities, Centennial Square should continue to be revitalized with active, pedestrian-generating uses at grade and beautified with new buildings, landscaping and public art that frame and better define the Square and respecting the existing character-defining elements.

CENTENNIAL SQUARE – POLICIES AND ACTIONS

- 6.74. Continue to build upon revitalization policies and initiatives for Centennial Square that result in the following urban design objectives:
 - 6.71.1. Emphasize the role and function of Centennial Square as a formal civic open space through appropriate design;
 - 6.71.2. Integrate design elements and public amenities that provide a direct benefit to people of all ages;
 - 6.71.3. Provide well-defined, prominent and direct pedestrian connections between the Square and the surrounding streets;
 - 6.71.4. Enhance public safety, natural surveillance and visibility;
 - 6.71.5. Accommodate a range of activities and special events;
 - 6.71.6. Accommodate comfortable space to encourage social interaction and passive activities; and
 - 6.71.7. Complement Spirit Square and the Spirit Stage behind the McPherson Theatre.
- 6.75. Integrate new civic uses such as a public library and the revitalization of City Hall into an overall design for the Square.
- 6.76. Provide a blend of hard and soft landscaping as well as a safe and well-designed children's play area.
- 6.77. Encourage surrounding buildings to include active commercial uses such as restaurants and cafés that have direct access from the Square as well as outdoor seating within the Square.
- 6.78. Replace the existing public washrooms with new public washrooms that are secure, easily identifiable and accessible during daytime and nighttime, when redevelopment occurs.
- 6.79. Promote and program a range of special events and public activities throughout the year.
- 6.80. Ensure that the physical design and amenities encourage use of the Square during the day and evening in all seasons.

- 6.81. Redevelopment of the Centennial Square Parkade should result in public parking being located below grade with more active commercial and cultural uses located above grade.
- 6.82. Provide clear visual connections between the Centennial Square and surrounding streets.



Centennial Square hosts year-round special events and festivals.



Conceptual illustration of potential improvements to Centennial Square.

BASTION SQUARE

Bastion Square, stretching between Wharf Street and Government Street, is the site of the original Fort Victoria, making it one of the most important heritage areas in Victoria. Through various revitalization efforts over the past few decades, Bastion Square has been designed and enhanced to function as a public square, surrounded by restaurants, retail stores, art galleries and offices. Bastion Square is also animated throughout the spring, summer and fall with special events including an artisans market. Although Bastion Square is well-recognized and offers an attractive setting, there remain several opportunities to further enhance the design of the Square including its integration with the surrounding context to improve vitality on the Square during daytime and night time.

BASTION SQUARE – POLICIES AND ACTIONS

- 6.83. Consider the integration of additional public seating to take advantage of the views across the Inner Harbour.
- 6.84. Ensure that the master planning and redevelopment of the waterfront lands along the Wharf Street parking lot include the provision for a well-designed exterior pedestrian connection between the waterfront and Bastion Square.
- 6.85. Encourage surrounding buildings to include active commercial uses such as restaurants and cafés that have direct access from Bastion Square as well as outdoor seating within the Square.
- 6.86. Ensure that any public realm improvements or development directly adjacent to Bastion Square serve to enhance public safety, natural surveillance and visibility within the Square.
- 6.87. Consider the provision of public amenities and public realm improvements that encourage social interaction and passive activities within the Square.
- 6.88. Consider the provision of public washrooms that are secure, easily identifiable and accessible during daytime and night time.
- 6.89. Promote and program a range of special events and public activities throughout the year.
- 6.90. Ensure that the physical design and amenities within Bastion Square encourage positive activity during the day and evening in all seasons.
- 6.91. Develop a comprehensive urban design plan to identify specific strategies to better integrate Chancery Lane, Court Alley, Commercial Alley and Helmcken Alley as extensions of Bastion Square through public realm improvements.

- 6.92. Ensure any future redevelopment of the City-owned Yates Street Parkade provides a direct mid-block pedestrian connection to Bastion Square.



Public realm improvements should support Bastion Square as a focus for special events and public activities throughout the year.

PANDORA GREEN

Pandora Green generally refers to the landscaped area located along the three blocks of Pandora Avenue between Quadra Street and Chambers Street. Greens are generally located within or adjacent to roadways and include medians, traffic islands, and major boulevards where the primary function is to provide character to the roadway and the adjacent area.

Pandora Green functions as a landscaped Gateway into the downtown and is anchored by the historic First Church of Christ Scientist on the east side and the Victoria Conservatory of Music on the west side. Although the entire Green is not located within the boundary of the Downtown Core Area, it is imperative that any urban design initiatives are evaluated in terms of their impact and benefit on the Green as a whole, regardless of its location between neighbourhood boundaries. The policies and actions described in this Plan seek to guide the transformation of this area into a memorable Green that is integrated with the surrounding buildings, provides opportunities for an attractive landscaped area and evolves into a well-used landscaped urban oasis for local residents and businesses.

PANDORA GREEN – POLICIES AND ACTIONS

- 6.93. Develop a master plan for the overall redesign and revitalization of Pandora Green that maintains its functionality as a median while enhancing the public realm and results in the following urban design objectives:
- 6.90.1. Emphasizes the role and function of the Green as a formal landscaped gateway or entry into the Downtown through comprehensive design;
 - 6.90.2. Provides well-defined and direct pedestrian connections along the Green and across Pandora Avenue;
 - 6.90.3. Enhances public safety, natural surveillance and visibility;
 - 6.90.4. Accommodates openly visible space to encourage social interaction;
 - 6.90.5. Incorporates design elements, landscaping and public amenities that encourage the public use of the Green;
 - 6.90.6. Complements and encourages the growth of adjacent commercial and residential uses along Pandora Avenue; and
 - 6.90.7. Identifies a program of specific long-term and short-term public realm improvements.

- 6.94. Public realm improvements within the Green should consider the overall relationship and benefit to the entire Green.
- 6.95. Public realm improvements such as paving, lighting, landscaping and street furniture should have a consistent appearance throughout the length of the Green.
- 6.96. Ensure that Pandora Green is integrated and connected with the pedestrian network through the addition of new crosswalks to cross Cook, Vancouver and Quadra Streets.
- 6.97. Ensure that mature and replacement trees are managed to ensure that the formal tree-planting pattern is retained.
- 6.98. Repair damaged sidewalks with updated paving and accessibility features.
- 6.99. Provide well-designed and dedicated bike lanes along Pandora Avenue.
- 6.100. Accent the Green with seasonal planting and improved landscaping.
- 6.101. Ensure that new developments along Pandora Avenue serve to frame the area and are oriented toward the Green to provide natural surveillance.



Looking west along Pandora Green.

GOVERNMENT STREET MALL

In its current form, the Government Street Mall is generally defined as the portion of Government Street between Humboldt Street and Yates Street. This Plan identifies its future extension northward to Pandora Avenue as a pedestrian-priority street. Its location through the Old Town Area serves as the primary focus for retail and tourism-related activities as well as special events. The human-scaled buildings along with the streetscape design help to attract businesses and visitors along this area.

In order to build upon the existing character of the Government Street Mall, the policies and actions described in this Plan support the northward extension of high-quality, pedestrian-friendly public realm treatment through Chinatown and the Rock Bay District, with complementary development and supportive land use that activates the street.

Within the Rock Bay District, Government Street is envisioned as a “main street” with pedestrian activity supported by street-level light industrial spaces and complementary arts, culture and retail uses. Streetscape design should support Indigenous-led placemaking consistent with the vision for the Matullia lands.

GOVERNMENT STREET MALL – POLICIES AND ACTIONS

- 6.102. Implement the phased extension of the Government Street Refresh northwards, first to Centennial Square and Chinatown, with subsequent streetscape improvements to the Rock Bay District including a link with future waterfront public space at Rock Bay.
- 6.103. Maintain and improve public pedestrian access between the Government Street Mall and the Harbour Pathway at multiple locations throughout the entire length as they are both developed and extended northward, allowing for a variety of pedestrian circuits.
- 6.104. Ensure that the design of streetscape improvements to Belleville Street, the Inner Harbour Causeway and Government Street encourage a seamless pedestrian flow between these areas.
- 6.105. Consider public realm design options to provide priority to pedestrians, with supporting cycling, transit, delivery, parking and general purpose traffic consistent with Appendix 3.
- 6.106. Coordinate the upgrading of underground services to support future surrounding new development with the Mall extension.
- 6.107. Encourage the location of active commercial uses at the street level with direct access to Government Street.
- 6.108. Within the Rock Bay District, encourage pedestrian interest through the location of street-level small-format light industrial spaces which may feature ancillary sales, as well as complementary arts, culture and retail uses.
- 6.109. Within the Rock Bay District, design the public realm to support the vision for the Matullia lands, with Indigenous design features and support for daylighting of watercourses, in consultation with the Songhees and Xwsepsum Nations.
- 6.110. Avoid underground parkade entrances on Government Street where possible.
- 6.111. Provide infrastructure to support seasonal and special event closures.
- 6.112. Ensure street furnishings exhibit designs unique to the Mall.
- 6.113. Establish generous tree planting and green infrastructure features.
- 6.114. Work with partners to develop cost estimates, a staged implementation schedule, and funding mechanisms to undertake the Government Street Mall extension over time.
- 6.115. Develop, with partners, a program of active special uses and events with a seasonal orientation and tie in with commercial activities and public holidays.
- 6.116. Develop a partnership program to support building facade and storefront illumination to complement street lighting.
- 6.117. Undertake a refresh of streetscape furnishings and materials from Humboldt Street to Yates Street.
- 6.118. Develop a succession plan for replacing existing trees as required. Consider replacement tree species with canopies that have some transparency to allow opportunities to view adjacent heritage buildings or their character-defining elements.
- 6.119. Implement further pedestrian priority measures including consideration of temporary car-free zones, expanded patio spaces, wayfinding, additional seating and public art.
- 6.120. Collaborate with local Indigenous partners, to express Lekwungen culture, past, present, and future through streetscape design, tree and plant selections, cultural interpretation, and programming.
- 6.121. Explore opportunity to re-establish two-way vehicle and bicycle travel within a slow and shared street environment.



Looking south along Government Street.



Aerial view of Rock Bay area.

ROCK BAY

Rock Bay is the formal name that refers to the water body along the Upper Harbour near Barclay Point. The lands adjacent to Rock Bay underwent one of the largest and complex environmental remediation projects in British Columbia from 2004 to 2016 for BC Hydro and Transport Canada. These lands are now owned jointly by Songhees Nation and Xwsepsum Nation who are undertaking a development planning process to transform these lands into a hub for light industrial activity along with supportive retail and amenities.

ROCK BAY – POLICIES AND ACTIONS

- 6.122. Support the development of a publicly accessible waterfront park, plaza or public realm enhancement at Barclay Point that is also connected directly with the Harbour Pathway..
- 6.123. Public realm enhancements within Rock Bay should achieve the following outcomes:
 - Ecological shoreline restoration and distinctive treatment of the waterfront area;
 - Sidewalk widening;
 - Distinctive paving materials; and
 - Human-scale public amenities and improved public access to the water; and
 - Integration of heritage industrial buildings as a component of enhancing the public realm and defining the local character.
 - Water access by marine-dependent businesses.
- 6.124. Design streets, sidewalks, plazas, parks and marine facilities to support and reflect the area's identity as a centre for employment, arts and culture and Indigenous economic prosperity.
- 6.125. Consider opportunities for providing additional public access to the waterfront, where appropriate, as part of new development along the Rock Bay waterfront area.

GATEWAYS – POLICIES AND ACTIONS

- 6.126. Design and develop urban gateways that signal and celebrate arrival to the Downtown Core Area, at the four general locations identified in Map 28.
- 6.127. Gateways should be located along primary roadways on City-owned land
- 6.128. Ensure gateways are individually designed to include landscaping, sculptural elements, fountains, lighting, or signage, or any combination of these elements.
- 6.129. Ensure gateways are designed to provide a visual reference for pedestrians, cyclists and motorists.



Appropriately scaled public art can be used at gateway locations.



Map 28: Potential Gateway Locations

BUILT FORM

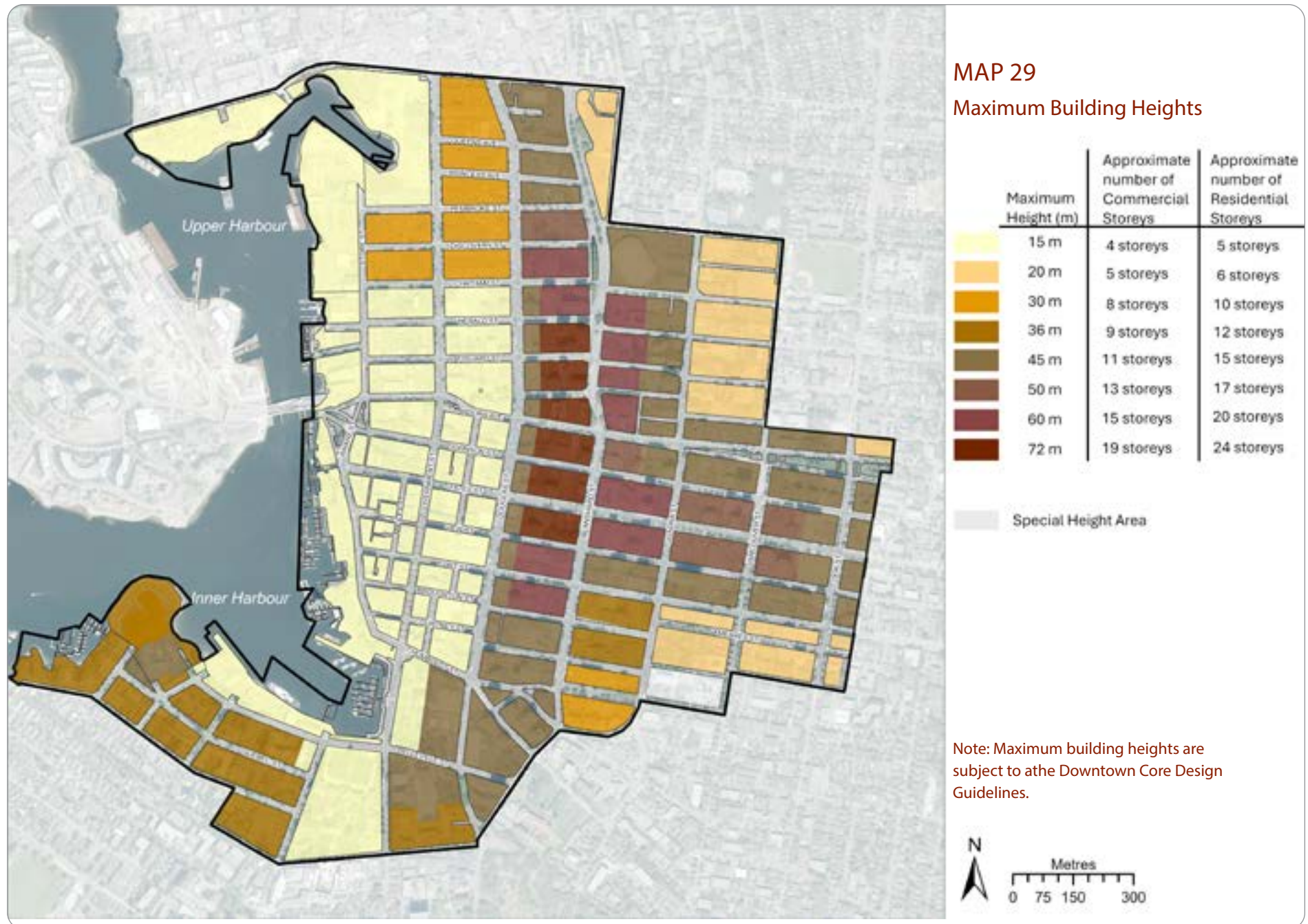
Built form refers to the physical shape, size, mass and design of individual buildings. It is important that the built form serves to complement the local context as well as provide a positive interface with the public realm and the space between individual buildings.

BUILDING HEIGHT – POLICIES AND ACTIONS

- 6.130. Review and amend the Zoning Regulation Bylaw to reflect the maximum building heights consistent with the maximum building height limits described in Map 29.
- 6.131. Consider the maximum building heights described in Map 29 in the evaluation of rezoning applications.
- 6.132. Maintain lower building heights within the Historic Commercial District as well as along the waterfront in order to reflect the local topography.
- 6.133. Locate taller buildings primarily within the geographic setting of the Central Business District.
- 6.134. Consider additional height and density along the east side of Quadra Street in order to support the retention, enhancement or creation of arts and culture space within the Quadra Cultural Corridor, considering site context, principles of good urban design, and applicable development permit guidelines. (See also policies for the Residential Mixed Use District, Section 3).



Building height and form should relate to the local context and advance the objectives of the Downtown Core Area Plan.



UPDATED: MAY 9, 2012

heritage

7



INTRODUCTION

Heritage conservation is about retaining places that matter to the community for physical qualities, and in relation to both collective memory and contemporary uses. Its purpose is to retain, protect and improve real property with aesthetic, historic, scientific, cultural, social or spiritual value, and heritage character, as a public benefit.

This Plan seeks to continue to strike a balance between heritage conservation and new development as the Downtown Core Area grows significantly over the next thirty years. Its heritage policies seek to provide guidance that builds on Victoria's achievements in heritage protection, sensitive infill and new additions. The Plan guides changes to the historic environment as a consideration in placemaking at varying scales, from Heritage Conservation Areas, to streetscapes and open spaces, to buildings and sites. Policies also identify incentives and community engagement to help conserve the heritage value of Downtown Core Area Districts.

HERITAGE – DOWNTOWN CORE AREA

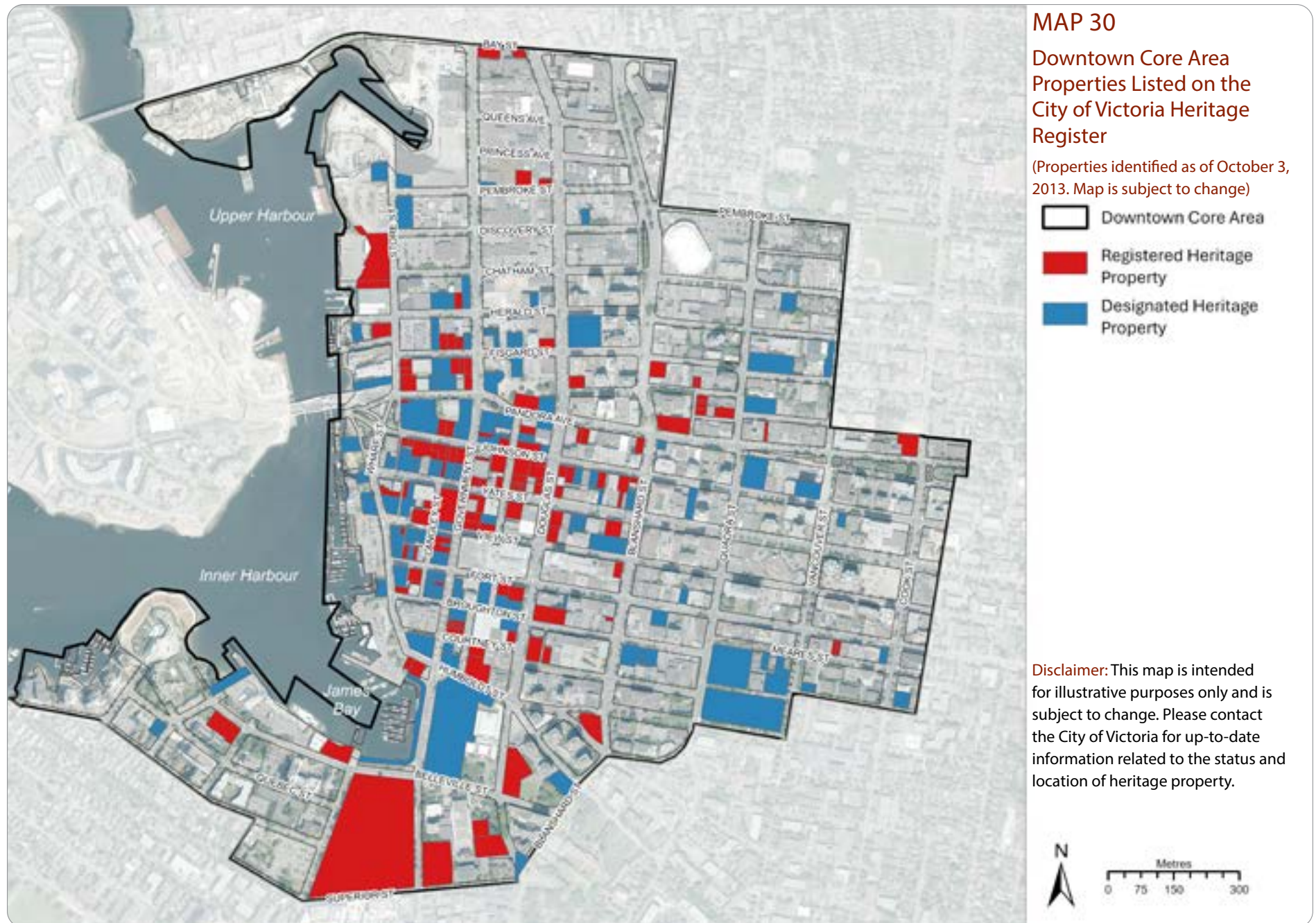
Much of the picturesque quality of Victoria is associated with its conservation areas and landmarks, some of which date from early colonial settlement. Since the 1970s, policies have encouraged new development in the Downtown Core Area through sensitive infill and new additions, while retaining and enhancing the heritage value and unique character of special places, such as Bastion Square, Centennial Square and Chinatown National Historic District.

The Downtown Core Area contains more than 200 heritage properties, including those identified as landmarks in this Plan such as the Provincial Parliament Buildings, Empress Hotel and Canadian Pacific Railway Steamship Terminal (SEE MAP 33). The Historic Commercial District is generally characterized by a “saw tooth” one-to-five storey skyline of Victorian and Edwardian architecture, which partially extends into the Inner Harbour District. Heritage is also a significant element of the character of the Central Business District and Residential Mixed-Use District, where there is a cluster of church spires on and near Quadra Street. The Rock Bay District contains the majority of the last remaining early industrial buildings.

HERITAGE – OBJECTIVES

The heritage policies that are contained in this Plan seek to retain and enhance the presence and heritage value, character of areas, districts, streetscapes, open spaces, buildings, sites and features in the Downtown Core Area. Collectively these policies address the following objectives:

1. Retain, protect and improve real property with aesthetic, historic, scientific, cultural, social or spiritual value and heritage character as a benefit to the public.
2. Development and heritage conservation are balanced through sensitive new infill and property additions that respond to the heritage value and character of Downtown Core Area Districts.
3. Heritage conservation and urban design are integrated in streetscaping and open spaces in beautification, arts and cultural programming and public history initiatives.



4. Properties with heritage value are identified and selected for retention and protection through community engagement.
5. City of Victoria support for the conservation and celebration of properties with heritage value is maintained and enhanced.

AREAS AND DISTRICTS – POLICIES AND ACTIONS

- 7.1. Refer to the applicable design guidelines in rezoning and permit review processes in Development Permit Areas and Heritage Conservation Areas, where these are regulated and controlled within the Downtown Core Area.
- 7.2. Continue to balance the demand for new development and heritage conservation in the Downtown Core Area.
- 7.3. Conserve heritage values of the Downtown Core Area and its character-defining elements, such as individual buildings, collections of buildings, streetscapes, structures and features.
- 7.4. Maintain, develop and enhance urban design guidelines for exterior alterations, new additions and infill development within Heritage Conservation Areas and, where relevant, Development Permit Areas, in the Downtown Core Area.
- 7.5. Produce and update, as required, Statements of Significance for Heritage Conservation Areas within the Downtown Core Area.
- 7.6. Continue to support zoning in the Historic Commercial District and Inner Harbour District that contributes to conservation of heritage values in these areas.
- 7.7. Continue to support the conversion of the upper storeys of heritage-designated property from non-residential uses to residential uses in strategic locations within the Downtown Core Area that serve to support the policies of this Plan.
- 7.8. Continue to support the rehabilitation of heritage-designated property that is non-residential such as office and hotel, in strategic locations within the Downtown Core Area that serve to support the policies of this Plan.
- 7.9. Retain some capacity for small-scale office use in the upper storeys of properties in the Historic Commercial District.
- 7.10. Continue to identify, protect and conserve heritage property and areas in the Residential Mixed-Use District, particularly the landmarks on and near Quadra Street, as identified in this Plan.
- 7.11. Identify, protect and conserve industrial heritage property in the Rock Bay District.

STREETSCAPES AND OPEN SPACE – POLICIES AND ACTIONS

- 7.12. Maintain lower scale building forms along the waterfront adjacent to Store Street, Wharf Street, Government Street and Belleville Street, and in these locations support new development with form and character that enhances the heritage value of the Historic Commercial District.
- 7.13. Maintain and enhance the existing network of through-block walkways in the Historic Commercial District, with special consideration of the heritage value of public and public-private open spaces in the Chinatown National Historic District.
- 7.14. Enhance the place character of Downtown Core Area Districts by celebrating heritage through urban design features such as art, banners, street furniture, lighting and plantings.
- 7.15. Seek opportunities to acknowledge and integrate the culture, values and heritage of First Peoples in design and celebration of public space, particularly in the Historic Commercial District and the Inner Harbour District.
- 7.16. Work with diverse partners on public history projects through improvements on public lands, and private lands, such as plaques, banners, installations and interpretative displays.
- 7.17. Continue to support festivals, celebrations and special events at major open spaces in the Historic Commercial District and Inner Harbour District including Bastion Square, Centennial Square (Spirit Square) and along the waterfront.

BUILDINGS AND SITES – POLICIES AND ACTIONS

- 7.18. Support new development that conserves and enhances the form, character and features of heritage property and areas, where controlled and regulated in the Downtown Core Area.
- 7.19. Give consideration to tools available under legislation to conserve heritage property in the Downtown Core Area, including, but not limited to heritage designation bylaws, heritage register listings, temporary protection, heritage alteration permits, heritage revitalization agreements, design guidelines and protection of views of heritage landmarks from public vantage points as identified in this Plan.
- 7.20. Continue to work with the private sector to identify, protect and conserve property and areas with heritage value in the Downtown Core Area.

- 7.21. Require a Heritage Conservation Plan, as appropriate, and heritage impact assessment, if relevant, where heritage alteration permits, heritage revitalization agreements or rezonings that involve a protected heritage property in the Downtown Core Area.
- 7.22. Encourage new development to avoid the demolition of a protected heritage property, or one or more of its facades, where the exterior alterations are assessed to significantly damage the heritage value of the property or an area, and where facade retention is feasible in conjunction with other policies for Downtown Core Area Districts in this Plan.
- 7.23. Increases to density either through a rezoning application or through the provisions of the density bonus system described in this Plan should not be supported for any parcel or site where a heritage property has been demolished.
- 7.24. Real property that is, or was, subject to a heritage designation bylaw or that is listed on the City of Victoria Heritage Register is ineligible for the density bonus provisions in this Plan.
- 7.25. Accumulate information about seismic conditions of all property with heritage value or character in the Downtown Core Area, particularly the landmarks identified in this Plan, and property in the Historic Commercial District and Inner Harbour District.
- 7.26. Encourage owners of property with heritage value or character in the Downtown Core Area, particularly landmarks or those in the Historic Commercial District and Inner Harbour District, to upgrade the seismic conditions of buildings and structures.
- 7.27. Evaluate the heritage value of public and private property in the Downtown Core Area, and propose new additions to the Heritage Register based on their significance.
- 7.28. Produce and update, as required, Statements of Significance for properties listed on the Heritage Register in the Downtown Core Area.

HERITAGE INCENTIVES – POLICIES AND ACTIONS

- 7.29. Continue and enhance incentives for heritage conservation such as, tax incentives, parking variances and other zoning variances, where broadly consistent with the policies for each District of the Downtown Core Area that are provided in this Plan.
- 7.30. Maintain and develop financial incentives for building rehabilitation, particularly seismic upgrading, for eligible heritage-designated commercial, institutional, industrial and residential property in the Downtown Core Area.
- 7.31. Consider expanding the northern boundary of the eligibility area for heritage tax incentives to include the Rock Bay District, where the building rehabilitation does not involve the conversion of an existing use to a residential use.
- 7.32. Explore the financial impacts and overall feasibility of extending the duration of heritage tax incentives from a maximum of 10 years to a maximum of 15 years.

COMMUNITY ENGAGEMENT – POLICIES AND ACTIONS

- 7.33. Engage the public and private sectors including property owners, businesses, organizations, groups and citizens in the Downtown Core Area in local area plan studies to identify locations, buildings, structures and features with heritage value, and ways to conserve and celebrate them.
- 7.34. Continue to work with the public and private sectors, organizations, groups and citizens to celebrate Victoria's culture and heritage in public realm improvements and festivals and special events, particularly in the Historic Commercial District and Inner Harbour District.
- 7.35. Partner with the Songhees and Esquimalt First Nations to acknowledge and integrate the culture, values and heritage of First Peoples in the Downtown Core Area, particularly in the Historic Commercial District and Inner Harbour District.

energy and environment

8



INTRODUCTION

A critical component of urban planning today is the management of growth and development in a manner that not only maintains and enhances the health of natural ecosystems, but also addresses key issues such as climate change and energy security, and contributes to the overall livability of the urban area. Planning efforts over the past decades have resulted in a Downtown Core Area that is compact, walkable and livable. However, the Downtown Core Area's ability to accommodate further urban intensification and population growth over the next 30 years is dependent on significant improvements to its infrastructure and overall livability, while at the same time ensuring that growth and development are managed carefully to mitigate any potential impact on the area's natural ecosystems and quality of life for residents, visitors and businesses.

ENERGY AND ENVIRONMENT – OBJECTIVES

The energy and environment policies and actions contained in this Plan collectively address the following objectives:

1. That natural systems are preserved and enhanced as the result of more environmentally sustainable land development and redevelopment, building design and transportation practices.
2. That the Rock Bay District is transformed into a key employment centre that serves as a local model for the integration of green infrastructure related to wastewater, storm water, energy generation and transmission, building design and technology.

3. That green spaces and the urban forest serve to improve the overall livability within the Downtown Core Area.

ENERGY AND ENVIRONMENT – POLICIES AND ACTIONS

LAND DEVELOPMENT

- 8.1. Continue to encourage and support higher density development in locations that are within walking distance of frequent and rapid transit corridors within the Downtown Core Area's transit network.
- 8.2. Encourage the remediation of contaminated sites to accommodate new development and to improve on-site environmental conditions overall, where possible.
- 8.3. Encourage design and development practices that optimize energy and water efficiency and reduce greenhouse gas emissions.
- 8.4. Incorporate low impact development standards such as permeable surfaces, in the design of open spaces and building setbacks to reduce storm water flow.
- 8.5. Support adaptation and re-use of existing buildings where they result in improved building performance and support the overall land use and development policies of this Plan.
- 8.6. Encourage building designs that optimize active and passive solar gain.

- 8.7. Encourage the provision and maintenance of on-site facilities for recyclables, organic materials and general waste in new multi residential, commercial and industrial developments.

TRANSPORTATION

- 8.8. Continue to support development and transportation systems that encourage alternate modes of transport.
- 8.9. Employ a range of Transportation Demand Management strategies in the Downtown Core Area.

GREEN SPACES AND URBAN FOREST

- 8.10. Incorporate storm water management and urban forest management considerations into street redesign projects.
- 8.11. Encourage on-site development to increase the provision of green spaces, natural surfaces, trees, plants and streetscaping.
- 8.12. Encourage private and public development to expand and enhance on-site open space and landscaping to address storm water run-off.
- 8.13. Ensure City zoning regulations and design guidelines include landscaping standards that reduce overall water consumption and encourage native plants and trees.
- 8.14. Increase the overall urban tree canopy cover where possible in accordance with the goals, objectives and actions of the City's Parks and Open Spaces Masterplan and the Tree Protection Bylaw.
- 8.15. Encourage projects to incorporate opportunities for urban agriculture.

ENERGY AND EMISSIONS

- 8.16. Explore methods to encourage and facilitate private and public development to include renewable district energy systems able to serve portions of the Downtown Core Area.

WATER

- 8.17. Explore methods to encourage and facilitate the retention and re-use of stormwater on site.

HARBOUR AREA

- 8.18. Explore opportunities in conjunction with waterfront public or private development to restore shoreline ecological conditions and enhance aquatic ecosystems.

community vitality

9



INTRODUCTION

Vitality in an urban setting is usually defined in three ways:

- Social vitality is a city's ability to make the people who live and work there feel like they belong to or are a part of a community or neighbourhood. This sense of belonging influences many aspects of urban life, including crime rates and community safety.
- Economic vitality is a city's ability to attract and retain businesses and the jobs they bring with them.
- Cultural vitality is a city's ability to provide a range of arts and cultural activities that people value and look for opportunities to become involved in, as active participants, viewers or supporters.
- The Downtown Core Area is the economic and cultural heart not just of the City of Victoria, but of the Capital Region as a whole.

It is the Provincial Capital and site of the Legislative Assembly. It houses the headquarters of many provincial ministries, agencies and Crown corporations. It has the region's largest concentration of employment and is a hub of transportation and commerce. It is home to major cultural institutions and entertainment facilities, and is the Region's primary tourist attraction. The Downtown Core Area also offers the greatest range of goods and services in the Region, with a local market of approximately 12,000 people living within one kilometre of City Hall. No other location in Greater Victoria provides more opportunity for face-to-face communication, interaction and exchange.

But despite these strengths, the Downtown Core Area faces a number of challenges. Homelessness, poverty and issues of social disorder have become entrenched in certain parts of the Downtown Core Area and have contributed to a growing sense of insecurity and despair. Affordable housing is limited. The Downtown Core Area's share of the regional office and retail market continues to decline as suburban communities offer more opportunity for their residents to shop and work closer to home. Established bus-based transit is nearing operational capacity in key high-volume corridors, including Douglas Street. Aging infrastructure and public facilities need to be upgraded or replaced to support future population growth, and the Downtown Core Area needs new attractions to enhance its place as a destination for visitors and tourism.

COMMUNITY VITALITY OBJECTIVES

To help ensure the social, economic and cultural vitality of the Downtown Core Area as it grows over the next 30 years, the community vitality policies contained in this Plan attempt to build on the Area's significant strengths and to realize the opportunities new growth and development can offer. Collectively these policies address the following objectives:

1. That a broader range of housing options are developed within the Downtown Core Area to support a more diverse mix of households.
2. That initiatives to decrease homelessness and increase community safety and civility continue to be supported by both public and private initiatives.

3. That ideas for making the Downtown Core Area more attractive for residents, workers and visitors alike are supported through new or improved public amenities and recreational facilities, as well as expanded arts, cultural and learning options.
4. That the Downtown Core Area continues to diversify and strengthen its employment base and its provision of suitable office space.
5. That improved transit options continue to emerge both within the Downtown Core Area and across the Region.

SOCIAL VITALITY POLICIES AND ACTIONS

HOUSING AFFORDABILITY

- 9.1. Support the development of non-market housing as the Downtown Core Area grows, working with provincial, regional, non-profit and industry partners and with targeted investments from the Victoria Housing Trust Fund.
- 9.2. Explore development standards such as reduced parking requirements, to encourage and facilitate the provision of smaller residential dwelling units in the 30 to 40 m² range in multi-residential development.

HOMELESSNESS

- 9.3. Continue to support the work of the Greater Victoria Coalition to End Homelessness.
- 9.4. Continue to work with community partners to secure emergency shelter for homeless people through the Greater Victoria Extreme Weather Protocol.

DIVERSITY AND INCLUSION

- 9.5. Review and amend the Zoning Regulation Bylaw to establish requirements and standards for the provision of indoor and outdoor common areas and recreation space within multi-residential development in addition to the provision of ground-oriented housing such as townhouses at the base level of new higher density multi-residential developments.
- 9.6. Expand the use of heritage revitalization agreements and incentive programs to upgrade and revitalize heritage buildings for market and non-market housing.

SAFETY AND CIVILITY

- 9.7. Establish a coordinated Graffiti Management Program, in partnership with the Victoria Police Department and business and community partners.
- 9.8. Review, update and extend City and partner downtown street-cleaning programs as the Downtown Core Area grows.
- 9.9. Work with the Victoria Police Department and community partners to improve personal safety, security of property and public order within the Downtown Core Area.

PUBLIC SERVICES

- 9.10. Prepare and implement a strategy for the design, location, installation, maintenance and funding for the provision of new or upgraded full service public washrooms and drinking fountains within the Downtown Core Area.

COMMUNITY SERVICES

- 9.11. Work with regional partners and senior levels of government to explore establishing secure funding that will permit social service providers to provide 24-hour service, seven days a week to the street community as appropriate.
- 9.12. Review the need for new community services and facilities on an ongoing basis, as part of the monitoring strategy for the Downtown Core Area Plan.
- 9.13. Engage with community partners to identify methods to encourage and facilitate the provision of childcare facilities within the Downtown Core Area in response to increased demand from the local workforce.

EMERGENCY PREPAREDNESS

- 9.14. Update the City of Victoria Emergency Management Plan to prepare for the challenges of an expanded, higher density Downtown Core Area.
- 9.15. Continue to support the seismic upgrading and rehabilitation of heritage buildings through heritage revitalization incentive programs.
- 9.16. Review and update the Zoning Regulation Bylaw to establish standards for providing on-site emergency preparedness facilities and equipment in new higher density commercial, residential and mixed use buildings.

URBAN ANIMATION

- 9.17. Ensure that the development of outdoor café and dining areas on sidewalks, squares and plazas, are evaluated against all relevant City of Victoria, policies and regulations.
- 9.18. Maintain, review and extend seasonal lighting and decoration programs as appropriate and with partners as opportunities arise.
- 9.19. Support and facilitate the development of a year-round farmers' market within the Downtown Core Area, to animate the public and private realm and support local growers and food processors.
- 9.20. Review and update public space management policies and programs with partners to ensure they are consistent with this Plan.
- 9.21. Review and update management programs and supports for major public open spaces, such as Centennial Square, to ensure appropriate and ongoing year round events and activities.

PUBLIC AMENITIES

- 9.22. New public amenities and public realm improvements within the Downtown Core Area should serve to meet the objectives and policies of this Plan.

RECREATION

- 9.23. Review and update plans for enhancing primary recreation facilities in the Downtown Core Area.
- 9.24. Consider opportunities for providing new recreation facilities and services in the new parks proposed for the Rock Bay District, North Park and/or the eastern part of the Downtown, including appropriately scaled indoor facilities and recreational water access as appropriate.

ENTERTAINMENT AND SPECIAL EVENTS

- 9.25. Establish a management strategy to support and enhance the downtown evening and late night economy that addresses:
 - 9.25.1. Initiatives to maintain downtown as the primary entertainment district for Greater Victoria.
 - 9.25.2. Initiatives to manage and mitigate issues of public disorder.
 - 9.25.3. Locational criteria and development standards for new entertainment-related uses.
 - 9.25.4. Strategies to encourage the provision of a broader range of entertainment venues for varying ages and interests.
 - 9.25.5. Interface conditions and strategies to mitigate conflict between residential development and bars, nightclubs and restaurants.

- 9.26. Continue to support special events, celebrations and festivals at major public open spaces – including Centennial Square, along the Inner Harbour waterfront and in other existing and proposed public open spaces – through programming and by providing on-site infrastructure and equipment.
- 9.27. Work with community partners to investigate the feasibility and need for a permanent and dedicated location for major outdoor events and festivals within the Downtown Core Area.

ECONOMIC VITALITY POLICIES AND ACTIONS

PROVINCIAL CAPITAL

- 9.28. Work with the Province to meet the long-term office space needs of ministries, agencies and Crown corporations, within transit accessible locations, in the expanded Central Business District and in the Inner Harbour District.
- 9.29. Work with the Province, the Provincial Capital Commission and the Greater Victoria Harbour Authority to develop – with an appropriate mix of provincial, civic, community and private development – currently vacant and underdeveloped public lands along the Inner Harbour, in accordance with the policies contained in this Plan.

ACCESS

- 9.30. Work with BC Transit, the Ministry of Transportation, the Capital Regional District and other partners to establish regional rapid transit service between the Downtown Core Area, Saanich and the West Shore, with longer-term potential for rapid transit service to the Peninsula, Swartz Bay and the airport.
- 9.31. Work with BC Transit to implement the Rapid Transit Plan including the establishment of new routes, services, and related infrastructure.
- 9.32. Work with marine air companies and Transport Canada to ensure that efficient and convenient shore side air transport facilities continue to serve the Victoria Harbour Aerodrome, as lands along the Inner Harbour waterfront are redeveloped.
- 9.33. Support the development of a new and improved regional bus terminal in the Downtown Core Area.
- 9.34. Retain rail corridor access to the Downtown Core Area to ensure the long-term potential for commuter and regular inter-city passenger rail service that terminates Downtown.

- 9.35. Work with industry and community partners to develop a seamless network of wireless broadband service throughout the Downtown Core Area.

OFFICE SECTOR

- 9.36. Update the Zoning Regulation Bylaw to expand the capacity of the Downtown Core Area, particularly the Central Business District, to accommodate new office development, consistent with the policies contained in this Plan.

RETAIL TRADE

- 9.37. Update the Zoning Regulation Bylaw to accommodate new residential space – and increase the local consumer base – within the Downtown Core Area, consistent with the policies of this plan.
- 9.38. Work with partners to improve the frequency of public transit and level of service between the Downtown Core Area and potential customers in the rest of the Region.
- 9.39. Continue to work with public and private sector partners to provide a free circulating shuttle transit in the Downtown Core Area.
- 9.40. Participate with the Downtown Victoria Business Association, the Greater Victoria Development Agency and business and community partners to develop and implement a Downtown Retail Strategy.

TOURISM

- 9.41. Design and implement a comprehensive wayfinding system, that uses prominently displayed maps, clear and consistent signage and other mechanisms to make it easy for visitors to find attractions within and adjacent to Downtown.
- 9.42. Continue to update and expand the range of walking tours, including tours using wireless delivery mechanisms.
- 9.43. Work with business, community and agency partners to develop a broader range of attractions in the Downtown Core Area, including those that cater to families with children.
- 9.44. Continue to expand the capacity of the Victoria Conference Centre to attract convention business through ongoing marketing programs and facility improvements.
- 9.45. Ensure that new hotels are located at appropriate and strategic locations where they can serve to support tourism, convention business and retail activities within the Downtown Core Area.

INDUSTRY

- 9.46. Continue to support the working Harbour and marine industrial and transportation uses, consistent with the direction set out in the City of Victoria Harbour Plan.
- 9.47. Plan, develop and implement, as an immediate priority, a local area plan and related strategy to transform the Rock Bay District as a green employment centre.

CULTURAL VITALITY POLICIES AND ACTIONS

ARTS AND CULTURE

- 9.48. Work with community partners to retain and enhance existing cultural facilities, including the Victoria Conservatory of Music, the Greater Victoria Regional Library, the Maritime Museum, the Royal BC Museum and others.
- 9.49. Continue to provide support to community organizations that provide diverse cultural programming in private and institutional facilities, throughout the Downtown Core Area.
- 9.50. Continue to maintain and upgrade the Royal Theatre and the McPherson Playhouse as primary civic performance halls.
- 9.51. Work with the Royal BC Museum to ensure that future expansion plans contribute a signature, architecturally harmonious presence to the Inner Harbour precinct, as well as modernized facilities and enhanced public viewing galleries.
- 9.52. Work with community partners and senior levels of government to explore the feasibility of establishing and accommodating a prominent cultural facility in the Downtown Core Area.

EDUCATION AND LEARNING

- 9.53. Engage with community partners including post-secondary education providers to explore the feasibility of establishing new facilities and uses within the Downtown Core Area that provide a multitude of learning opportunities.
- 9.54. Work with School District 61 to retain existing school facilities and lands in areas immediately adjacent to the Downtown Core Area, and to monitor the need for a new elementary school as the residential population increases.
- 9.55. Work with existing private schools to maintain their presence in the Downtown Core Area.
- 9.56. Work with Greater Victoria Public Library partners to encourage and facilitate the relocation of the Central Library from Broughton Street to a more centralized downtown location.

implementation

10



The Downtown Core Area Plan is of great importance as it provides a framework for guiding growth and development over the next 30 years. The Downtown Core Area Plan therefore requires a detailed implementation and monitoring strategy to move forward on the Plan's vision and objectives.

Once the Plan is approved, the Implementation Strategy/Action Plan will be developed for Council's consideration. It would include components related to:

1. ROCK BAY LOCAL AREA PLAN

- Continue to implement the directions of the Industry, Arts and Innovation District Action Plan to support transforming the Rock Bay District into a key employment centre.

2. REGULATORY AND POLICY AMENDMENTS

- Review the Zoning Regulation Bylaw to update or develop new comprehensive development regulations (zones) to align and facilitate the policies and development concepts described in this Plan.

3. FINANCIAL STRATEGIES

- Develop financial strategies related to the capital planning and operational work programs.
- Identify potential funding sources, financial mechanisms and partnerships to support and implement the Plan's actions

4. COMMUNICATIONS

- Develop a comprehensive communications strategy for introducing the new

Downtown Core Area Plan with the Implementation Strategy/Action Plan to the general public, communities, industry, the business community and other related groups.

5. MONITORING AND REPORTING

- Develop a strategy for tracking and analyzing the overall implementation and success of the Plan.
- Develop a reporting strategy for providing periodic reports to Council – and to the public and other Plan stakeholders – on achievements, progress, emerging issues and development activity.

6. ENGAGEMENT AND MOBILIZATION

- Identify roles and responsibilities for the implementation and advancement of the Downtown Core Area Plan including internal and external stakeholders.

appendix

1

SIDEWALK WIDTH GUIDELINES

The following sidewalk width guidelines are based on accommodating frontage zones, pedestrian through zones, while also supporting a healthy urban forest through the provision of sufficient soil volumes and growing space within sidewalks appropriate to the different street types identified in Map 31. Desired dimensions for overall sidewalk widths and each zone are identified in Table A. Desired sidewalk widths will be achieved where opportunities allow through building siting and, in some cases, curb relocation and with opportunities evaluated and identified on a case-by-case basis.

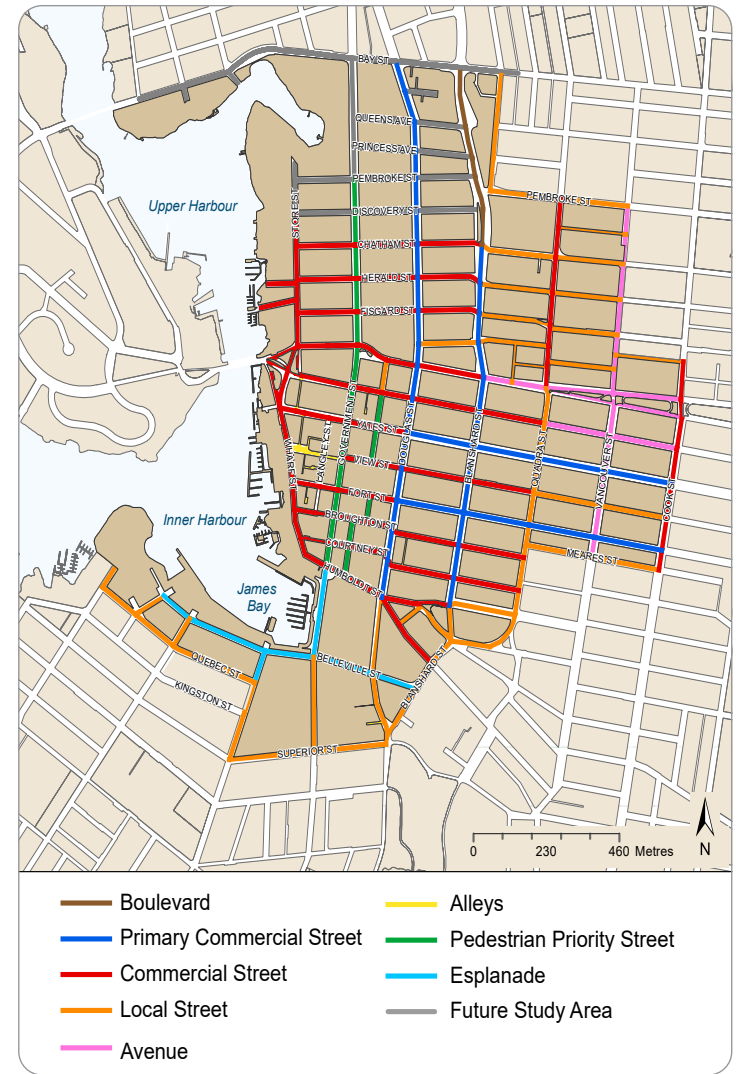
DESIGN GUIDELINES

1. Ensure that any roadway improvements to the public right-of-way or any private development adjacent to public right-of-ways within the Downtown Core Area consider the Public Realm Street Typology illustrated in Map 31 and the related Sidewalk Width Criteria described below in Table A.
2. Recognize that functional requirements, existing street dimensions and physical conditions may constrain achievement of the Sidewalk Width Criteria described in Table A. Improvements should also support the increase, maintenance of a healthy urban forest.



Illustration of sidewalk zones.

Diagram adapted from the British Columbia Active Transportation Design Guide.



Map 31: Public Realm Street Typology

Table A: Sidewalk Width Criteria

Street Type	Total Width ⁽⁵⁾	A. Frontage Zone ⁽³⁾	B. Pedestrian Zone ⁽¹⁾	C. Furnishing Zone ⁽²⁾	
		Desirable Width	Desirable Width	Basic	Enhanced
Primary Commercial Street	4.3 – 8.5m	0.5 – 1.5m	2.0 – 4.0m	1.8m	3.0m
Downtown Commercial Street	4.1 – 6.3m	0.5 – 1.5m	2.0 – 3.0m		
Pedestrian Priority Street ⁽⁴⁾	4.8 – 9.0m	1.0 – 2.0m	2.0 – 4.0m		
Local Street	3.6 – 4.5m	up to 0.5m	1.8 – 2.2m		
Esplanade	3.8 – 7.0m	N/A	2.0 – 4.0m	1.8m	3.0 – 5.0m
Avenues	4.0 – 6.9m	0.5 – 1.5m	2.0 – 2.4m	1.8m	3.0m
Alleys	Minimum 6m mobility zone	N/A	N/A	N/A	N/A
Future Study Area	TBD				

⁽¹⁾ A Pedestrian Zone meeting desired widths is the priority. The next priority is a Furnishing Zone to create space for street trees, a buffer between pedestrians and motor vehicles, and street furnishings.

⁽²⁾ If space for the Furnishing Zone is limited due to existing and non-remediable site constraints, a minimum of 0.5m is to be added to the Pedestrian Zone if it is adjacent to the roadway. A constrained width for the Pedestrian Zone (1.8m for Multi-Family Residential; 2.0m for Commercial) should only be considered when a Furnishing Zone and Frontage Zone meeting objectives are provided.

⁽³⁾ The desired Frontage Zone width responds to adjacent land use, available right-of-way, existing and desired streetwall (building fronts) condition; 1.2 – 1.5m provides space for landscaping and retail signage, whereas greater widths can accommodate outdoor patios. A minimum Frontage Zone width of 0.3m is recommended. Where possible, the Frontage Zone is to be on private property.

⁽⁴⁾ Areas of high pedestrian activity (peak volumes of 400 pedestrians per 15-minute period) as per Table 6.3.1. in the TAC Geometric Design Guide for Canadian Roads.

⁽⁵⁾ Additional space is required for transit shelters and waiting bus patrons along transit routes. A 2.0m offset between trees and the curb edge reduces conflict with busses pulling into passenger loading/unloading areas. On non-transit routes reduced offsets between the tree grate and curb can be considered if existing and non-remediable site constraints exists.



Documents to Rescind as Part of the 10-Year OCP Update

Guidelines to Rescind

It is recommended that the following guidelines be rescinded following adoption of Victoria 2050 (Official Community Plan, 2025) as relevant content is incorporated into the recently updated development permit area and heritage conservation area guidelines in Victoria 2050, or is otherwise out-of-date or inconsistent with current City plans and polices:

- Advisory Design Guidelines for Buildings, Signs and Awnings (1981)
- Bay Site Design Guidelines (2006)
- Capital Park Urban Design Guidelines (2015)
- Cook Street Village Guidelines (2019)
- Crime Prevention Through Environmental Design (2004)
- Design Guidelines for Attached and Semi-Attached Dwellings in the Rockland Neighbourhood (2011).
- Guidelines for Fences Gates and Shutters (2010)
- Heritage Program Sign and Awning Guidelines (1981)
- Humber Green Guidelines (2010)
- Legislative Precinct (Volumes 1,2,&3)
- Missing Middle Design Guidelines (2022)
- Multi-Unit Residential, Commercial and Industrial (2019)
- Neighbourliness Guidelines for Duplexes (1996)
- Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2005)
- Railyards Development Guidelines (2002)
- Revitalization Guidelines for Corridors, Villages and Town Centres (2017)
- Robert Street Heritage Conservation Area Guidelines (2022)
- Roundhouse Guidelines (2008)
- Selkirk Waterfront Urban Design Manual (1993)
- The Garden Suite Policy and Guidelines (2017)
- Urban Design Guidelines, Fairfield Block, Parcels 1 and 2 (2001)
- Work-Live Design and Planning Guidelines (1999)
- Yates Street 700 Block Guidelines for Buildings Canopies, Awnings and Signs (1984)

Plans and Policies to Rescind

It is recommended that the following plans and policies be rescinded following final approval of the *Rezoning and Development Policy, 2025* as relevant content is incorporated into the Policy, or is otherwise out-of-date or inconsistent with current City plans and polices:

Plans to Rescind

- Burnside Gorge Neighborhood Plan (2017)
- Fairfield Neighborhood Plan (2019)

- Fernwood Neighborhood Plan (2022)
- Gonzales Neighborhood Community Plan (2002)
- Hillside Quadra Neighborhood Plan (2022)
- James Bay Neighborhood Plan (1993)
- Jubilee Neighborhood Plan (1996)
- North Park Neighborhood Plan (2022)
- Oaklands Neighborhood Plan (1993)
- Oaklands - Cridge Centre Design Guidelines (2001)
- Oak Bay Avenue Design Guidelines (2001)
- Rockland Neighborhood Plan (1987)
- Victoria West Neighborhood Plan (2018)

Policies to Rescind

- Conversion Guidelines - Transient to Residential Accommodation (2007)
- Density Bonus Policy (2016)
- Inclusionary Housing and Community Amenity Policy (2023)
- Liquor Retail Stores Rezoning Policy (2003)
- Small Lot House Rezoning Policy and Design Guidelines (2002)
- Family Housing Policy (2024)

VICTORIA CITY COUNCIL TO FOLLOW COTW
MEETING OF THURSDAY, APRIL 17, 2025

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

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.