NO. 23-038

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Official Community Plan to:

A. align it with the Victoria Climate Leadership Plan (2018), Go Victoria – Our Mobility Future (2019), the Transgender, Non-Binary and Two Spirit + Inclusion Plan (2019), the Accessibility Framework (2020), Victoria 3.0, and Council's endorsed guidelines and principles for the Equity Framework,
B. achieve Victoria Housing Strategy objectives, and
C. improve interpretation of policies pertaining to land management and development, including through revised formatting, consistent policy language, and updated maps to illustrate the high-level nature of the plan.

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Under its statutory powers, including Divisions 4 and 7 of Part 14 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 "OFFICIAL COMMUNITY PLAN BYLAW, 2012, AMENDMENT BYLAW (NO. 52)".

Definition

2   "OCP Bylaw" means Bylaw No. 12-013, the Official Community Plan Bylaw, 2012.

Amendments

3   The OCP Bylaw is amended in Schedule A, Part 1, Section 1: Plan Overview as follows:

(a) by inserting the following new text box immediately after the heading "Plan Overview" and immediately before the sub-heading "A New Plan for a New Century":

Modernizing the Official Community Plan

In 2023, the Official Community Plan was updated to reflect key citywide policies that had been approved in the decade since the plan was originally adopted. It was also updated to reflect new data, statistics, and lessons learned over years of implementation. While not a comprehensive update, several sections were amended to:

➢ Align with the City's new mobility strategy, climate plan, economic plan, and various other strategies and frameworks approved in that time.

➢ Reflect the City's approved values related to equity, diversity, and inclusion.

➢ Clarify and improve interpretation of policies related to land management.

Per the Adaptive Management framework in Section 22, this plan will continue to be monitored and updated to respond to emerging issues, opportunities and risks.

(b) under the sub-heading "A New Plan for a New Century", by striking out the first paragraph entirely and replacing it with the following:

"The City of Victoria is located in the homelands of the Songhees and Esquimalt people. It is in an area that is well-suited to human settlement with its mild climate, natural beauty and harbour location. The year 2012, when this plan was originally adopted, marked the 150th anniversary of Victoria's incorporation as a city. In that century and a half Victoria grew from a colonial outpost of the British Empire and the Hudson's Bay Company into the capital city of British Columbia, widely recognized for its high quality of life, heritage, physical beauty, character and charm. The early decades of the 21st century in Victoria were marked by challenges, including declaration of a climate emergency, a housing crisis, daylighting of social and cultural inequities, infrastructure deficits and an aging population. This Official Community Plan (OCP), which looks forward to 2041, provides an opportunity to directly address observable challenges and to continue to work towards the City's long-term equity and sustainability goals.";

(c) under the sub-heading "A New Plan for a New Century", in the first sentence of the fourth paragraph, immediately before "development", by inserting "original"; and

(d) under the sub-heading "A New Plan for a New Century", immediately after the last paragraph, by inserting the following as a new paragraph:

"In 2022, this plan was modernized through a series of updates as described at the beginning of this Section.".

4   The OCP Bylaw is further amended in Schedule A, Part 1, Section 2: Purpose, Scope and Linkages, in Figure 2: City of Victoria Plan Linkages as follows:

(a) in the column of the table pertaining to Timeframe, in the row of the table pertaining to Corporate Strategic Plan, by striking out "3" and replacing with "4";

(b) in the column of the table pertaining to Plan Type, by striking out "Master Plans" and replacing with "Master Plans and Strategies"; and

(c) in the column of the table pertaining to Plan Type, by striking out "Strategies and Action Plans" and replacing with "Action Plans and Strategies".

5   The OCP Bylaw is further amended in Schedule A, Part 1, Section 3: Vision, Values and Goals as follows:

(a) under the sub-heading "Overview" as follows:

1. in the first sentence of the first paragraph, by striking out "Over the past 30 years" and replacing with "In recent years and decades";

2. in the second sentence of the first paragraph, by striking out "80,000 in 2011, with most" and replacing with "90,000 in 2021, with much";

3. in the first sentence of the second paragraph, by striking out "Over the next 30 years, Victoria is expected to grow by an additional 20,000 residents through" and replacing with "The City estimates Victoria's population will reach 111,300 by 2041,";

4. in the last sentence of the second paragraph, by striking out "Town Centres and Urban Villages." and replacing with "Town Centres, Urban Villages and diverse housing connected by sustainable mobility options.";

(b) by replacing Figure 3: Thirty Year Growth Management Concept with the new Figure 3: Growth Management Concept attached to this Bylaw in Schedule A;

(c) in Figure 4: Plan Goals by Topic Area as follows:

1. in the row pertaining to Land Management and Development, immediately after Goal C., by inserting a new Goal D. as follows:

"D.   Victoria's land use patterns reinforce values related to equity, diversity and inclusion.";

2. by striking out the entire row of the table pertaining to Transportation and Mobility and replacing with the row shown below;

Transportation and Mobility	A. Victoria's land use patterns reinforce a sustainable local and regional transportation system where the downtown core remains the regional employment centre, new regional growth

	is serviced by transit, and compact, complete neighbourhoods are supported by mobility hubs.
	B. Victorians move safely and efficiently via clean, integrated and convenient networks of roadways, sidewalks, pathways, public transit and bike routes. Networks are inviting, accessible, and supported by an attractive public realm with renewed streetscape assets.
	C. There is an expanded network of transportation services, mobility options, and parking / loading infrastructure to support people with disabilities.
	D. Transportation systems have reduced fossil fuel dependence, produce lower greenhouse gas emissions and air contaminants, and are resilient to climate change impacts.

3. in the row pertaining to Environment, at Goal A., immediately after the word "ecosystems", by inserting "that are prepared for the impacts of climate change";

4. by striking out the entire row of the table pertaining to Climate Change and Energy and replacing with the row shown below;

Climate Change and Energy	A. Victoria and Victorians are resilient to the impacts of climate change.
	B. Victoria relies on 100% renewable energy sources.
	C. All Victorians have equitable access to efficient affordable and renewable energy options.
	D. New and existing buildings are energy efficient and produce few greenhouse gas emissions.
	E. Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants.

5. by striking out the entire row of the table pertaining to Economy and replacing with the row shown below;

| Economy | A. Victoria generates economic growth, through innovation, diverse entrepreneurship and new |

	business formation, and attracts and retains sustainable enterprises well-suited to the region. B. Victoria is a future-ready, globally-fluent influencer and innovator and, produces and attracts talented researchers, incubates innovation, and brings new goods and services to market. C. Victorians have the knowledge and abilities to support a vibrant regional economy and the resilience and capacity to creatively adapt to economic change. D. Victoria is the headquarters of the Provincial Government, a premier tourism destination, and a gateway to Vancouver Island. E. Victoria supports a high quality of life for the local workforce through a broad range of employment opportunities that provide a living wage and through diverse and accessible services, amenities, housing and mobility options. F. Small businesses are resilient and remain the lifeblood of Victoria's economy, where diverse local businesses, including those led by youth, Indigenous residents, and Canadian newcomers have an opportunity to thrive.

6. in the row pertaining to Community Well Being, at Goal F., immediately after "regardless of age,", by inserting "gender,"; and

7. in the row pertaining to Community Well Being, immediately after Goal H., by inserting a new Goal I. as follows:

"I. Victoria continues to advance equity, diversity and inclusion.".

6 The OCP Bylaw is further amended in Schedule A, Part 1, Section 4: Context and Challenges as follows:

(a) under the sub-heading "Overview", by striking out the paragraph entirely and replacing with the following:

"The issues that Victorians face, including the climate emergency, the housing crisis, and demographic shifts, shape this plan's goals, objectives and policies. This section outlines the trends, challenges, and opportunities that effect the plan and specific policy topics, and the public engagement activities that helped to inform the development of this plan.";

(b) under the sub-heading "Population Growth and Change", by striking out the paragraph entirely and replacing with the following:

"Victoria's population is expected to increase to approximately 111,000 by 2041. As shown in Figure 5, most age groups are anticipated to grow as the population increases, but the shares will shift. As the city's population ages, the share of older residents is expected to increase dramatically. Between 2016 and 2041, the share of those age 65 and over is projected to increase from 20% to 30%, while the share of younger residents is expected to decrease. Notably, the only age group projected to see a decline in total numbers is the group aged 25 to 34.";

(c) by replacing Figure 5: Population Projections by Age Group to 2041 with the new Figure 5: Population Projections by Age Group to 2041 attached to this Bylaw in Schedule B;

(d) under the sub-heading "Policy Challenges" as follows:

1. by striking out the sub-section "Land Management and Development" entirely and replacing with the following:

   "Land Management and Development

   As a built out city, new housing needs will be met primarily through higher density forms of development. A diversity of housing forms will be required to support a diverse population. High to medium densities in Victoria's Urban Core, Town Centres and in and near Urban Villages are needed to satisfy widespread demand for housing that is more affordable and suitable to diverse lifestyles, and to support shops, services and amenities within walking distance of households.";

2. in the sub-section "Parks and Recreation", immediately after "New approaches will be needed to", by inserting "be inclusive and";

3. in the sub-section "Infrastructure", immediately after "Town Centres and", by inserting, "in and near";

4. by striking out the sub-section "Climate Change and Energy" entirely and replacing with the following:

   "Climate Change and Energy

   Greenhouse gas emissions in Victoria contribute to global warming impacts. Greenhouse gas emissions must be rapidly and aggressively cut before deadly and costly weather extremes get even worse. In Victoria and cities across the globe, efficient land management and complementary building and mobility policies are needed to support reductions.";

5. by striking out the sub-section "Housing and Homelessness" entirely and replacing with the following:

"Housing and Homelessness

High housing costs, both for rental and ownership, in Victoria make housing affordability a challenge for people of different income levels. A lack of diverse family-oriented housing contributes to the loss of residents aged 25-34. Additional purpose-built rental housing is required to address persistently low rental vacancy rates, and much of the existing supply of rental housing is approaching the end of its lifecycle. Many people in the city and region are experiencing homeless or precariously housed.";

6. by striking out the sub-section "Economy" entirely and replacing with the following:

"Economy

Victoria's economy is shifting, with a growing share of technology sectors, and opportunities to embrace its location through marine innovations and connections to the Asia-Pacific market. However, vital industrial lands are scarce with high rents and low vacancy rates. Meanwhile, other important sectors, like tourism and local businesses are susceptible to shocks and ever-shifting trends.";

7. in the sub-section "Community Well-Being", in the first sentence, immediately before "demographic" by inserting "projected";

8. in the sub-section "Community Well-Being", immediately after the first sentence, by inserting the following new sentence:

"Social and cultural inequities are increasingly daylighted, highlighting the unique needs Victoria's diverse population.";

9. in the sub-section "Community Well-Being", in the last sentence, immediately after "equitable", by inserting ", inclusive";

10. in the sub-section "Arts and Culture", by striking out "currently represent four to six percent of Victoria's economy, and are expected to have modest growth to 2031. The" and replacing with "remain an important part of Victoria's economy and identity but the";

11. in the sub-section "Emergency Management", in the first sentence by striking out "are" and replacing with "have historically been";

(e) under the sub-heading "Engagement in Plan Development" as follows:

1. in the second sentence, by striking out "Plan" and replacing with "plan";

2. in the last sentence, by striking out "homeless" and replacing with "experiencing homelessness"; and,

3. immediately after the first paragraph, by inserting a new paragraph as follows:

    "In 2023 this plan was updated to reflect several other citywide plans and policies that were developed through comprehensive community engagement processes.".

7   The OCP Bylaw is further amended in Schedule A, Part 1, Section 5: Regional Context Statement, in Figure 7: Regional Growth Strategy Consistency, as follows:

(a) by striking out the entire row of the table pertaining to 1. Keep Urban Settlement compact and replacing with the row shown below;

1. Keep Urban Settlement Compact	As the provincial capital, Victoria plays an important role in supporting the RGS target of accommodating 95% of new dwelling units within the regional urban containment policy area by 2038. The OCP identifies a growth management concept for Victoria to 2041 and supporting policies that reinforce Victoria's compact urban form and human-scaled neighbourhoods including a strong downtown-focused Urban Core and a network of Town Centres and Urban Villages that are walkable, transit-focused and supported with mixed-use residential and employment centres (see Figure 3: Growth Management Concept). More specifically, the plan's growth management concept seeks to direct and accommodate 50% of Victoria's population growth within the Urban Core, 40% in Town Centres and Large Urban Villages and 10% within the remainder of the city including small urban villages (see Figure 3: Growth Management Concept). The plan's growth projections also align with overall RGS sub regional population projections for the core. The plan further reinforces the RGS objective of establishing a strong mix of uses focused around the downtown and harbour through specific policies (see 6.29 - 6.29.11) to maintain and implement a detailed local area plan that supports the development of the Downtown Core Area as a prominent centre for business, government, arts and culture on Vancouver Island and ensuring that neighbourhoods include centres of economic activity that serve the needs of residents within walking, wheeling or cycling distance.

(b) in row 2. Protect the Integrity of Rural Communities, in the column pertaining to OCP Policy Response and Reference, by striking out "Thirty Year";

(c) in row 5. Create Safe and Complete Communities, in the column pertaining to OCP Policy Response and Reference, as follows:

1. by striking out "Thirty Year";

2. by striking out "50%" and replacing with "90%";

3. by striking out "one of four frequent transit routes (Douglas Street; Fort/Yates Streets; Hillside Avenue; and Craigflower Road)" and replacing with "frequent transit";

4. by striking out "6.1.7, 6.1.8, 6.1.9 and 6.1.10" and replacing with "6.19 - 6.28";

(d) in row 7. Improve Multi-Modal Connectivity and Mobility, in the column pertaining to OCP Policy Response and Reference, as follows:

1. by striking out "7.16.2, 7.16.7" and replacing with "7.16 - 7.16.8";

2. by striking out "6.10.7" and replacing with "6.29.7";

(e) in row 8. Realize the Region's Economic Potential, in the column pertaining to OCP Policy Response and Reference, as follows:

1. by striking out "14(f)" and replacing with "14(e)";

2. in the last sentence of the first paragraph, by striking out "maintain" and replacing with "maintaining";

3. by striking out "14.5.3" and replacing with "14.5.4";

(f) in row 10. Significantly Reduce Community-Based Greenhouse Gas Emissions, in the column pertaining to OCP Policy Response and Reference, as follows:

1. by striking out "12.4 – 12.4.3" and replacing with "12.7.1 - 12.7.3"; and

2. immediately before "12.9", by inserting "12.7.4 - 12.7.7,".

8 The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 6: Land Management and Development and replacing it with the new Section 6: Land Management attached to this Bylaw in Schedule C.

9 The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 7: Transportation and Mobility and replacing it with the new Section 7: Transportation and Mobility attached to this Bylaw in Schedule D.

10 The OCP Bylaw is further amended in Schedule A, Part 2, Section 8: Placemaking – Urban Design and Heritage, as follows:

(a) under the sub-heading "Overview", in the third paragraph, immediately after "goals of sustainability,", by inserting "equity, diversity and inclusion,";

(b) under the sub-heading "Overview", in the third sentence of the last paragraph, immediately before "people", by inserting "diverse";

(c) at Broad Objective 8(a), immediately after "existing", by inserting "and envisioned";

(d) at Broad Objective 8(f), immediately after "realm", by inserting "that are responsive to Victoria's environmental heritage and the local climate, including projected climate change";

(e) at Broad Objective 8(l), by striking out "cultural" and replacing with "multi-cultural";

(f) at section 8.4, by striking out "Map 8" and replacing with "Map 10";

(g) at section 8.12, immediately after "First Peoples", by inserting "and Victoria's diverse, multi-cultural history";

(h) at section 8.19, by striking out "pedestrian passageways" and replacing with "walkways";

(i) at section 8.22, by striking out "the Walkable Urban Thoroughfare Guidelines in Figure 11" and replacing with "a comfortable and safe pedestrian realm";

(j) at section 8.22.4, immediately after "boulevards", by striking out "and,";

(k) at section 8.22.5, immediately after "refuge", by striking out "." And replacing with "; and,";

(l) immediately after section 8.22.5, by inserting a new 8.22.6 as follows:

"8.22.6   Other features as identified in City regulations and public realm guidance.";

(m) by striking out section 8.23 entirely and replacing with a new section 8.23 as follows:

"8.23   Continue to advance the all ages and abilities cycling network as identified on Map 8, including through the use of separated bike lanes, where appropriate, to contribute to human scale street design by segmenting large expanses of hard surfacing [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].";

(n) at section 8.24, by striking out "Enhance" and replacing with "Continue to enhance";

(o) at section 8.34, by striking out "the walkable urban thoroughfare guidelines in Figure 11";

(p) at section 8.51, by striking out "Map 8" and replacing with "Map 10";

(q) at section 8.58.2, immediately after "rainwater management", by inserting ", considering potential impacts of climate change";

(r) at section 8.59, by striking out "right-of-ways" and replacing with "rights-of-way"; and

(s) at section 8.63, by striking out "right-of-ways" and replacing with "rights-of-way".

11 The OCP Bylaw is further amended in Schedule A, Part 2, Section 9: Parks and Recreation, as follows:

(a) under the sub-heading "Overview", as follows:

1. in the first sentence of the second paragraph, by striking out "Currently, approximately 85% of residents have" and replacing with "When this plan was originally adopted, approximately 85% of residents had";

2. in the last sentence of the second paragraph, by striking out "and aging infrastructure." and replacing with "aging infrastructure, and to be increasingly welcoming and inclusive for Victoria's diverse population.";

3. in the first sentence of the third paragraph, immediately before "the Urban Core", by inserting "and near";

(b) at Broad Objective 9(d), immediately before "facilities", by inserting "inclusive";

(c) at section 9.1, by striking out "in Map 9 through the development of a Parks Master Plan to achieve leisure" and replacing with "on Map 11 through the implementation and monitoring of a Parks Master Plan and supportive parks related policies, strategies, and initiatives to achieve";

(d) at section 9.1.4, immediately after "corridors", by inserting ", taking into consideration the potential impacts of climate change";

(e) at section 9.2.7, immediately after "Jubilee", by inserting ", Hillside-Quadra";

(f) at section 9.2.7, by striking out "Map 9" and replacing with "Map 11";

(g) at section 9.7, by striking out "Plan as shown in Map 6" and replacing with "Network as shown on Map 7";

(h) at section 9.8, immediately after "sequestration,", by inserting "climate resilience,"; and

(i) at section 9.21.4, immediately after "place" by inserting ", including multi-cultural and Indigenous aspects,".

12 The OCP Bylaw is further amended in Schedule A, Part 2, Section 10: Environment, as follows:

(a) at Goal 10(A), immediately after "ecosystems", by inserting "that are prepared for the impacts of climate change";

(b) under the sub-heading "Overview", in the second paragraph, by striking out "is currently well or heavily treed" and replacing with "was considered well or heavily treed when this plan was originally adopted";

(c) at Broad Objective 10(b), by striking out "and restoration" and replacing with ", restoration and resilience";

(d) at section 10.2, by striking out "Map 10" and replacing with "Map 12";

(e) at section 10.6, by striking out "Map 6" and replacing with "Map 7";

(f) at section 10.11, by striking out "of a Climate and Energy Resiliency Plan" and replacing with "and regular review and update of climate related plans, policies and initiatives";

(g) at section 10.14.1, by striking out "Urban Place Guidelines in" and replacing with "Land Management Section of";

(h) at section 10.14.3, immediately after "sequestration,", by inserting "climate adaptation,"; and

(i) at section 10.14.4, by striking out "Urban Place Guidelines in Figure 8 and the Walkable Urban Thoroughfare Guidelines in Figure 11" and replacing with "Land Management and Transportation and Mobility Sections of this plan".

13 The OCP Bylaw is further amended in Schedule A, Part 2, Section 11: Infrastructure, as follows:

(a) under the sub-heading "Overview", in the second paragraph, by striking out "over the next 30 years" and replacing with "in the coming decades";

(b) under the sub-heading "Overview", in the second paragraph, by striking out "approximately 20,000 new residents and 10,000 new jobs" and replacing with "the projected population and employment growth";

(c) under the sub-heading "Overview", in the last paragraph, by striking out "management including landscape design to" and replacing with "management. This approach includes landscape designs that";

(d) under the sub-heading "Overview", in the last paragraph, by striking out "a zero net solid waste community in partnership with the Capital Regional District and the private sector" and replacing with "elimination of waste-related greenhouse gas emissions and almost entirely away from landfilling of waste";

(e) at Broad Objective 11(f), immediately before "reduce", by inserting "significantly";

(f) at Broad Objective 11(f), immediately after "landfill", by inserting "and eliminate waste-related emissions";

(g) at section 11.1, by striking out "in Map 11, Map 12, Map 13 and Map 16" and replacing with "on Map 13, Map 14, Map 15 and Map 18";

(h) at section 11.7, by striking out "functional street classification in Map 4, the greenways network in Map 6, the cycling network in Map 7 and the Walkable Urban Thoroughfare Guidelines in Figure 11" and replacing with "the policies and maps in the Transportation and Mobility Section of this plan and related City policies and subdivision and development regulations";

(i) at section 11.9, by striking out "with a focus on arterials and secondary arterials and other roads in the Urban Core, Town Centres and Urban Villages" and replacing with "and as guided by public realm guidelines, prioritizing the Urban Core, Town Centres and Urban Villages as well as key pedestrian routes such as those identified on Map 7";

(j) at section 11.10.5, by striking out "and,";

(k) at section 11.10.6, immediately after "production", by inserting "; and,";

(l) immediately after section 11.10.6, by inserting a new 11.10.7 as follows:

"11.10.7 Functional urban forest that supports community health and resiliency in the context a changing climate, including increased instances and intensity of heatwaves.";

(m) at section 11.11, immediately after "regulations", by inserting "for a healthy, biodiverse and resilient natural environment";

(n) at section 11.13, by striking out "Map 11" and replacing with "Map 13";

(o) at section 11.14, by striking out "with water conservation building features, and" and replacing with "including, water conservation building features,";

(p) at section 11.18, by striking out "Map 13" and replacing with "Map 15"; and

(q) by striking out section 11.22 entirely and replacing with a new section 11.22, as follows:

"11.22 Work with the Capital Regional District and the private sector to develop and maintain a system that:

11.22.1 Sorts the three streams of solid waste at the unit level, building level and in every neighbourhood including for recyclables, organic material and residual garbage;

11.22.2 Manages organic materials to avoid greenhouse gas emissions; and,

11.22.3 Reduces other greenhouse gas emissions generated through waste management, including transportation and processing.".

14 The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 12: Climate Change and Energy and replacing it with the new Section 12: Climate Change and Energy attached to this Bylaw in Schedule E.

15   The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 13: Housing and Homelessness and replacing it with the new Section 13: Housing and Homelessness attached to this Bylaw in Schedule F.

16   The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 14: Economy and replacing it with the new Section 14: Economy attached to this Bylaw in Schedule G.

17   The OCP Bylaw is further amended in Schedule A, Part 2, by repealing the entire Section 15: Community Well-being and replacing it with the new Section 15: Community Well-being attached to this Bylaw in Schedule H.

18   The OCP Bylaw is further amended in Schedule A, Part 2, Section 16: Arts and Culture, as follows:

    (a) at Goal 16(C), immediately after "ages", by inserting ", lifestyles";

    (b) under the sub-heading "Overview", by striking out the second paragraph entirely and replacing with the following:

    "The idea of the creative city is a common way of connecting cultural policy and community planning. Sustainable cities seek to develop into centres of creativity with thriving professional artists, citizen-led arts and culture initiatives, and significant cultural sectors of the economy. Two and a half percent of Victorians were employed in information and culture industries in 2021, and another three percent had jobs in arts, entertainment and recreation, representing four to six percent of Victoria's economy.";

    (c) under the sub-heading "Overview", in the first sentence of the third paragraph, by striking out "Plan" and replacing with "plan";

    (d) at section 16.1, immediately after "development", by inserting "[SEE ALSO SECTION 14 – ECONOMY]"; and

    (e) at section 16.10, immediately after "development", by inserting ", implementation".

19   The OCP Bylaw is further amended in Schedule A, Part 2, Section 17: Food Systems, as follows:

    (a) under the sub-heading "Overview", by striking out the fourth paragraph entirely and replacing with the following:

    "In 2015, kitchen scraps were banned at the Hartland Landfill reducing the volume of organic material arriving. However, kitchen scraps and other easy-to compost materials still make up the largest share of the regional waste arriving at Hartland - 21% or roughly 75 kilograms per person every year. This and other decomposing organic waste produce approximately 7% of our community's GHG emissions. Reducing and diverting residential kitchen and yard waste is a priority for lowering the city's waste-related GHG emissions, and a way to return nutrients and structural elements to local soils. Finally, Vancouver Island imports

the vast majority of its food, creating additional concerns for the future cost and stability of the food supply in the face of rising energy costs and climate change.";

(b) under the sub-heading "Overview", in the last sentence of the last paragraph, immediately before "recycling", by inserting "reduction,";

(c) at Broad Objective 17(e), immediately before "recovered", by inserting "reduced,";

(d) at section 17.1.3, by striking out "citizens" and replacing with "community members";

(e) at section 17.1.4, by striking out "indigenous and local" and replacing with "local, Indigenous and multi-cultural";

(f) at section 17.10, by striking out "Urban Place Guidelines" and replacing with "Land Management policies";

(g) at section 17.15, by striking out "town centres and large urban villages" and replacing with "Town Centres and Urban Villages";

(h) at section 17.20, immediately after "nutritious", by inserting ", culturally appropriate";

(i) by striking out section 17.26 entirely and replacing with a new section 17.26, as follows:

"17.26   Continue to work with the Capital Regional District, neighbouring municipalities and other partners to:

17.26.1   Improve residential kitchen and yard waste collection and diversion programs, including for multi-family residences;

17.26.2   Foster behaviour change and increase education to reduce food waste from residential and commercial sectors; and,

17.26.3   Deliver a regional, industrial treatment facility for organic waste and identify ways to get more value from organic waste that keep nutrients in the region.

[SEE ALSO SECTION 12 – CLIMATE CHANGE AND ENERGY]";

(j) at section 17.27.2, immediately after "food", by inserting "and yard"; and

(k) at section 17.27.2, by striking out "2041" and replacing with "2030".

20   The OCP Bylaw is further amended in Schedule A, Part 2, Section 18: Emergency Management, as follows:

(a) at section 18.3, by striking out "in Map 16" and replacing with "on Map 18";

(b) by repealing Map 16 Critical Infrastructure Facilities and replacing with Map 18 Critical Infrastructure Facilities attached to this Bylaw in Schedule I;

(c) at section 18.11, by striking out "Map 17" and replacing with "Map 19"; and

(d) by striking out section 18.19 entirely and replacing with a new section 18.19, as follows:

"18.19 Continue to plan for future fire hall and other emergency response facility needs considering anticipated growth, development, and transportation infrastructure plans.".

21   The OCP Bylaw is further amended in Schedule A, Part 3, Section 19: Plan Administration, as follows:

(a) under the sub-heading "Overview", by striking out "over the next thirty years" and replacing with "to 2041";

(b) at section 19.4, by striking out "the Zoning Bylaw" and replacing with "zoning bylaw(s)";

(c) at section 19.5, by striking out "Urban Place Guidelines" and replacing with "Land Management Section";

(d) at section 19.9, by striking out "Consider the creation of a density bonus system as a component of local area plans, that is fair and transparent," and replacing with "Implement and maintain a fair and transparent density bonus policy that is aligned with";

(e) at section 19.10, by striking out "920.01" and replacing with "485";

(f) at section 19.11.1, by striking out "and Urban Villages to accommodate housing and job growth with levels of density" and replacing with "and areas in and near Urban Villages and Transit Priority Corridors to accommodate housing and employment growth with levels of density that support greenhouse gas emission reduction and the potential for";

(g) at section 19.12.1, by striking out "Urban Villages, located along frequent and rapid transit corridors" and replacing with "areas in and near Urban Villages and Transit Priority Corridors"; and

(h) at section 19.14, by striking out "the Zoning Bylaw" and replacing with "zoning bylaw(s)".

22   The OCP Bylaw is further amended in Schedule A, Part 3, Section 20: Local Area Planning, as follows:

(a) under the sub-heading "Overview", in the last paragraph, by striking out "Planning priorities are identified in Map 3 and a" and replacing with "A";

(b) under the sub-heading "Overview", in the last paragraph, by striking out "areas of the City" and replacing with "areas of the city";

(c) at Broad Objective 20(c), by striking out "guidelines" and replacing with "related guidance";

(d) at section 20.3, by striking out "illustrated in Map 3" and replacing with "described in the Land Management Section of this plan";

(e) in Figure 21: Local Area Plans and Initiatives, in the row of the table pertaining to Corridor Plans, in the column of the table pertaining to Purpose in the Context of the OCP, by striking out ",TRANSIT CORRIDOR PLANNING"; and

(f) in Figure 21: Local Area Plans and Initiatives, in the row of the table pertaining to Urban Village Plans / Town Centre Plans, in the column of the table pertaining to Purpose in the Context of the OCP, by striking out ",TOWN CENTRES AND URBAN VILLAGES".

23   The OCP Bylaw is further amended in Schedule A, Part 3, by repealing the entire Section 21: Neighbourhood Directions and replacing it with the new Section 21: Neighbourhood Directions attached to this Bylaw in Schedule J.

24   The OCP Bylaw is further amended in Schedule A, Appendix B: Glossary of Terms, as follows:

(a) immediately after the definition for "Aging in Place", by inserting the following new definition:

"All Ages and Abilities (AAA) Bike Routes: Cycling routes designed to provide an inviting and low stress cycling experience. They can appeal to a broader spectrum of the population, such as children and seniors, by establishing a safer and more comfortable cycling environment. Specific design treatments consider contextual factors such as vehicle speeds and volumes, operational and land use considerations, and other factors to improve rider comfort and safety."

(b) by striking out the definition for "Bicycle Boulevard" entirely;

(c) immediately before the definition for "Boarding House", by inserting the following new definition:

"Blue Economy: A concept recognized by the World Bank as "sustainable use of ocean resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health.";

(d) immediately after the definition for "Collector Road", by inserting the following new definition:

"Commercial Vehicle: Any type of motor vehicle used for transporting goods or paying passengers.";

(e) in the definition for "Commons Garden", by striking out "citizens" and replacing with "community members";

(f) in the definition for "Community Cultural Development", by striking out "citizens" and replacing with "community members";

(g) immediately after the definition for "Community Cultural Development", by inserting the following new definition:

"Community Greenhouse Gas Emissions: The City of Victoria tracks its emissions through the Global Protocol for Community-Scale Greenhouse Gas Emissions inventories (GPC).";

(h) in the definition for "Community Well-Being", by striking out "citizens are met and citizens have" and replacing with "community members are met, and community members have";

(i) in the definition for "Commuter Rail Transit", immediately after "Rail Transit", by inserting "(Passenger Rail)";

(j) immediately after the definition for "Employment Uses", by inserting the following new definition:

"Equity: An evolving understanding of the differing social, political and environmental contexts, past and present, that have shaped power structures and created barriers for individuals and community groups, with the recognition that these diverse contexts may require unique resources for more equal access to opportunity.";

(k) by striking out the definition for "Frequent Transit" entirely and replacing with the following new definition:

"Frequent Transit Network (FTN): A network of transit service that connects medium and high-density land use corridors with convenient and reliable service, and a targeted frequency of 15 minutes or better (7 days a week, between 7am and 10pm) along the corridor. The FTN carries a large share of the transit system's total ridership with the goal for transit patrons to spontaneously travel without having to consult a transit schedule.";

(l) immediately after the definition for "Gateway", by inserting the following new definition:

"Globally-fluent: A report out of The Brookings Institute defines global fluency as "the level of global understanding, competence, practice and reach that a metro area exhibits in an increasingly interconnected economy." In the context of Victoria's economic strategy, increased global fluency may include more local companies reaching a global customer base, or the use of local resources to advance a globally engaged and sustainable local economy.";

(m) in the definition for "Housing Spectrum", by striking out "Spectrum" and replacing with "Continuum";

(n) immediately after the definition for "Indoor Recreation Facility", by inserting the following new definition:

"Industrial Intensification: More efficient or productive use of industrial lands, including through increased intensity of use that may occur through investment in new technology, automation, or logistics improvements, or through increased density on the site through increased floor area, height, or sight coverage.";

(o) immediately after the new definition for "Industrial Intensification", by inserting the following new definition:

"Intersectionality: A research and policy lens that recognizes that people have multiple and diverse identity factors that intersect to shape their perspectives, ideologies and experiences.";

(p) by striking out the definition for "Local Transit" entirely and replacing with the following new definition:

"Local Transit: A network of transit service that connects neighborhoods to local destinations and the Frequent Transit Network. Frequency and vehicle type are selected based on demand and in some cases smaller transit vehicles can be utilized to better match operating conditions on local roads.";

(q) immediately after the definition for "Market Rental", by inserting the following new definition:

"Micromobility: Small, lightweight vehicles that generally operate at lower speeds and may operate as a shared mobility or transit service.";

(r) in the definition for "Mid-block Walkway", by striking out "Walkway" and replacing with "Crossing";

(s) immediately after the definition for "Mixed Use", by inserting the following new definition:

"Mobility Hub: Locations where transportation modes, corridors, and trip generators intersect. Mobility Hubs promote sustainable transportation options and connectivity through efficient, safe, and accessible facilities. Mobility Hubs incorporate both network and local user needs, such as wayfinding, enhanced facilitates for pedestrians, transit, cycling, shared and electric mobility, and other transportation demand management measures.";

(t) immediately after the definition for "Non-Market Rental Housing", by inserting the following new definition:

"Ocean Futures Cluster: A network of existing and future economic activity centred around the ocean and marine-based businesses in the Victoria region, including industry, technology, and education, envisioned to operate through a Blue Economy framework, focused on responsible, sustainable ocean use for economic prosperity.";

(u) in the definition for "Priority Frequent Transit", by striking out "right of way" and replacing with "right-of-way";

(v) immediately after the definition for "Public Vantage Points", by inserting the following new definition:

"RapidBus: A high-capacity transit service that outperforms the personal automobile in speed, comfort, and reliability. RapidBus connects regional nodes like urban centres with frequent, fast, and reliable service, with a targeted minimum frequency of 10 minutes or better. RapidBus is part of the 'Frequent Transit Network' and provides a branded service with transit priority infrastructure, express service (limited stops), and enhanced transit stations.";

(w) in the definition for "Rapid Transit", by striking out "right of way" and replacing with "right-of-way";

(x) in the definition for "Rapid Transit", by striking out "bus rapid transit vehicles" and replacing with "RapidBus";

(y) immediately after the definition for "Shared Accommodation", by inserting the following new definition:

"Shared Mobility: Transportation services and resources that are shared among users, either concurrently or overtime.";

(z) immediately after the definition for "Traffic Calming", by inserting the following new definitions:

"Through-Block Walkways: Publicly accessible pedestrian paths that provide connection through longer city blocks and may include interior courtyards and pedestrian-scaled commercial frontages.

Transit Exchange Study Area: Locations where new and expanded facilities can support public transit services and enhanced transit-oriented development. Areas may include zones for transit layover, electric bus charging, as well as passenger and driver amenities and facilities. Transit Exchanges ensure transit services can grow to meet the needs of the transit network and can also include elements of a Mobility Hub."; and

(aa) immediately after the definition for "Urban Form", by inserting the following new definition:

"Vision Zero: A systems-based model for improved road safety that prioritizes human life over ease of mobility and convenience. Vision Zero acknowledges the importance of safeguarding people with better design and minimized speed to reduce accident frequency and severity.".

25   The OCP Bylaw is further amended by renaming the maps in Schedule A as specified in the table attached to this Bylaw in Schedule K.

26   The OCP Bylaw is further amended by renaming the figures in Schedule A as specified in the table attached to this Bylaw in Schedule L.

27   The OCP Bylaw is further amended in Schedule A by repealing the entire Table of Contents and replacing it with the new Table of Contents attached to this Bylaw in Schedule M.

Commencement

**28**   This Bylaw comes into force upon adoption.

READ A FIRST TIME the	**18th**	day of	**May**	2023
READ A SECOND TIME the	**18th**	day of	**May**	2023
Public hearing held on the	**8th**	day of	**June**	2023
READ A THIRD TIME the	**8th**	day of	**June**	2023
REGIONAL CONTEXT STATEMENT ACCEPTED BY THE CAPITAL REGIONAL DISTRICT BOARD OF DIRECTORS the	**12th**	day of	**June**	2023
ADOPTED on the		day of		2023

CITY CLERK   MAYOR

Schedule A

Figure 3: Growth Management Concept
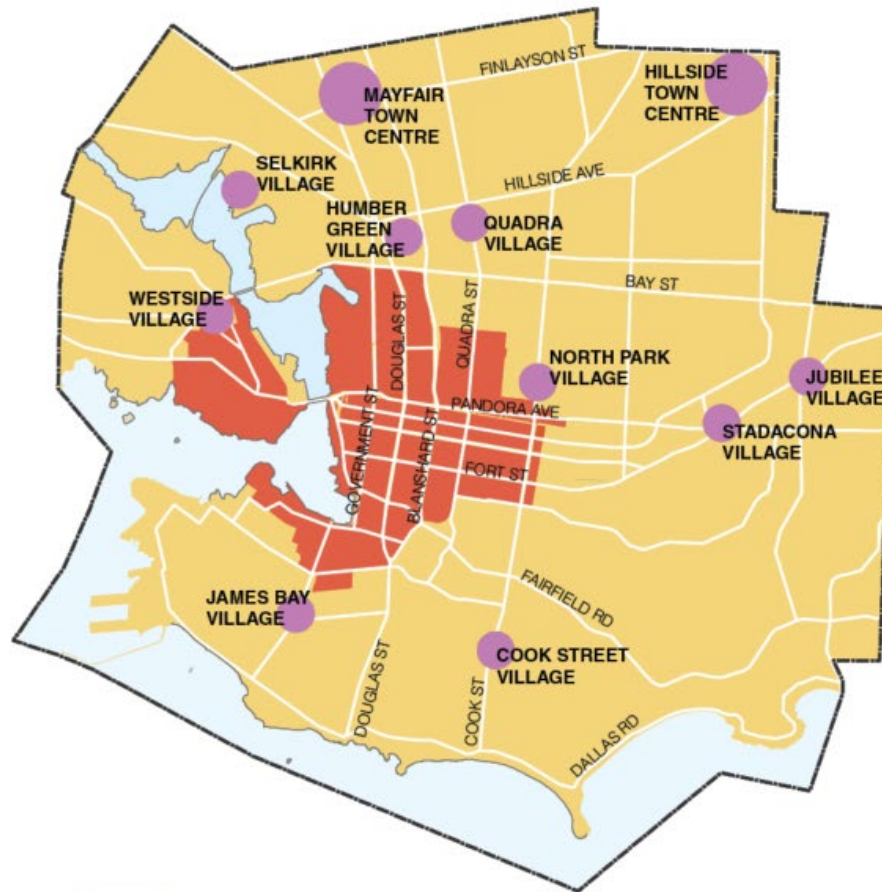
Urban Core

Town Centre / Large Urban Village
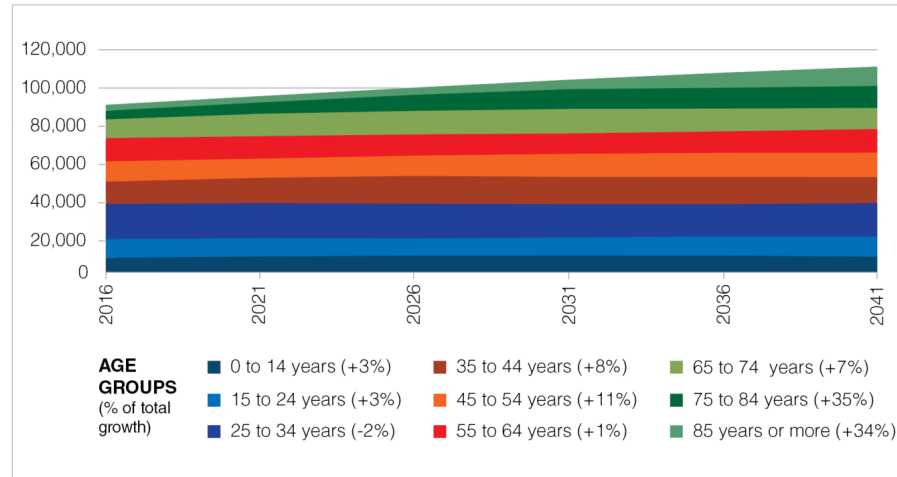
Remainder of City

Urban Core
> 50% of population growth by 2041

Town Centres and Large Urban Villages
(including areas within close walking distance)
> 40% of population growth by 2041

Remainder of City
> 10% of population growth by 2041

Schedule B

Figure 5: Population Projections by Age Group to 2041

Schedule C

Land Management and Development

6

GOALS

> 6 (A). Victoria has compact development patterns that use land efficiently.

> 6 (B). Victoria's bustling downtown and harbour are a prominent centre for business, government, arts and culture on Vancouver Island.

> 6 (C). Neighbourhoods include centres of economic activity that serve the needs of residents within walking, wheeling or cycling distance.

> 6 (D). Victoria's land use patterns reinforce values related to equity, diversity and inclusion.

OVERVIEW

Victoria is a harbour city largely developed before the use of automobiles was commonplace. Many communities that developed after the Second World War, are broadly separated into single use industrial, commercial and residential districts accessed primarily by private automobile. Victoria, on the other hand, exhibits a more complex pattern of uses and building forms with comparatively higher population densities. Victoria's development patterns give the city character and enable people to meet many daily needs close to home.

Many North American cities try to emulate Victoria's walkable urban pattern of a compact downtown, village centres, corner stores, and small apartments in residential areas. This pattern provides opportunities to live close to places of work and supports a more sustainable and livable city.

In today's planning context, management of urban development tends to focus on building coherent, livable places of character, where a mix of uses and activities is the norm, where the goods and services people need are close to home, and where a range of housing choice is broadly available across the city. For Victoria, this means building on the advantages afforded by its traditional urban pattern as the city grows in the future.

In the Capital Region, Victoria occupies the urban centre of the region, where walking, cycling and transit are most viable, where opportunities for face-to-face human interaction and exchange are greatest, and where climate and energy outcomes are best optimized. However, as a built-out city, a key challenge is to balance the accommodation of new development and population and employment growth with other values such as the retention of heritage resources, the provision of open space and the enhancement of the urban forest, all within a limited land base and in a manner that reinforces values of equity, diversity, and inclusion.

PLANNING FOR FUTURE GROWTH

The Capital Regional District (CRD) provides data and growth projections for the region and municipalities. As of 2019, an estimated 93,600 people, or 22.4% of the regional population, resided within Victoria. Projections anticipate regional growth will continue at a rate of about 1% annually. With a growing proportion of

growth anticipated to occur in communities on the West Shore, Victoria's share of the regional population is expected to drop slightly to 21.8% by 2038.

Carrying these projections out to the following Census year, the City estimates Victoria's population will reach 111,300 by 2041. The projected population growth would result in the formation of approximately 11,300 additional households between 2016 and 2041 – this includes people living here today who will come of age and form households, as well as those who move to the city from elsewhere. This plan must provide adequate capacity to accommodate anticipated household growth through the Urban Place Designations that envision future land use. Additional capacity is required to accommodate the estimated latent demand that exists in the housing market today, reflected in trends and indicators like historically low rental vacancy rates and overcrowding in households. The forms of housing that the City chooses to enable and encourage may influence who can and chooses to live in Victoria in the future. For example, family-friendly housing may support more families to stay in the city, while more rental housing can support people with a diversity of jobs and incomes.

Ensuring the city has adequate capacity to meet current and future housing need is crucial for both local and regional livability and sustainability. Aligned with the 30-year Growth Management Framework, this plan seeks to focus anticipated future population and employment growth to support development of a strong downtown core that retains its predominant role in the regional economy, enhance and expand the network of Urban Villages and Town Centres, link thriving employment districts with high capacity and frequent public transit service, enhancing quality of place and housing choice in traditional residential areas. Complementary to the management of land, the plan also seeks to manage the harbour as a strategic resource by strengthening the Working Harbour, enhancing linkages between land and water uses, and improving waterfront access and vitality.

BROAD OBJECTIVES

The land management and development policies of this plan collectively address eight broad objectives:

6 (a) That the housing needed for current and future populations over the timeframe of this plan is accommodated across the city in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas.

6 (b) That new employment growth is focused in the Urban Core, Town Centres, employment districts, and along corridors served by rapid and frequent transit with new office development concentrated downtown.

6 (c) That the Downtown Core Area remains the Capital Region's primary economic, social, arts, cultural, and entertainment centre and where government employment and supporting services are retained and expanded.

6 (d) That Town Centres, Large Urban Villages and employment and Industrial districts develop to densities capable of supporting economically viable renewable district energy systems, community and commercial services and civic amenities appropriate to their different scales and roles in the city.

6 (e) That Rock Bay develops as an area of intensive employment specialized in the incubation, growth and retention of advanced technology and green enterprise, as outlined in related City economic policies and local area plans.

6 (f) That Town Centres and Urban Villages become progressively more complete so that over time residents who are able can reach goods and services to meet daily needs within a 15 minute walk of home.

6 (g) That all city neighbourhoods contain a range of housing types suitable to people with a mix of incomes, living in a variety of household types, throughout their lives.

6 (h) That the Harbour is strengthened as an area of significant economic, transportation, recreational and cultural activity and the Working Harbour and associated marine industries are retained [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY, SECTION 8 – PLACEMAKING, AND SECTION 14 – ECONOMY].

PLACE-BASED LAND USE MANAGEMENT

6.1 Urban place designations are established and identified on Map 2, followed by related policies and general Urban Place Guidance for built form, place character, land use and density characteristics, to represent present and proposed conditions and to support the development of a diversity of places across the city.

6.2 To advance the place-based land use management vision described in policy 6.1, the City's local area plans and land use and development regulations, when updated, will consider the general guidance for form, place character, use and density and may provide finer grained policy and regulatory guidance in response to local context and development opportunity.

6.3 While the Urban Place Designations described in this plan establish a general pattern of land use, zoning bylaws regulate the specific uses and density of development that are permitted to occur on the land.

6.4 Within each designation, there will be a range of uses, densities and built forms that may be proposed or approved. Decisions about the use, density and scale of building for an individual site will be based on site-specific evaluations of proposed developments in relation to the existing and envisioned context of the site, block and local area which may be informed by several factors, including but not limited to:

6.4.1 Consistency of proposal with all relevant policies within the Official Community Plan;

6.4.2 Consistency of proposal with all other relevant city policies and development and design guidance;

6.4.3 Consistency of proposal with all relevant local area plans; and.

6.4.4 Impact on the ability of adjacent sites to realize the envisioned context of the area.

6.5 Place Character Features should inform the character of new development. Character features may be identified and detailed in local area plans, design guidelines or for select designations in policies of this plan. Common Place Character Features are identified in Figure 8.

Figure 8: Common Place Character Features

Areas	Character Features
Most areas	› Regularly spaced boulevard and street tree planting. › Accessible sidewalks.
Primarily residential areas	› Buildings typically oriented to the street with primary doorways that reinforce the sidewalk. › Landscaped setbacks, variable in size. › On-street parking and collective driveway access to underground parking, or rear yard parking in limited instances.
Primarily commercial and mixed use areas	› A continuity of active commercial or community serving uses that reinforce the sidewalk. › Building facades define the street wall at one to three storeys in low to medium density areas and three to five storeys in medium to high density areas, or as otherwise specified in the City's design guidance. › Public squares and open spaces. › Off-street parking underground, at the rear or otherwise screened. › Well-designed through-block walkways and mid-block crossings, especially in higher density areas and larger blocks. › Underground utility lines, especially in higher density areas.
Primarily employment and industrial areas	› Ground-oriented buildings set close to the sidewalk with active uses at grade where appropriate. › Off-street parking to the rear or side-yard, with landscape screening for service and parking areas. › General Employment may include large lots with on-site outdoor circulation, storage, and materials handling space. › General Employment may include institutional and industrial buildings defining open grounds.

GENERAL DEVELOPMENT GUIDANCE

6.6   Parks, schools, public facilities and utilities, public assembly, community services, pathways, open space, urban food production, institutional, and recreational uses are permitted in all designations as determined in accordance with zoning.

6.7   As a fully urbanized city, there are no sand and gravel deposits suitable for future sand and gravel extraction defined in this plan [SEE ALSO SECTION 8 – PLACEMAKING].

6.8   Where a site or area is providing primarily non-market housing, acheiving heritage conservation objectives, or other significant public benefit, development can depart from the guidance established for Urban Place Designations, if the development is consistent with City policies, good urban design principles, and the objectives of this plan, and is responsive to the envisioned context of the surrounding area [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS].

6.9   Site specific development can depart from the guidance established for Urban Place Designations if the development goes through a rezoning, is supported by the local area plan, is consistent with City policies, good urban design principles, and the objectives of this plan, and is responsive to the envisioned context of the surrounding area [SEE ALSO SECTION 20 – LOCAL AREA PLANNING].

6.10   Give consideration to minimum development densities necessary to support renewable technology and district energy systems in development decisions respecting major projects and in local area planning for the Urban Core, Town Centres, Large Urban Villages, and industrial and employment designations.

6.11   Encourage the logical assembly of development sites that enable the best realization of permitted development potential for the area, including creation of suitable space for the envisioned scale of development and ability of neighbouring sites to also develop as envisioned.

6.12   Give consideration to site-specific amendments to this plan that are consistent with the intent of the Urban Place Designations and that further the broad objectives and policies of the plan, as appropriate to the site context.

6.13   All development should adhere to good urban design principles, consistent with the City's design guidance, and should be responsive to the existing and envisioned context of the surrounding area.

6.14   Public benefits, including community amenity contributions may be realized in new development consistent with the City's density bonusing policies and/or local area plans; where applicable, approximate base and max densities are indicated in the Urban Place Designation Guidance [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT AND SECTION 20 – LOCAL AREA PLANNING].

URBAN PLACE DESIGNATIONS

Understanding Urban Place Designations

The general guidance in this section and the associated designations on Map 2 are intended to reflect and support the goals, broad objectives and policies throughout this plan. When used as guidance for land use, policy or regulatory decisions, the plan should be considered in its entirety [SEE ALSO POLICIES 6.3 AND 6.4].

Interpreting Density and Height Guidance in this Plan

Floor Space Ratio (FSR) is provided as a general guide for envisioned density and in some cases building heights are provided to help illustrate the envisioned form and character. As noted in policy 6.3, this section of the plan establishes a general pattern of envisioned land use and guidance for height and density. **Urban Place Designations do not create development regulations, rights, or entitlements**, which are determined by the City's zoning bylaws.

Caution Against Land Speculation

A property may require a zoning bylaw amendment (rezoning) or other City approval to realize the density, height, or use envisioned by the Urban Place Designation. Such approvals are subject to formal processes, and potentially also a Council decision. The City is not obligated to approve any such application, even if it aligns with the Urban Place Designation.

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

The required public process, potential redevelopment constraints, as well as the broader goals and objectives of this plan, should be considered in tandem with the general guidance in this section when contemplating land acquisition or development within Victoria.
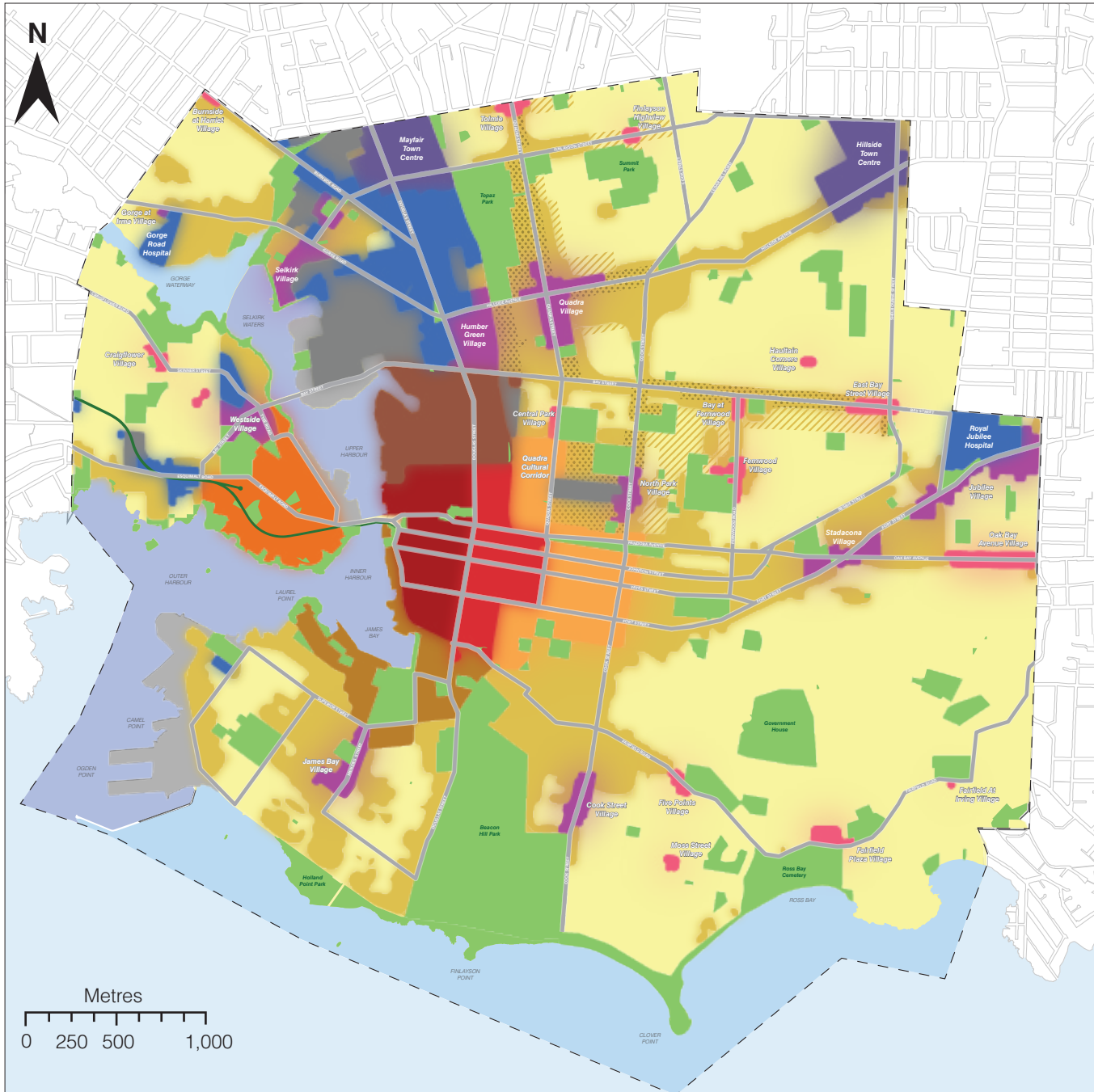
MAP 2
Urban Place Designations

Legend:

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour / Legislative
- Core Songhees
- Core Residential
- General Employment
- Urban Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Housing Opportunity
- Urban Residential
- Mixed Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour
- Marine

Areas adjacent to a different designation should consider transitional scales, which may depart from the guidance in this plan.

Metres

0   250   500   1,000

TRADITIONAL RESIDENTIAL

6.15 **Traditional Residential** consists primarily of residential and accessory uses in a wide range of primarily ground-oriented building forms including single, duplexes, townhouses and row-houses and house conversions. Low-rise multi-unit residential and mixed-use buildings in select locations as described in this plan or other City policy.

Urban Place Designation Guidance
Traditional Residential

A. Built Form

Missing middle housing and other ground-oriented buildings, including attached, duplex, and single detached dwellings. Low-rise multi-unit buildings and freestanding commercial as supported by City policy, including local area plans.

Heights may generally range from two to three storeys, depending on site conditions and the existing and envisioned context of the area and as supported by City policy.

B. Uses

- Residential, including missing middle housing, ground-oriented multi-unit, attached, duplex, and single detached dwelling buildings.

- Accessory residential, such as secondary suites, lock-off suites, and garden suites.

- Low-rise multi-unit residential and mixed-use may be considered in areas that support the growth management concept and mobility objectives in this plan, such as along transit priority corridors, or as otherwise identified in City policy, including local area plans.

- Freestanding commercial at the intersection of major roads, and as identified in City policy including local area plans.

- Home occupations.

C. Density Guidance

Low density residential (approximately 1.1:1 FSR).

Additional density may be considered where appropriate in certain limited areas, as identified in City policy including local area plans.

MIXED RESIDENTIAL AREAS

6.16   **Mixed Residential** consists of multi-unit residential in both ground-oriented and low-rise apartment forms, serving as a transition between Traditional Residential and Urban Residential areas. Mixed Residential areas are envisioned to be diverse in housing type and tenure. Incentives and flexibility in height and density may be considered to encourage tenures beyond market strata. Commercial and mixed use in select locations as described in this plan or other City policy.

Urban Place Designation Guidance
Mixed Residential

A. Built Form

A mix of missing middle housing, ground-oriented and low-rise multi-unit buildings, envisioned to provide a transition between lower and higher residential densities with diverse building forms.

Heights may generally range from three to five storeys, depending on site conditions and the existing and envisioned context of the area.

B. Uses

- Primarily residential and accessory residential.
- Mixed-use residential-commercial, or small scale retail may be considered in areas that support the growth management concept and mobility objectives in this plan, such as along transit priority corridors, or as otherwise identified in City policy, including local area plans.
- Home occupations.

C. Density Guidance

Low to medium density residential (approximately 1.6:1 FSR).

Flexibility in height and density may be considered to encourage diverse housing types and tenures.

URBAN RESIDENTIAL AREAS

6.17 **Urban Residential** consists primarily of multi-unit residential in a wide range of detached and attached building forms, including townhouses and row-houses, low and mid-rise apartments, with a residential character public realm featuring landscaping and street tree planting, and mixed-uses in select locations as described in this plan or other City policy.

Urban Place Designation Guidance
Urban Residential

A. Built Form

Low- and mid-rise multi-unit buildings.

Heights may generally range from three to six storeys depending on site conditions and the existing and envisioned context of the area.

B. Uses

- Primarily residential and accessory residential.

- Mixed-use residential-commercial may be considered in areas that support the growth management concept and mobility objectives in this plan, such as along transit priority corridors, or as otherwise identified in City policy, including local area plans.

- Visitor accommodation in pre-existing locations or as identified in local area plans.

- Home occupations.

C. Density Guidance

Low to medium residential (base of approximately 1.2:1 FSR).

Additional density may be considered in locations that support the growth management concept in this plan, such as in proximity to Urban Villages, Town Centres and Transit Priority Corridors, where public benefit is provided consistent with the objectives of this plan and other City policies, including local area plans (max of approximately 2:1 FSR).

SEE SECTION 3: VISION, VALUES, AND GOALS FOR MORE ABOUT THE GROWTH MANAGEMENT CONCEPT

HOUSING OPPORTUNITY AREAS

6.18 **Housing Opportunity** consists primarily of multi-unit residential in low and mid-rise apartment forms, with a public realm character similar to Urban Residential. At higher densities, Housing Opportunity areas are envisioned to accommodate primarily secured rental housing and provide public benefit, including through amenity contribution and on-site, non-market and affordable rental where possible. Mixed uses in select locations as described in this plan or other City policy.

Urban Place Designation Guidance
Housing Opportunity

A. Built Form

Low- and mid-rise multi-unit buildings.

Heights may generally range from three to six storeys depending on site conditions and the existing and envisioned context of the area.

B. Uses

- Primarily residential and accessory residential.
- Mixed-use residential-commercial may be considered in areas that support the growth management concept and mobility objectives in this plan, such as along transit priority corridors, or as otherwise identified in City policy, including local area plans.
- Home occupations.

C. Density Guidance

Low to medium residential (base of approximately 1.2:1 FSR).

Additional density may be considered where public benefit is provided consistent with the objectives of this plan and other City policies, including local area plans (of approximately 2:1 FSR).

Additional density above 2:1 FSR may be considered for projects where substantial public benefit is provided consistent with the objectives of this plan and other City policies, such as secured rental projects with additional public benefit (max of approximately 2.5:1 FSR).

TOWN CENTRES AND URBAN VILLAGES

A network of **Urban Villages and Town Centres** connected by sustainable transportation options is a foundational part of this plan's growth management concept [SEE ALSO SECTION 3 – VISION, VALUES AND GOALS].

6.19   Town Centres and Urban Villages should progress towards, as a result of new development and local area planning, a complement of community and commercial services and public amenities appropriate to each level of the hierarchy of villages and centres described in the guidelines shown in Figure 9, where each higher level centre includes the services and amenities identified for the prior lower level centre, except as otherwise indicated. It is recognized that different urban villages have different geographic sizes, and the services and amenities that are desired would vary as appropriate to that size.

6.20   Consider expanding or establishing Development Permit Areas and Heritage Conservation Areas in and around Town Centres and Urban Villages to achieve a unique character and sense of place in the design of each centre and village, and a high quality of architecture, landscape and urban design.

6.21   Consider the use of design and traffic calming techniques in Town Centres and Urban Villages to reduce vehicle travel speed, provide safe access and passage for other road users, balance business and residential parking needs, and permit the temporary closure of streets for community activities or special events.

6.22   Consider residential and commercial land forecasts and City priorities when phasing and scoping local area planning for Town Centres and Urban Villages.

6.23   Prepare local area plans for Large and Small Urban Villages consistent with the broad objectives of this plan.

6.24   Consider objective 6 (f) and the guidelines in Figure 9 in any proposals to establish new Town Centres and Urban Villages through local area plans or amendments to this plan, giving further consideration to locations which have, or will have, sufficient residential densities to support the range of services and amenities appropriate to an Urban Village or Town Centre [SEE ALSO SECTION 8 – PLACEMAKING, SECTION 20 – LOCAL AREA PLANNING AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

MAP 3: Urban Village and Town Centre Network
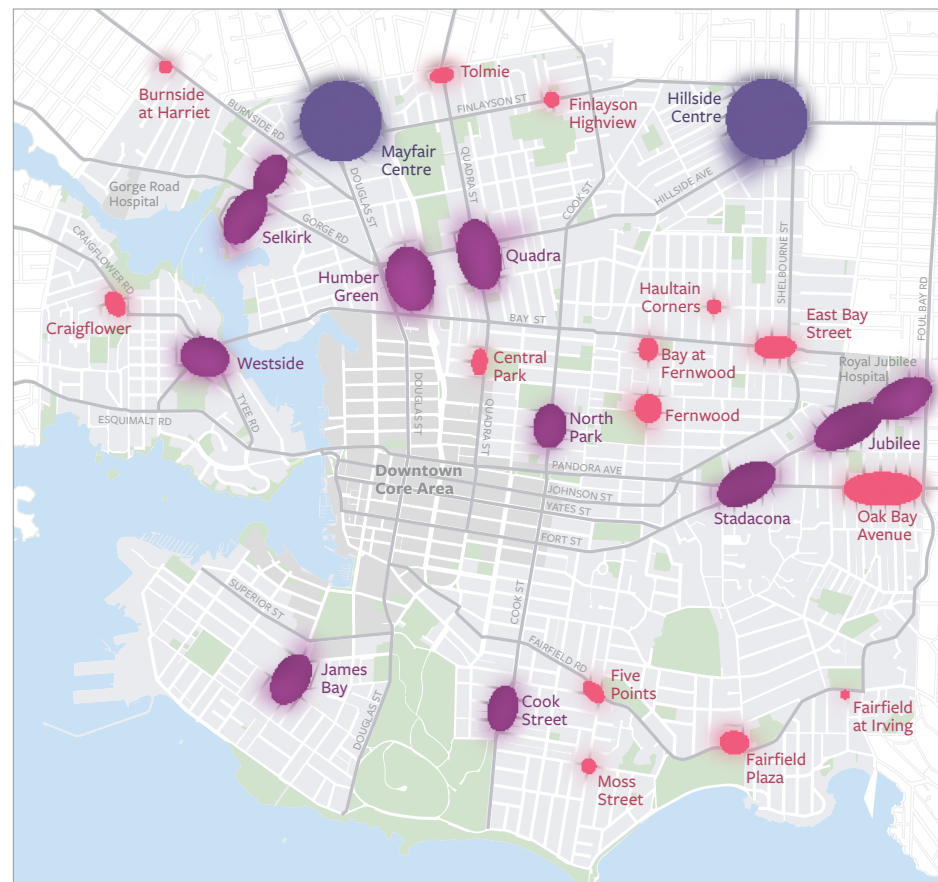
For reference only; please see Map 2.

● Town Centre
● Large Urban Village
● Small Urban Village

Figure 9: Guidelines for Complete Town Centres and Urban Villages

Element	Small Urban Village*	Large Urban Village*	Town Centre
Commercial and Community Services	Café, convenience food and retail. Full service restaurant. Personal services (e.g. hairdresser). Professional services (e.g. lawyer's office). Small scale health care services. Social services. Daycare. Public meeting and gathering space. Community composting and recycling. Public elementary school within 400 metres.	Plus: Small grocery store or equivalent food retail. Liquor store. Financial institution Health care services. (e.g. medical clinic) Full service pub. Farmer's market. Community recreation, education and cultural facilities.	Plus: City-wide destination retail. Large grocery store or equivalent food retail. City-wide recreation, education or cultural facilities.
Parks and Open Space	Public park and playground within 400 metres.	Plus: Public square or green.	Plus: Large formal, central public square with green and paved elements and public art.
Pedestrian and Bicycle Network	Located in area with comfortable, convenient, and accessible connections to pedestrian and cycling networks.	Located in area with comfortable, convenient, and accessible connections to pedestrian and cycling networks.	Located in area with comfortable, convenient, and accessible connections to pedestrian and cycling networks.
Public Transportation	Local transit stop or within 200 metres of a frequent transit stop	Frequent transit stop.	Rapid or frequent transit station.
Conceptual Illustrations	SEE FIGURE 9A	SEE FIGURE 9A	SEE FIGURE 9A

* It is recognized that different urban villages have different geographic sizes, and the services and amenities that are desired would vary as appropriate to that size.

SMALL URBAN VILLAGE

6.25 **Small Urban Village** consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings. They may be a local transit service hub.

Urban Place Designation Guidance
Small Urban Village

A. Built Form

Low-rise multi-unit, mixed use, and freestanding commercial buildings.

Heights may generally range from two to four storeys depending on the existing and envisioned context of the area. Taller buildings are generally envisioned to be located in mixed-use forms in areas that support the growth management concept of this plan, such as along existing or envisioned transit priority corridors.

B. Uses

- Residential and mixed use.

- Commercial.

- Home occupations.

- Live/work.

C. Density Guidance

Low to medium density residential, mixed use, and commercial (base of approximately 1.5:1 FSR).

Additional density may be considered in locations that support the growth management concept in this plan and where public benefit is provided consistent with the objectives of this plan and other City policies, including local area plans (max of approximately 2:1 FSR).

SEE SECTION 3: VISION, VALUES, AND GOALS FOR MORE ABOUT THE GROWTH MANAGEMENT CONCEPT

LARGE URBAN VILLAGES

6.26 **Large Urban Village** consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub.

Urban Place Designation Guidance
Large Urban Village

A. Built Form

Low- and mid-rise multi-unit, mixed use, and freestanding commercial buildings.

Heights may generally range from four to six storeys depending on the existing and envisioned context of the area.

B. Uses

- Residential and mixed use.
- Commercial, including visitor accommodation.
- Live/work.
- Home occupations.

C. Density Guidance

Low to medium density residential, mixed use, and commercial (base of approximately 1.5:1 FSR).

Additional density may be considered where public benefit is provided consistent with the objectives of this plan and other City policies, including local area plans (max of approximately 2.5:1 FSR)

TOWN CENTRES

6.27 **Town Centre** consists of mixed-use, mid-rise building types that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a well-defined public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses and destination retail, serving either as a frequent or rapid transit service hub.

Urban Place Designation Guidance
Town Centre

A. Built Form

Low- and mid-rise multi-unit, mixed use, and freestanding commercial buildings.

Heights may generally range from four to ten storeys, unless otherwise specified and depending on the existing and envisioned context of the area or as guided by local area plans or master plans.

B. Uses

- Residential and mixed use.

- Commercial, including office, destination retail, and visitor accommodation.

- Live/work.

- Home occupations..

C. Density Guidance

Low to high density residential, commercial, and mixed use (base of approximately 1.5:1 FSR).

Additional density may be considered where public benefit is provided consistent with the objectives of this plan and other City policies, including local area plans (max of approximately 3:1 FSR)

URBAN CORE

6.28   **Urban Core** consists of the highest density and greatest mix of uses in the city, including civic and institutional facilities of regional and provincial importance, primary retail, entertainment, office and other commercial uses, high-rise multi-unit residential apartment and office buildings, visitor accommodation and services, and intensive employment, marine-oriented industrial and transportation uses. The Urban Core is served by frequent transit, local circulating transit, and inter-regional rail, air, marine and bus transport. It is characterized by a well-defined public realm with wide sidewalks, public squares and open spaces, regularly spaced tree planting, and buildings set close to the street frontage, where walking, cycling, and public transit are preferred travel modes.

The Urban Core includes six designations:

> Core Business;
> Core Historic;
> Core Inner Harbour/Legislative;
> Core Residential;
> Core Songhees; and,
> Core Employment.

6.29   Maintain and implement a detailed local area plan that supports the development of the Downtown Core Area (generally including those lands east and south of Victoria Harbour with an Urban Core Designation as shown approximately on Map 4) as an economically vital, socially vibrant, and attractive mixed-use urban centre for the Capital Region by:

6.29.1   Providing a framework for land use, building height and density that balances employment and residential development and concentrates higher density along the Douglas Street / Blanshard Street corridor to relieve development pressure within the historic Old Town area, Chinatown and Victoria Harbour;

6.29.2   Maintaining and enhancing the Core Business area as the primary location for offices and other forms of commercial development;

MAP 4: Urban Core
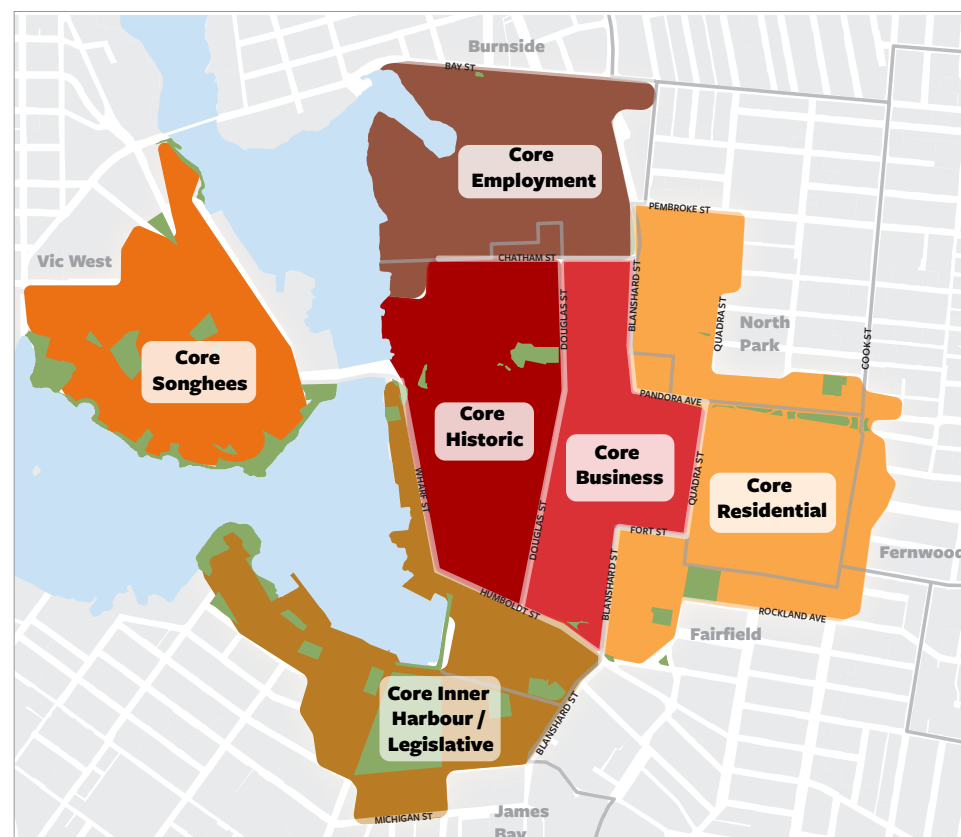
Core Historic
Core Business
Core Employment
Core Inner Harbour / Legislative
Core Songhees
Core Residential

For reference only; please see Map 2.

Core designations are largely within the Downtown Core Area, but may also fall into other neighbourhood or local area plan boundaries.

6.29.3   Providing a density framework that balances the need for increased density in some areas with the need to maintain livable communities through the provision of community amenities and affordable housing;

6.29.4   Enabling and fostering a greater range of housing options throughout the Downtown Core Area, including non-market housing;

6.29.5   Identifying strategies to acquire and develop key public amenities, including urban plazas, park spaces, Government Street Mall extension and the Harbour Pathway;

6.29.6   Introducing additional financial incentives to support and encourage the seismic upgrading of heritage buildings within the Downtown;

6.29.7   Supporting the use of alternative modes of travel through the integration of infrastructure and public realm improvements, and the concentration of higher density, transit-supportive development within walking distance of the Douglas Street corridor;

6.29.8   Strengthening Rock Bay as a key employment centre within an attractive urban setting as guided by the City's economic and local area plans;

6.29.9   Supporting the economic function and role of the Working Harbour, while recognizing opportunities to improve public access to the waterfront as guided by the City's economic and local area plans;

6.29.10   Improving vitality and livability within the Downtown Core Area through initiatives and strategies that guide and 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; and,

6.29.11   Providing a careful transition of use intensity, development density and building height to adjacent areas.

6.30   Maintain density bonus provisions to ensure that as the Downtown Core Area develops, community amenities are secured in the development process through either in-kind or monetary contributions to City funds with a focus on public realm improvements in the Downtown Core Area or the conservation and seismic upgrading of heritage properties, and as otherwise guided by City policy and local area plans for the provision of community amenities and affordable housing [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].

6.31   Continue to secure and develop through-block walkways, plazas, squares and parks, through mechanisms such as dedication at subdivision, rezoning, density bonusing for amenities, and the application of Development Permit and Heritage Conservation Area guidelines, and other available mechanisms.

6.32   Prepare and implement a master plan for an arts and innovation district in the Rock Bay area, guided by the land use policies in this plan, the City's economic plans and policies and local area plans, giving consideration to the guidelines for local area plan development for industrial and employment in policy 20.7 [SEE ALSO SECTION 14 – ECONOMY, SECTION 20 – LOCAL AREA PLANNING].

6.33   Implement local area plans for the Vic West neighbourhood to support the completion of its transition into a mixed-use, urban residential area with a focus on elements of placemaking that support pedestrian activity, public realm animation, and harmonize urban design and economic relationships between the Songhees Peninsula, established areas of the Victoria West neighbourhood and the Downtown Core Area . [SEE ALSO SECTION 20 – LOCAL AREA PLANNING AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

URBAN CORE

Urban Place Designation Guidance
Core Historic

A. Built Form

Mix of historic buildings and compatible forms and materials in new development, with a continuity of commercial uses at grade.

Heights may generally range from one to five storeys, depending on the existing and envisioned context of the area and the ability to retain its historic character.

B. Unique Place Character Features

• Buildings set close to the sidewalk with high sight coverage.

• Historic building forms and materials and compatible new construction.

• Public art and civic buildings sited in prominent locations.

• Comfortable sidewalks with street tree planting in appropriate locations.

• Through-block walkways, mid-block crossings, and formal squares and plazas.

C. Uses

• Residential and mixed-use.

• Continuous commercial at grade, including retail, office, and visitor accommodation.

• Home occupations.

D. Density Guidance

Medium density commercial and mixed use (approximately 3:1 FSR).

Urban Place Designation Guidance
Core Inner Harbour / Legislative

A. Built Form

Mix of building forms suitable to the diverse uses listed below.

Heights may generally range from one to five storeys near the harbour, while taller buildings, ranging to 10 storeys or more, may be realized away from the harbour, depending on the existing and envisioned context of the area and as guided by local area plans.

B. Unique Place Character Features

• Formal arrangement of buildings and their grounds deployed to respect the form and character of signature landmarks, including the Empress Hotel and the Provincial Parliament Buildings.

• Formal public realm comprised of comfortable sidewalks, pedestrian promenades, and regularly spaced street tree planting.

• Formal squares and greens, pathways along the harbour, and prominently placed public art.

• Site of major festivals, celebrations, and special events.

• Active marine transportation including ferry staging and moorage.

C. Uses

• Public institutional and assembly.

• Commercial, including retail, office, and visitor accommodation.

• Marine water and air transportation.

• Recreation and tourism-related uses.

• Residential and mixed-use.

• Home occupations.

D. Density Guidance

A mix of low to high density diverse uses (base of approximately 1:1 FSR).

Additional density may be considered where public benefit is provided and as is otherwise consistent with the objectives of this plan and other City policies, including local area plans. A range of suitable densities may be considered where aligned with the height guidance provided.

URBAN CORE

Urban Place Designation Guidance
Core Residential

A. Built Form

Mix of low-, mid-, and high-rise multi-unit, mixed use, and large floor plate commercial and institutional buildings.

Heights range depending on existing and envisioned context of the area. Generally envisioned to be 4 or 5 storeys at the lowest end and may range from 10 to 20 storeys in select areas as detailed in local area plans. Heights are generally envisioned to be taller in the central area of the Downtown Core and taper outward.

B. Uses

- Residential and mixed-use.
- Commercial, including office and visitor accommodation.
- Institutional and complementary uses.
- Home occupations.

C. Density Guidance

A mix of medium to high density, diverse uses (base of approximately 3:1 FSR unless otherwise noted in this plan or other City plans and policies; commercial space limits may also be noted).

Additional density may be considered where public benefit is provided and as is consistent with the objectives of this plan and other City policies (max of approximately 5.5:1 FSR unless otherwise noted in this plan or other City plans and policies; commercial space limits may also be noted).

As parts of the Core Residential designation serve as a transitional area between the downtown core and other neighbourhoods, and a wide range of heights and densities may be appropriate depending on site and area context, additional guidance may be provided in local area plans and other sections of this plan.

[SEE ALSO SECTION 21 – NEIGHBOURHOOD DIRECTIONS]

Urban Place Designation Guidance
Core Songhees

A. Built Form

A mix of low-, mid-, and high-rise multi-unit, mixed use, and large floor plate commercial, industrial, and institutional buildings.

Heights range depending on existing and envisioned context of the area. Generally envisioned to range from 3 to 8 storeys in most areas, but may range from 10 to 20 storeys or more in select areas as detailed in local area plans. Heights are generally envisioned to be tallest near the centre of the Songhees Peninsula along Esquimalt Road.

B. Uses

- Residential and mixed-use.
- Commercial, including office, retail, and visitor accommodation.
- Institutional.
- Light industrial and complementary uses.
- Home occupations.

C. Density Guidance

A mix of low to high density, diverse uses, depending on location. (approximately 2.5:1 FSR).

Density above existing zoning entitlements or an otherwise identified base may be considered where public benefit is provided and as consistent with the objectives of this plan and other City policies, including local area plans.

URBAN CORE

Urban Place Designation Guidance
Core Employment

A. Built Form

Buildings designed to accommodate and retain light industrial uses on the ground floor and support commercial or light industrial uses above, reflecting the employment character of these areas. Building forms with at-grade retail uses or mixed residential uses above may be considered in select areas as outlined below.

Heights range depending on existing and envisioned context of the area. Generally envisioned to be five storeys west of Douglas Street and may generally range from eight to 15 storeys between Douglas Street and Blanshard Street as detailed in local area plans.

B. Unique Place Character Features

- Large parcels / lots.
- Where appropriate, common courtyard open grounds internal to the site.
- Green infrastructure.

C. Uses

- Mix of predominantly industrial, light industrial, high technology, marine industrial, research and development, commercial, office and complementary retail.
- Residential uses on upper floors in buildings containing light industrial and commercial uses are supported in the half-block on the north side of Chatham Street between Store Street and Government Street.
- Residential mixed-use, work/ live, and commercial, including office, hotels, and other visitor accommodation, located between Douglas Street and Blanshard Street.

D. Density Guidance

Medium to high density industrial, commercial, and mixed-use (approximately 3:1 FSR).

Density above existing zoning entitlements or an otherwise identified base may be considered where public benefit is provided and as consistent with the objectives of this plan and other City policies, including local area plans.

Urban Place Designation Guidance
Core Business

A. Built Form

Commercial, institutional, and mixed-use buildings, with a continuity of commercial uses at grade.

Heights range depending on existing and envisioned context of the site and area. Generally envisioned to range from 10 to 15 stories in most locations, or 24 storeys in select areas with high site coverage, as detailed in local area plans.

B. Uses

- Continuous commercial at grade, including office and retail along with complementary uses including residential, hotels, and other visitor accommodation, with an emphasis on retail and restaurants.
- Civic and public facilities.
- Home occupations.

C. Density Guidance

Medium to high density commercial and mixed-use (approximately 4:1 mixed use FSR, of which approximately 3:1 FSR may be residential).

Additional commercial density may be considered where public benefit is provided consistent with the objectives of this plan and City policies, including but not limited to public amenity contributions, non-market or affordable housing, or heritage conservation (approximately 6:1 mixed use FSR, of which approximately 3:1 FSR may be residential).

GENERAL EMPLOYMENT

6.34 **General Employment** consists of primarily employment-generating uses and accessory mixed-uses including light industrial, commercial, and institutional uses contained within a wide range of low to medium-rise building forms, including those with large floor plates on lots with space suitable for vehicle circulation, shipping and delivery.

In limited locations, as specified in local area plans, generally adjacent to residential areas, upper levels may include residential uses while the lower levels continue to be maintained for employment uses.

Urban Place Designation Guidance
General Employment

A. Built Form

Large floor-plate buildings.

Heights range depending on existing and envisioned context of the area. Generally envisioned to be one to four storeys in most locations and six storeys along certain areas of Douglas Street as detailed in local area plans. In locations where a limited residential component is supported by a local area plan, heights may generally range to five storeys.

Royal Jubilee Hospital, envisioned as a key employment district and transit exchange study area, may accommodate nine or ten storeys in select interior locations.

C. Uses

- Commercial, including office and retail.

- Light industrial.

- Industrial work/live.

- Education, research and development, health services.

- Residential uses supported in limited locations on upper floors, as identified in local area plans.

D. Density Guidance

Low to medium density commercial and industrial (approximately 2:1 FSR).

In limited locations where residential uses are supported, as identified in local area plans, additional density be considered (approximately 2.5:1). In these locations, the share of density allocated to any residential, upper-floor use should be limited (to approximately 1.5:1 FSR) to encourage the long-term retention of employment space.

URBAN INDUSTRIAL

6.35   **Urban Industrial** consists of light industrial areas where a range of manufacturing, processing, warehousing, distribution and repair activities occur. The designation is intended to support the preservation of the city's industrial land supply. Ground floors include spaces appropriate for light to medium industry along with ancillary offices and retail sales. Upper floors may contain a range of light industrial or commercial uses, creating a mix of uses without displacing valuable space for industries.

In limited locations, as specified in local area plans, generally adjacent to residential areas, upper levels may include residential uses while the lower levels continue to maintained for compatible light industrial uses.

Urban Place Designation Guidance
Urban Industrial

A. Built Form

Light industrial or mixed-use buildings designed to support light industrial uses on the ground floor (e.g. with sufficient floor-to-ceiling heights, and loading bays).

Heights may generally range from one to four storeys, depending on the existing and envisioned context of the area and as guided by local area plans. In locations where a limited residential component is supported by a local area plan, heights may range to five storeys.

B. Uses

- Predominantly light industrial uses including manufacturing, processing, warehousing, distribution, and repair, as well as accessory retail or office uses, on the ground floor.

- Commercial (including limited retail) or light industrial uses on upper floors.

- Residential uses supported in limited locations on upper floors, as identified in local area plans.

C. Density Guidance

Low to medium density industrial and limited commercial mixed-use (approximately 2:1 FSR).

Share of density allocated to any non-industrial, upper-floor use should be limited (to approximately 1.5:1 FSR) to encourage the long-term retention of industrial space.

Additional density envisioned in the industrial area of Burnside Gorge west of Bridge Street, as detailed in local area plans (approximately 3:1 FSR).

Additional density may be considered where residential is supported for projects that advance both housing affordability and industrial land objectives on-site and are consistent with the objectives of this plan and other City policies, including local area plans (approximately 2.5:1 FSR).

MARINE INDUSTRIAL, WORKING HARBOUR AND MARINE

Working Harbour, Marine, and Marine Industrial designations reflect the important economic, natural, and social aspects of Victoria's strengths as a harbour-centred city.

6.36   Support marine-related industry, water-borne transport, marine air transportation, and tourism activities in Victoria Harbour by:

6.36.1   Limiting new residential development on lands immediately adjacent to the Upper Harbour south of the Point Ellice Street Bridge and north of Swift Street;

6.36.2   Encouraging a mix of active shoreline uses including public recreation, small craft launching and moorage, marine restaurants, pubs and float homes, in locations that do not conflict with the safe operation of ferries and float planes; and,

6.36.3   Seeking to retain circulation space and limited parking necessary to serve adjacent marine and marine transport uses when considering any proposals to develop the lands adjacent to the Inner Harbour west of Wharf Street.

6.37   Changes to density levels within the Working Harbour designation must be considered through a rezoning process that considers the policies of this plan, relevant context and other relevant plans, policies and design guidelines.

6.38   Maintain and update the Harbour Plan in partnership with the senior levels of government, property owners, including the Greater Victoria Harbour Authority, residents, and business and community partners.

6.39   Seek to protect the biophysical, visual and recreational attributes of the Marine waters of Juan de Fuca Strait east of the Ogden Point Breakwater and the Gorge Waters north of the Selkirk Trestle, as identified on Map 2. [See also Section 10 – ENVIRONMENT].

6.40   **Marine Industrial** consists of marine-dependent uses including shipping, manufacturing, processing, transportation, warehousing, accessory office uses, and other marine industrial uses fronting the Working Harbour.

Urban Place Designation Guidance
Marine Industrial

A. Built Form

Industrial buildings and structures.

Heights may generally range from one to four storeys, depending on the existing and envisioned context of the area and as guided by local area plans.

B. Unique Place Character Features

• Large lots with large structures including on-site circulation, storage, parking, and materials handling and processing.

C. Uses

• Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other marine industrial uses and accessory offices.

D. Density Guidance

Low to medium density industrial, (approximately 3:1 FSR).

MARINE INDUSTRIAL, WORKING HARBOUR AND MARINE

6.41 **Working Harbour** consists of a mixed-use harbour that supports a variety of water-dependent industrial, marine and air transport, commercial, institutional, marine residential and recreational uses.

> Urban Place Designation Guidance
> **Working Harbour**

A. Built Form

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

B. Unique Place Character Features

- Mixed-use harbour environment characterized by marine traffic, marine industry, open water areas, moorage, and water-oriented recreation.

C. Uses

- Marine industrial.

- Water borne and marine air transportation.

- Shipping, cargo handling, port facilities, and navigation structures.

- Marinas and marine commercial services.

- Marine residential.

- Public foreshore areas, moorage, and recreation.

D. Density Guidance

Range of densities determined on a site-specific basis (SEE POLICY 6.39).

6.42 **Marine** consists of sheltered or open marine waters that provide wildlife habitat and support recreational activities and marine transport, moorage, and harvesting except in those waters formally designated by senior government for habitat protection purposes.

> Urban Place Designation Guidance
> **Marine**

A. Built Form

Moorage and navigational structures in open marine waters and public foreshore areas.

B. Uses

- Marine transportation, recreation, moorage, and harvesting.

C. Density Guidance

Not applicable.

PUBLIC AND TRANSPORTATION LANDS

6.43 **Public Facilities, Institutions, Parks and Open Space** consists of public and private open space, recreational facilities, public parks, schools, public and private institutions, and community facilities including government buildings and their grounds.

Urban Place Designation Guidance
Public Facilities, Institutions, Parks and Open Space

A. Built Form

Public buildings and structures prominently sited in landscaped open space and formal grounds.

Heights range depending on existing and envisioned context of the area and as guided by local area plans.

B. Unique Place Character Features

Landmark buildings and open spaces across the city, serving as local, city-wide, regional, or provincial destinations.

C. Uses

- Government office, administration, and ceremonial uses.
- Recreational uses.
- Institutional uses including education, health and research, culture, and assembly.
- Accessory residential uses.
- Accessory commercial services.

D. Density Guidance

Typically low density buildings and structures to support use (approximately 0.5:1 FSR).

Total floor space ratios of a residential component for non-market housing may range up to approximately 2.5:1, as indicated in local area plans.

6.44 **Rail Corridor** consists of linear rights of way exclusively intended for rail-based passenger and freight transport, cycling and pedestrian trails and linear recreation uses, underground or overhead utility lines, and structures and buildings accessory to these uses, including stations and platforms.

Urban Place Designation Guidance
Rail Corridor

A. Built Form

Structures and buildings accessory to primary transportation uses such as switching sheds, bicycle shelters, and transport stations and shelters, generally one storey.

B. Uses

- Rail-based freight and passenger transport and stations.
- Cycling and walking trails.
- Linear recreation uses.
- Open space.
- Utility lines.

C. Density Guidance

Minimal density buildings and structures to support use (approximately 0.1:1 FSR).

LOCAL AREA, CORRIDOR AND MASTER PLANNING

6.45   Give consideration to future employment intensification opportunities at Royal Jubilee Hospital and Gorge Road Hospital through the preparation of site-specific master plans undertaken in partnership with the Health Authority.

6.46   Through the preparation of place-based local area plans, establish detailed policies, regulations, and guidelines for the design and development of transit-oriented Town Centres, Urban Villages and mobility corridors, specifically including:

6.46.1   Mayfair Town Centre, Humber Green Village and areas along and surrounding the Douglas Street Corridor, generally from Caledonia Avenue north to the municipal boundary.

6.46.2   Stadacona Village and Jubilee Village, and areas along and surrounding the Fort Street Corridor from Cook Street to the municipal boundary at Foul Bay Road.

6.46.3   Hillside Town Centre, and areas along and surrounding the Hillside Avenue Corridor, from Blanshard Street to the municipal boundary at North Dairy Road.

[SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].

6.47   Consider residential and commercial land forecasts and City priorities when phasing and scoping local area planning for villages, corridors and employment areas [SEE ALSO SECTION 19 – PLAN ADMINISTRATION, SECTION 20 – LOCAL AREA PLANNING, AND SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

MEASURING PROGRESS

6.48   The following targets should be considered in measuring progress towards the plan's land management and development objectives:

6.48.1   Victoria accommodates a minimum of 20% of the region's cumulative new dwelling units to 2041;

6.48.2   The Urban Core accommodates a minimum of 10% of the region's cumulative new dwelling units to 2041; and,

6.48.3   A minimum 90% of all dwelling units are within 400 metres either of the Urban Core, a Town Centre or an Urban Village by 2041.

Schedule D

Transportation and Mobility

7

GOALS

> 7 (A) Victoria's land use patterns reinforce a sustainable local and regional transportation system where the downtown core remains the regional employment centre, new regional growth is serviced by transit, and compact, complete neighbourhoods are supported by mobility hubs.

> 7 (B) Victorians move safely and efficiently via comfortable, integrated and convenient networks of roadways, sidewalks, pathways, public transit, and bike routes. Networks are inviting, accessible, and supported by an attractive public realm and streetscape.

> 7 (C) Victoria's network of transportation services, mobility options, and parking / loading infrastructure support people with disabilities.

> 7 (D) Transportation systems have reduced fossil fuel dependence, produce lower greenhouse gas emissions and air contaminants, and are resilient to climate change impacts.

OVERVIEW

Land use and transportation are tightly inter-related. Victoria's compact size, relatively high residential and employment density, and fine-grained network of streets not only enables travel on foot, on bicycle and by public transit, but provides the land use framework to further support growth in sustainable, shared, and low-carbon modes of transportation. The close integration of land use and transportation is highlighted by 2021 Census figures, which show that Victoria tops all major cities in Canada, with the highest rate of commuters choosing to bike or walk to work. In 2021, 43% of people commuted by bike, transit or walking and 30% worked from home compared to 49% and 8% in 2016.

By 2041, Victoria's population is anticipated to reach about 111,300. Those 65 and older are expected to make up a larger share of the population in the coming decades (an estimated 30% in 2041, compared to 20% in 2016). This age group is likely to be more dependent upon mobility alternatives and will have diverse needs including parking, loading and shared mobility options. Similarly, young adults and those with children will be seeking affordable transportation options that reduce household expenditures and are convenient and safe to use.

Anticipated employment growth in the Downtown Core Area and employment districts may increase commuter trips from neighbouring jurisdictions. This will add to roadway congestion and transportation-generated greenhouse gas emissions unless significant investments are made into public transit, including the provision of rapid transit and accessible transit service, and the

enhancement of pedestrian and cycling networks. To address these challenges, meet the City's mobility goals, and support the land management and development vision set out in Section 6, this plan seeks to manage transportation infrastructure and networks with new population growth. This chapter focuses on priorities to expand pedestrian, cycling, and shared mobility options, supports electrification and modernization of the transportation network and assets, and physically link Urban Villages, Town Centres, the Urban Core and Employment and Industrial districts with high capacity and accessible public transit service. The focus on walkable centres and corridors, coupled with investments in accessible parking, cycling infrastructure, shared mobility and public transit, directly addresses the City's greenhouse gas reduction targets, supports inclusive environments for people with disabilities, and encourages active transportation.

BROAD OBJECTIVES

The transportation and mobility policies of this plan collectively address seven broad objectives:

7 (a)   That travel modes function effectively together as a system where road rights-of-way are designated, designed and managed to give priority to pedestrians, cyclists, public transit, shared mobility and commercial vehicles over single occupancy vehicles.

7 (b)   That a regionally coordinated Vision Zero program prioritizes human life over ease of mobility and convenience at both the local and regional scale.

7 (c)   That rapid, frequent, and local transit service collectively outperform the automobile's convenience and speed in a more affordable, sustainable and convenient way by connecting neighbourhoods to each other, the Urban Core, Urban Villages, employment areas, regional destinations and points of entry including Victoria International Airport and the BC Ferry terminal at Swartz Bay.

7 (d)   That connected active transportation networks provide safe, convenient, and enjoyable travel options for people of all ages and abilities.

7 (e)   That Victorians have access to low carbon and accessible mobility through road space allocation, incentives, electrification infrastructure, shared mobility services, and transportation demand management initiatives.

7 (f)   That curb space is valued and managed to ensure the highest and best use through parking and loading zone changes, re-allocation, configuration, pricing, and other incentives.

7 (g)   That travel is made safe with asset renewal and replacement and made seamless through the integration and management of data and technology.

TRAVEL MODE PRIORITY

7.1   Use the Hierarchy of Transportation and Mobility Priorities illustrated in Figure 10, as the conceptual framework for transportation planning where pedestrians, cyclists and micromobility, public transit, shared vehicles, commercial vehicles, and single occupancy vehicles are ranked in descending order of priority. People with disabilities who use mobility devices or private automobiles are included as pedestrians.

Figure 10: Hierarchy of Transportation and Mobility Priorities

PEDESTRIANS

CYCLING & MICROMOBILITY

PUBLIC TRANSIT

SHARED VEHICLES

COMMERCIAL VEHICLES

SINGLE OCCUPANCY VEHICLES
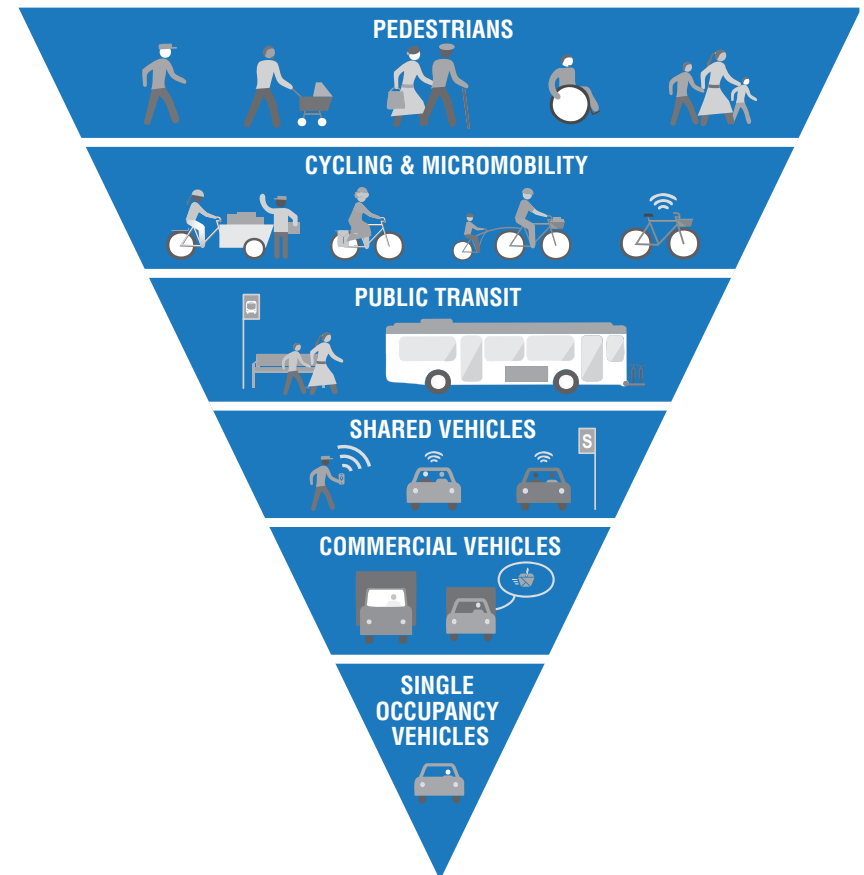
MOBILITY CORRIDOR MANAGEMENT

7.2 Manage the network of major roads (arterial and collector) and local roads identified on Map 5, in a manner that responds to diverse travel needs (personal travel, goods and service delivery, emergency response) and prioritizes right-of-way according to Figure 10 over increases in road capacity for general purpose automobile traffic.

7.3 Subject to specific regulations identified in the Street and Traffic Bylaw, truck traffic is facilitated on designated truck routes.

7.4 Support economic activity in commercial, employment and industrial areas through managing road space, circulation, parking, and curb use regulations to enable efficient goods movement and access for people with disabilities.

7.5 Manage traffic in the Urban Core by:

7.5.1 Using technology and innovative traffic management methods to manage congestion;

7.5.2 Limiting the further extension of one-way streets except where required to enable the extension of the Government Street Mall and facilitate transit, cycling and pedestrian modes; and,

7.5.3 Prioritizing transit, cycling, and pedestrians by allocating curb space according to mobility values identified in the City's transportation plans and policies, and by enhancing the public realm to be safe, comfortable, and accessible.

7.6 Streets and the designated Rail Corridor on Map 5 are primarily intended to provide an integrated network of mobility infrastructure for walking, cycling, public and private transit, goods movement, emergency access and general purpose automobile traffic and their associated facilities, structures and navigational aids.

7.7 Update the City's regulations, standards and guidance to support safe, comfortable, and high-quality streetscapes and an enjoyable public realm, including by:

7.7.1 Preparing and maintaining standards and guidance for the public realm in Urban Villages and Town Centres, and for streetscapes in the Downtown Core Area.

7.7.2 Seeking to review and update the Subdivision and Development Servicing Bylaw to support increased accessibility, safety, and comfort for all road users.

7.8 Coordinate public and private sector improvements to streets, pedestrian and cycling networks and transit facilities through improvements to facilities consistent with established City standards. Seek the acquisition of rights-of-way or easements consistent with established City standards through the rezoning and development permit process, where acquisition will further plan objectives.

7.9 No new major roads are anticipated, however, through future planning processes, roads along transit corridors or within and linking Town Centres, Urban Villages, Industrial and Employment areas and the Urban Core may transition to prioritize different modes of transportation and improve the pedestrian experience.

Figure 11: Aligning Mobility Networks and Land Use

Beyond Functional Street Classifications	Modes, Nodes, and Objectives
Functional Street Classification Streets across Canada are commonly classified according to the Transportation Association of Canada's (TAC) functional classification system of arterial, collector, and local streets. The intended purpose of the system is to define a street's role in moving cars within a larger network. Classifications in Victoria are provided on Map 5 and are also referenced in development servicing standards for typical right-of-way widths, policy regulating uses within the public realm, and policy to determine suitable driveway crossing locations. **A Complete Streets Approach** Victoria's approach to road classification focuses more comprehensively on mobility. While the movement of motor vehicles is an important component, we also measure and evaluate networks for efficiency, connectivity and comfort for those walking, cycling and taking transit. Alongside truck routes and emergency routes, the City integrates modal priorities into right-of-way allocation to help achieve the safe and efficient movement of people and goods throughout the city. Streets not only move people, but they are also public gathering spaces, contributing to the character, quality of life, economic activity, and tree canopy of a city. Understanding the local and regional nodes along streets provides further clarity on the function of the street and where public realm and mobility enhancements can be made to support public use, activity and enjoyment.	**Functional street classifications (Map 5) define typical right-of-way widths** › Accommodate generous and accessible pedestrian facilities with boulevards which support large canopy trees on all streets. › Seek right-of-way in redevelopment to advance public realm objectives including accessibility, sustainable mobility, and urban forestry. **Modal networks refine right-of-way allocation based on priority** Transit Priority Network (Map 6) › Improve transit shelters, benches and signage. › On RapidBus and Frequent Transit corridors, consider transit signal prioritization, queue jumps, in-lane boarding and transit lanes. › Prioritize pedestrian accessibility and comfort to and from transit stops. Greenways Network (Map 7) › Enhance active transportation, placemaking, urban forestry and other environmental features. › Consider shared street design approaches on Greenways with little to no through-traffic and constrained rights-of-way. All Ages and Abilities Cycling Network (Map 8) › Improve cycling facilities to provide a greater degree of safety and comfort suitable for people of all ages and abilities. Truck and Emergency routes (Map 9) › Improve response times, use signal pre-emption for emergency vehicles. › Ensure truck turning movements can be made without compromising pedestrian safety and accessibility. **Nodes outline local public realm objectives** Local and regional nodes are identified on Map 2 (Urban Village, Town Centre, and Core Areas) and Map 11 (Parks and Open Spaces, Schools, and Community, Senior, and Recreation Facilities) › Consider on-street parking (accessible, metered or time-limited) where space allows. › Consider mid-block crossings, greater sidewalk widths and enhanced public realm. › Consider traffic calming elements appropriate to the street, modes and land use.
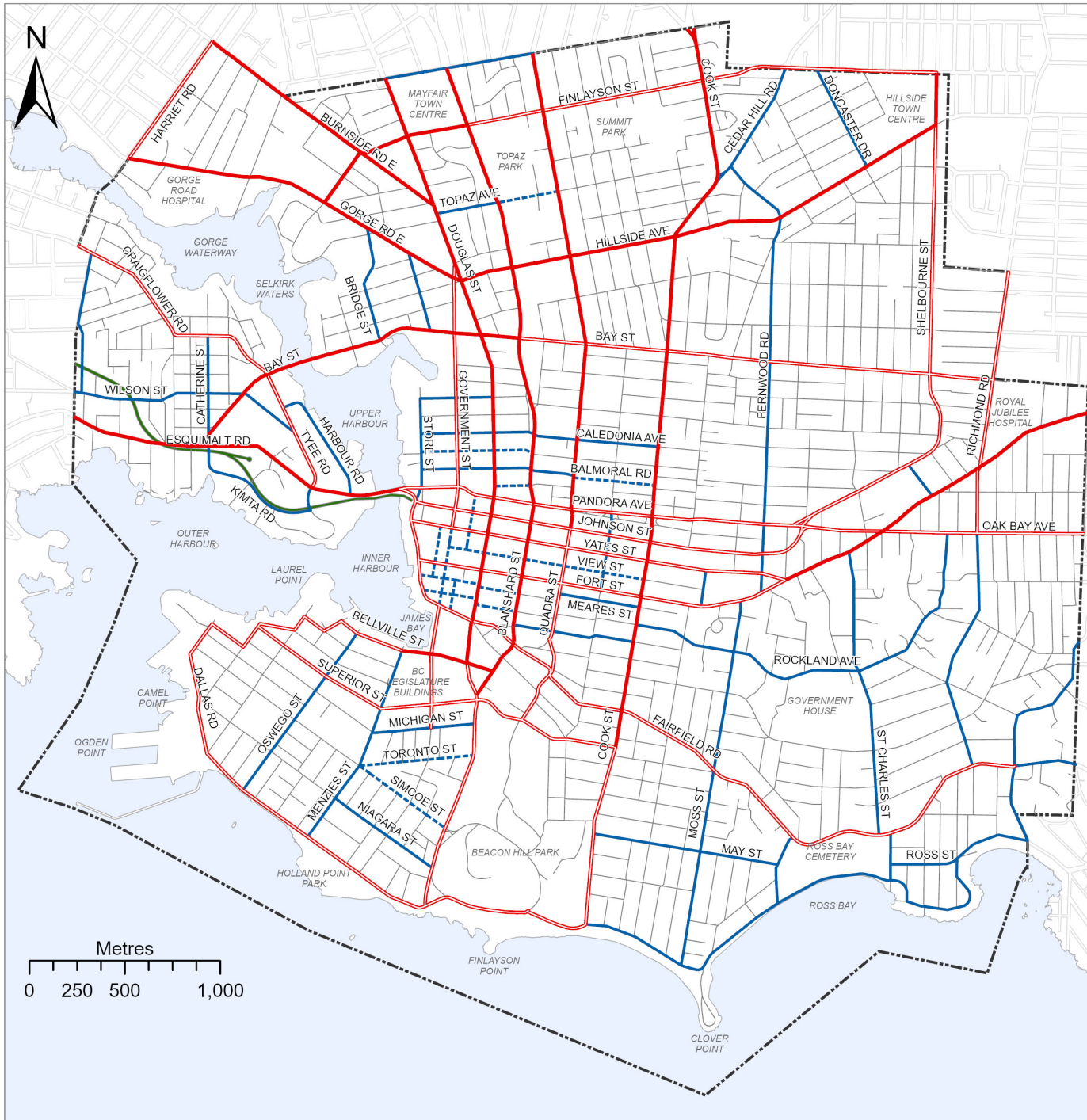
MAP 5

Functional Street Classification

Legend:
- ▬▬ Arterial
- ▭▭ Secondary Arterial
- ▬▬ Collector
- ▬ ▬ Secondary Collector
- ▬▬ Local
- ▬▬ Rail Corridor

PARKING MANAGEMENT

7.10   Maintain and implement a Parking Strategy to manage parking in Urban Villages, Town Centres, and the Downtown Core Area to give priority to short-term parking and loading on-street and in City-operated parking facilities, and improve effective use of curbside resources resources by seeking to:

7.10.1   Provide excellence in customer service;

7.10.2   Position villages, centres, and downtown as destinations of choice;

7.10.3   Support businesses and improve vitality through parking and loading strategies that encourage customer turnover in busy areas, including Urban Villages, Town Centres, and the Downtown Core, while providing opportunities for longer stays in other locations;

7.10.4   Promote a safe and inviting parking environment including the provision of accessible parking, shared mobility parking, bicycle and electric vehicle charging on corridors and at key destinations;

7.10.5   Integrate public short-term parking as a component of parking provided for multi-unit commercial mixed-use buildings, where appropriate;

7.10.6   Deploy technologies to maximize efficiency of parking supply and make it more user friendly and accessible for people with disabilities; and,

7.10.7   Ensure that the parking system is financially self-sustaining through a cost-recovery model.

7.11   Employ a broad range of parking management solutions to ensure a high level of curb productivity with regular turn-over. This can include time-limited, metered, electrified, shared parking, flexible parking, and loading zones along with the overall allocation of curb space according to our functional priorities.

7.12   Consider further updates to zoning bylaws to modernize parking requirements through:

7.12.1   Parking reductions based on geographic location, residential tenure, transit accessibility, and other factors that support sustainable mode choice or lower parking demand;

7.12.2   Parking reductions through the provision of transportation demand management programs, including car-share, accessible car share, enhanced bicycle parking facilities, end-of-trip shower and locker facilities, transit pass subsidies, and other measures that lower parking demand;

7.12.3   The provision of charging stations for electric cars, electric scooters, and bicycles in new multi-unit residential, commercial, office, and mixed use development; and,

7.12.4   Providing the opportunity for payments in lieu of parking provision including to an alternative transportation investment fund established by the City.

7.13   Provide real-time and improved user information on parking options, including identifying accessible parking, passenger/commercial loading zones, residential parking, bicycle parking.

PUBLIC TRANSIT

7.14   Support the implementation of BC Transit's regional transportation plans and strategies and the desired rapid and frequent transit services envisioned on Map 6, by:

7.14.1   Encouraging growth to concentrate in and near the Urban Core, Large Urban Villages, Town Centres and Employment areas along current and desired rapid and frequent transit corridors;

7.14.2   Investing in public transit stations, shelters and passenger waiting area amenities while seeking further enhancements to transit shelters and stations through redevelopment processes;

7.14.3   Participating with BC Transit, the Province of BC, and the District of Saanich in the planning, design and operation of Rapid Bus on Douglas Street, including assessment and upgrading of station locations, transit priority technologies, dedicated bus lanes, and transit supportive land use with consideration of future rail;

7.14.4   Working in partnership with BC Transit and neighbouring municipalities to manage traffic on rapid and frequent transit corridors to give public transit priority over general purpose traffic;

7.14.5   Participating with BC Transit, the Township of Esquimalt, the District of Saanich and the District of Oak Bay in implementing rapid and frequent transit priority along routes identified on Map 6, connecting major destinations including Canadian Forces Base Esquimalt, the Downtown Core Area, Royal Jubilee Hospital, Camosun College, and the University of Victoria;

7.14.6   Collaborating with BC Transit to introduce innovations in transit such as on-demand programs, flexible service, and expanded accessible transit service models to respond to local service needs;

7.14.7   Partnering with BC Transit to support electric bus charging facilities in proximity to major employment centres or as a part of comprehensive development sites;

7.14.8   Support the development of mobility hubs, as depicted in Map 6;

7.14.9   Encourage increased transit trips through a city-wide network of mobility hubs, delivered in coordination with mobility service providers, government partners, and private development [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 20 – NEIGHBOURHOOD DIRECTIONS].

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**About Transit in Victoria**

Transit operations, services and routes in Victoria are the responsibility of BC Transit. Many of the decisions regarding transit services and funding in the Victoria region are made by the Victoria Regional Transit Commission, whose authority is specified in the *BC Transit Act*. The Commission is generally responsible for:

›   Determining route configurations and transit service levels

›   Setting fares

›   Reviewing and making recommendations for the annual operating budget and capital spending

›   Raising the local share of the annual cost of transit service in the region

The City of Victoria supports transit provision through land use planning, investments, and development that supports transit viability and contributes to facility improvements.

MAP 6

Transit Priority Network
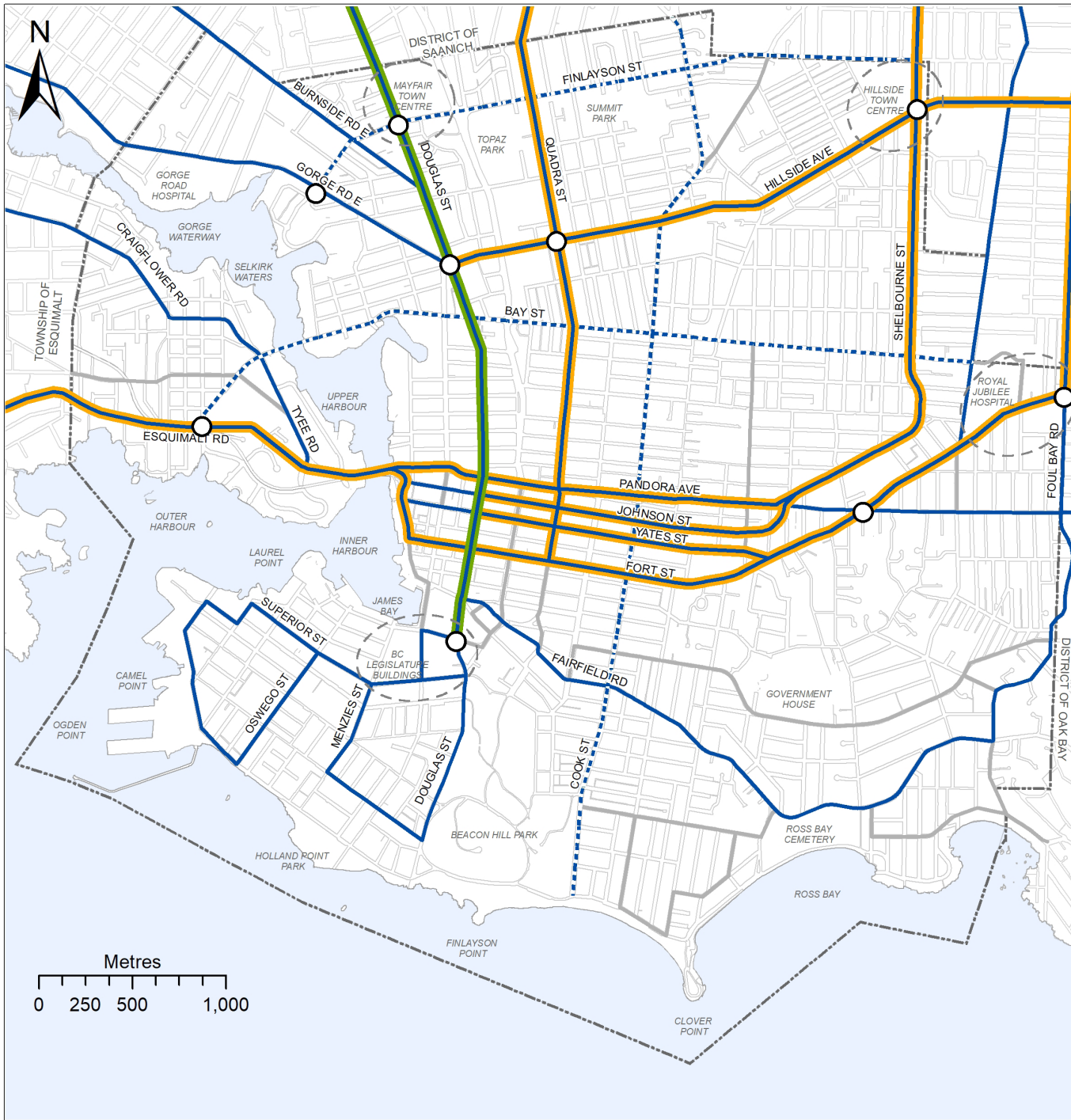
Rapid Transit Priority Corridors

RapidBus

Frequent Transit Priority Corridors

Frequent & Express Service / RapidBus Candidate

Cummulative Frequent Service

Frequent Service Candidate

Remaining Transit Network

Local Service

Transit Exchanges and Mobility Hubs

○ Mobility Hub*

Transit Exchange Study Area

The "Victoria Region 25 Year Transit Future Plan" and "Victoria Regional RapidBus Implementation Strategy" are administered by BC Transit and may be subject to change. Transit Exchange Study Areas and Mobility Hubs provided as approximate areas of opportunity.

* The Urban Core as defined in Map 2 is a Mobility Hub.

WALKING, CYCLING AND OTHER PERSONAL MOBILITY

7.15   Maintain and enhance the City's Greenways Network, as shown on Map 7, with a focus on upgrading routes and establishing future connections, including by:

   7.15.1   Updating the Subdivision and Development Servicing Bylaw to include streetscape standards that improve accessibility, cycling comfort, safety, and transit access aligned with best-practices and standards;

   7.15.2   Exploring new policy mechanisms and design standards specific to shared streets including criteria, geometric design, surface treatments, urban forestry, building and street interface, utilities and on-street parking; and,

   7.15.3   Considering different features and improvements for different greenways, based on roadway type, adjacent land uses, destinations, and other contextual factors, aligned with best practices and standards for mobility, transportation, and natural habitat vitality and connectivity.

7.16   Improve Greenway implementation through the delivery of the City's annual capital program, redevelopment opportunities, and partnerships with senior levels of government and external organizations, including by:

   7.16.1   Undertaking right-of-way improvements that improve road safety and comfort for pedestrians and cyclists and remove barriers for people with disabilities;

   7.16.2   Improving connectivity between the Greenways Network, the All Ages and Abilities (AAA) Cycling Network and the Transit Priority Network as depicted on the maps in this plan;

   7.16.3   Strengthening greenway connections between the Urban Core, Town Centres, Urban Villages, Employment areas, major parks, institutions and recreation and cultural facilities;

   7.16.4   Implementing directional signage, as a part of broader pedestrian scale wayfinding, that assists with navigation and visual identity;

   7.16.5   Consider preparing a parks and paths map to further support citywide wayfinding and assist with navigation and visual identity;

   7.16.6   Upgrading and expanding regionally significant Greenways such as the Trans Canada Trail, David Foster Harbour Pathway and Bowker Creek Greenway;

   7.16.7   Exploring additional financial tools and contributions to accelerate the implementation of the greenways network;

   7.16.8   Enhancing the user experience through landscaping, street trees, placemaking, and other means to improve comfort and showcase neighbourhood identity [SEE ALSO SECTION 8 – PLACEMAKING AND SECTION 9 – PARKS AND RECREATION]; and,

   7.16.9   Continuing to identify neighbourhood connections and opportunities through local area planning.

7.17   Maintain and implement improvements to the city-wide pedestrian network as described in the City's Pedestrian Master Plan, prioritizing connectivity, safety, and accessibility of sidewalks and pathways by:

   7.17.1   Aspire to maintain area on all sidewalks and pathways clear of physical obstructions for comfortable and accessible movement suitable to the role of the streetscape and in context of the overall pedestrian network;

   7.17.2   Identifying priorities for improvements to sidewalks and other pedestrian facilities through planning and asset renewal processes, including removing physical barriers, improving lighting and wayfinding, buffering sidewalks from travel lanes, and providing weather protection, benches, drinking fountains, public washrooms, landscaping and beautification measures;

   7.17.3   Giving consideration to the provision of right-of-way space on streets, sidewalks and pathways to support safe, connected movement using personal mobility devices including electric wheelchairs and mobility scooters

   7.17.4   Maintaining ongoing investments within capital plans to deliver pedestrian facility improvements;

7.17.5 Enhancing the pedestrian experience including for those with mobility challenges, through improved pedestrian crossings, mid-street refuges, signalization, lighting, seating, curb extensions and let downs, and other accessibility measures;

7.17.6 Acquiring land and negotiating access to rights-of-way to connect gaps in the present waterfront park and pathway system; and,

7.17.7 Completing the Harbour Pathway in accordance with the Harbour Pathway Plan and associated Vision.

7.18 Support efforts of the school district and other organizations to encourage and promote safe routes to school, deliver road safety educational programming, and support infrastructure that will increase sustainable transportation mode share.

7.19 Maintain and implement improvements to the city-wide cycling network as described in the City's Bicycle Master Plan and as prioritized on Map 8, giving consideration to the connectivity, safety, comfort, and attractiveness of cycling facilities by:

7.19.1 Identifying priorities for improvements to cycling facilities through city-wide and local area planning processes including opportunities to remove barriers, close route gaps, connect Urban Villages and Town Centres, and improve lighting and signalization;

7.19.2 Giving consideration to and implementing different types of bicycle facilities to support riders of all ages and abilities;

7.19.3 Separating zones and widening facilities for pedestrian and bicycle traffic wherever possible in multi-use pathways;

7.19.4 Maintaining ongoing investments within capital plans to deliver facility improvements;

7.19.5 Working in partnership with the Capital Regional District, neighbouring municipalities and the private sector to facilitate bike share systems in the Victoria region; and,

7.19.6 Updating the zoning bylaws and other City policy to require, as a condition of development, the provision of enhanced bicycle parking for cargo and electric bikes and end-of-trip facilities such as lockers.

7.20 Improve the integration of transit and cycling by working in partnership with BC Transit, the Capital Regional District, community, and business partners to locate cycling amenities such as bicycle share, secure bicycle parking, lockers and showers, at mobility hubs, employment centres, and major recreational, cultural, educational and shopping destinations.
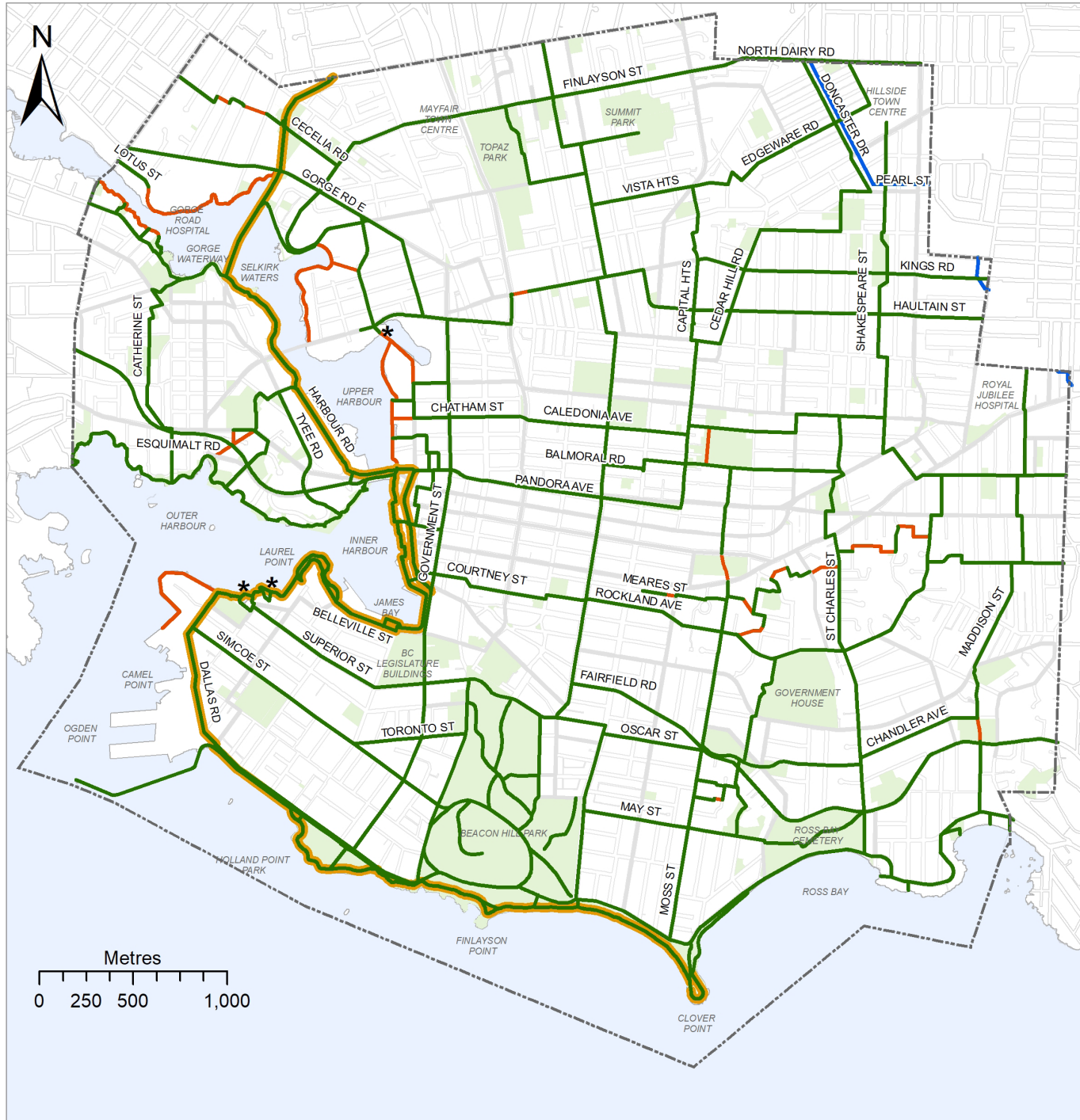
MAP 7
Greenways Network

Existing Greenways

Proposed Greenways

Trans Canada Trail

Bowker Creek Greenway

Remaining Cycling Network

*　　Proposed Bridge

Local Area Plans provide additional guidance on existing and future Greenway opportunities within Victoria's neighbourhoods. Greenway Improvements are realized through city investments and private and institutional redevelopment.

MAP 8

All Ages and Abilities Cycling Network

— Priority Network

- - - Expanded Network*

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

Remaining Cycling Network

The remainder of the City's Cycling Network (not shown on map) includes existing facilities and routes which will continue to be developed over time to improve safety and comfort. Working with partners and private land-owners, the City will continue to be opportunistic to add new facilities and improve existing facilities (including additions to the AAA network) as appropriate.
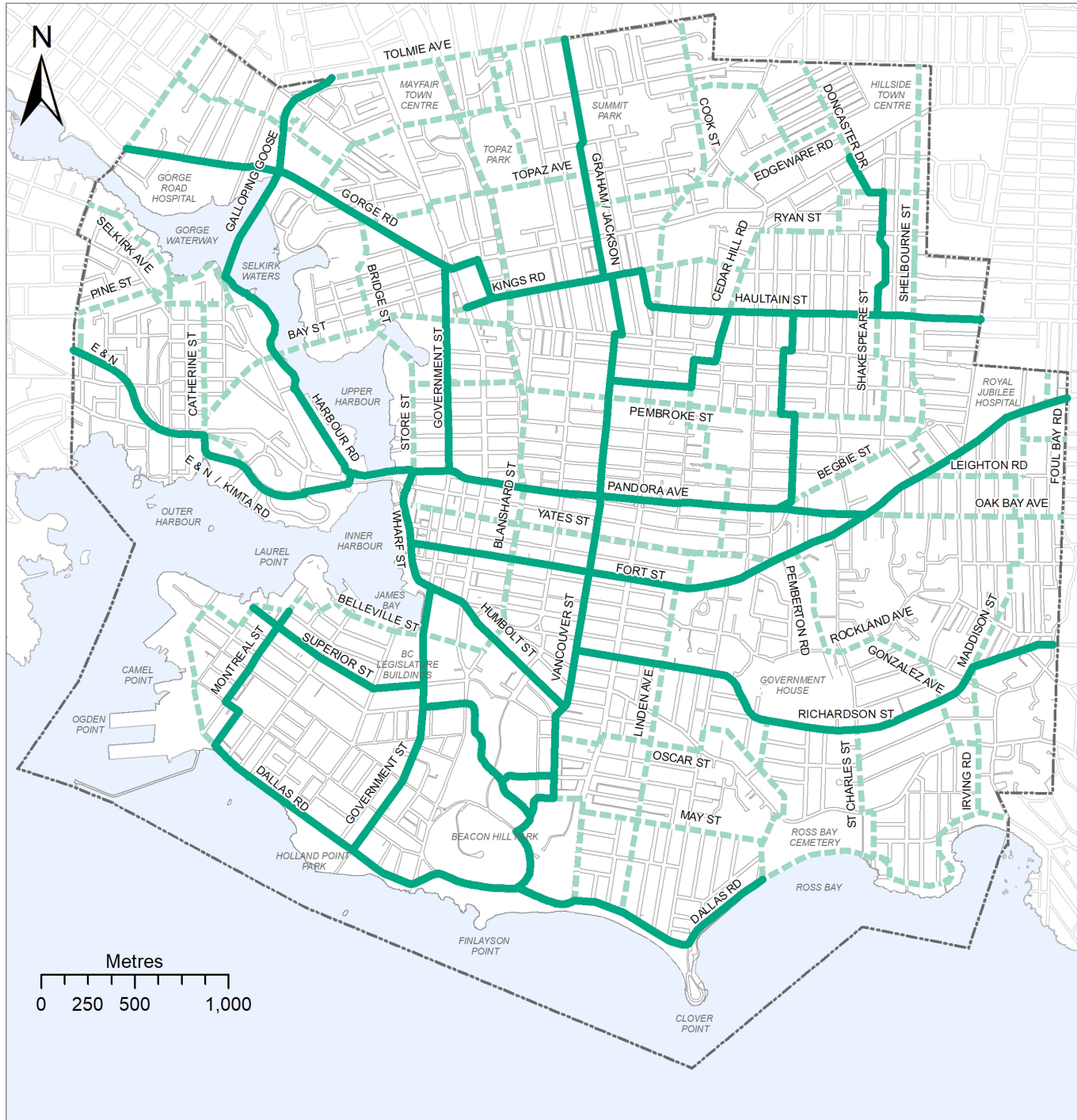
MARINE TRANSPORTATION

[SEE ALSO SECTION 14 – ECONOMY]

7.21 Work towards a continuous pedestrian and cycling waterfront pathway per the policies related to walking, cycling, and personal mobility in this chapter.

7.22 Manage shoreline uses so that they are compatible with the safe operation of ferries and floatplanes.

7.23 Sustain and enhance Downtown international ferry terminals through working with partners to upgrade the Belleville Terminal and associated connections, streetscape features and services.

7.24 Maintain facilities for and explore opportunities to expand small scale marine transportation.

COORDINATED TRANSPORTATION PLANNING

7.25 Support the coordinated planning and delivery of regional and local transportation initiatives by:

7.25.1 Participating in regional transportation planning initiatives with BC Transit, neighbouring municipalities, the Capital Regional District and senior levels of government;

7.25.2 Implementing and maintaining the City's Sustainable Mobility Strategy, which supports land management and climate action objectives and aligns with regional scale transportation plans and policies, where appropriate;

7.25.3 Working with the Capital Regional District and neighbouring municipalities on investments to improve safety and multi-modal performance on inter-municipal corridors;

7.25.4 Coordinating the alignment of the City's Pedestrian Master Plan, Greenways Plan, and Bicycle Master Plan and the Capital Regional District's Regional Pedestrian and Cycling Master Plan;

7.25.5 Partnering with others to seek funding to develop and implement programs that promote, evaluate, encourage the use of, and raise public awareness about the health and environmental benefits of multi-modal transportation

[SEE ALSO SECTION 9 – PARKS AND RECREATION AND SECTION 15 COMMUNITY WELL-BEING];

7.25.6 Partnering with others to protect and maintain the Esquimalt and Nanaimo Rail Corridor including the viability for passenger rail service as market and funding conditions permit; and,

7.25.7 Working with tourism operators, senior levels of government, and residents to address the impacts of tourism-related transportation [SEE ALSO SECTION 14 – ECONOMY].

7.26 Support the development of an efficient and effective regional emergency transportation system by:

7.26.1 Participating with regional and provincial partners in the identification and management of an integrated network of emergency road, water and air transport facilities defined as critical infrastructure for evacuation, seeking to retain functionality following major emergency events [SEE ALSO SECTION 17 – EMERGENCY MANAGEMENT].

7.27 Participate in trip reduction and transportation demand management programs in partnership with the Capital Regional District, BC Transit and other public and private partners.

7.28 Work with other municipalities, BC Transit, senior levels of government, and community and business partners to increase accessible transportation options and services for people with disabilities to access places of employment, community services, public facilities and other destinations.

MAP 9

Truck and Emergency Response Network

Legend:
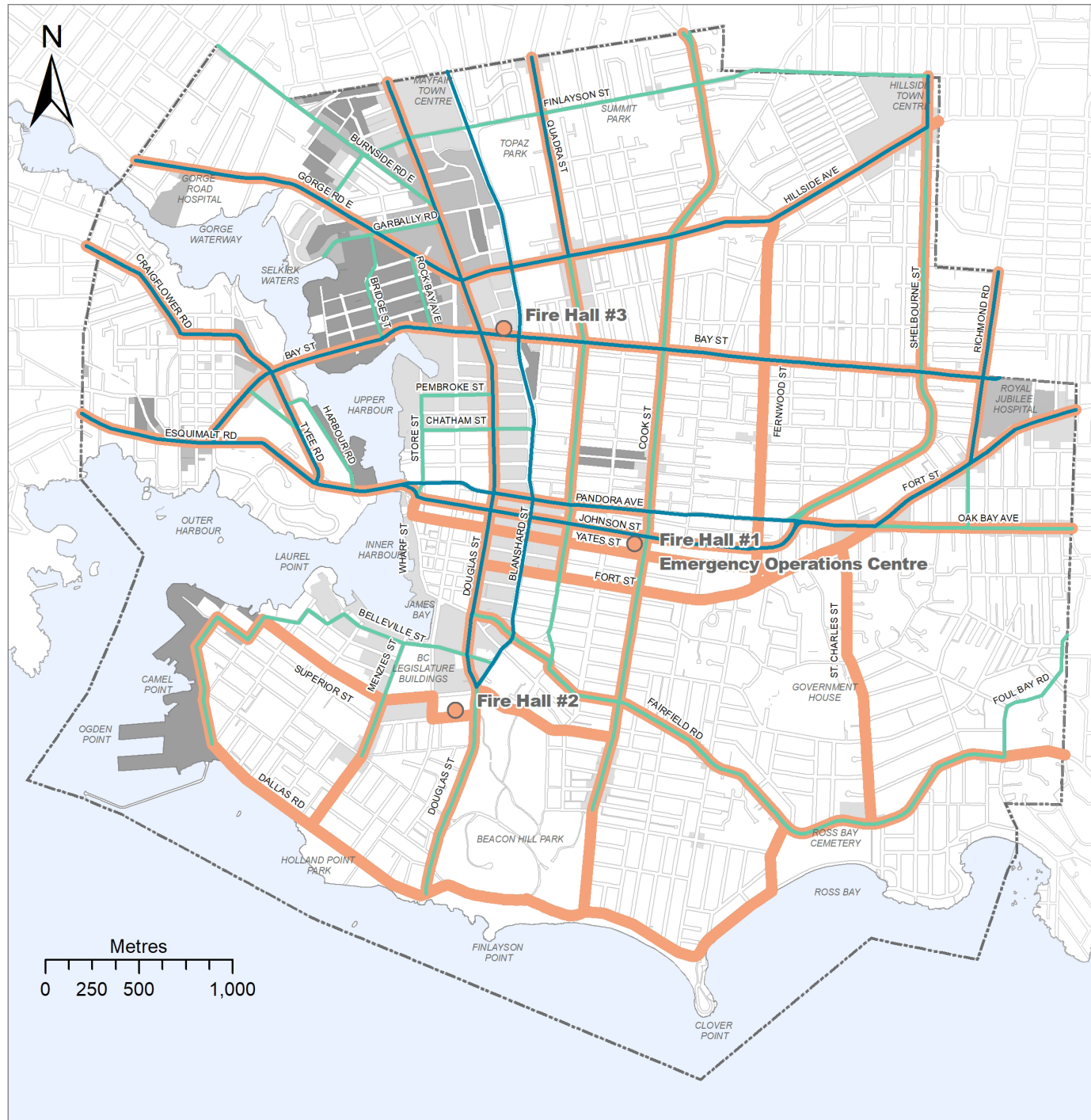
━━━ Emergency Response Routes

━━━ Primary Truck Route

━━━ Secondary Truck Route

▮ Urban Industrial

▮ General Employment

▮ Core (Business, Employment, Inner Harbour/Legislative), Town Centre, Urban Village

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

A network of truck routes facilitates the efficient movement of goods, services, and people to, from and within Victoria. Inter-municipal truck routes provide connections between regional nodes, while secondary routes serve locations within the city.

TRAVEL MODE CONNECTIVITY

7.29   Work with BC Transit, provincial and federal agencies, and community and business partners to support travel mode connectivity by:

7.29.1   Coordinating the planning and approval of harbour-side transportation projects to enhance connections between land-based, marine and air transportation;

7.29.2   Coordinating local and regional pedestrian and cycling networks with rapid and frequent transit services;

7.29.3   Facilitating interregional passenger rail service with rapid and frequent transit services and micromobility options; and,

7.29.4   Coordinating the maintenance of efficient emergency routes by land, water and air.

MEASURING PROGRESS

7.30   The following targets should be considered in measuring progress towards the plan's transportation and mobility objectives:

7.30.1   A minimum of 80% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2030;

7.30.2   A minimum of 95% of household transportation needs are fulfilled with less than 15% of their monthly income by 2026; and,

7.30.3   A minimum of 99% of Victoria residents live within 500 meters of the all ages and abilities cycling network AND within 500 metres of the frequent transit network (FTN) by 2041.

Schedule E

Climate Change and Energy

12

GOALS

> 12 (A) Victoria and Victorians are resilient to the impacts of climate change.

> 12 (B) Victoria relies on 100% renewable energy sources.

> 12 (C) All Victorians have equitable access to efficient, affordable and renewable energy options.

> 12 (D) New and existing buildings are energy efficient, and produce few greenhouse gas emissions.

> 12 (E) Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants.

> 12 (F) Greenhouse gas emissions associated with waste are eliminated.

OVERVIEW

Climate change is one of the greatest challenges that we face today, and the impacts are already being felt in Victoria. With the release of the Sixth Assessment Report from the Intergovernmental Panel on Climate Change in 2021, there is no longer any doubt that the impacts of climate change are occurring in every region of the world and that the burning of fossil fuels and mass deforestation are the primary causes. The report makes clear that greenhouse gas emissions must be rapidly and aggressively cut before weather extremes worsen.

Responding to the threat of climate change by mitigating greenhouse gas emissions and building climate resiliency has become an increasingly high priority for cities. Cities are key contributors to climate change as urban activities are major sources of greenhouse gas emissions. Estimates from the United Nations Environment Programme identify cities as being responsible for 75% of global emissions, with transportation and buildings being among the largest contributors.

In 2018, the City of Victoria released its Climate Leadership Plan which committed to an 80% reduction in greenhouse gas emissions from the 2007 baseline year and a transition to 100% renewable energy by 2050. In 2019, Victoria declared a climate emergency, promising to take accelerated action on climate change and defined additional measures to reduce greenhouse gas emissions and achieve carbon neutrality by 2030.

Cities are well positioned to intensify efforts to reduce greenhouse gas emissions through efficient land use management and policies geared toward improving energy performance in buildings and supporting the transition to zero emissions vehicles and active transportation. These actions in turn contribute to complete, connected, and vibrant communities that can be enjoyed for generations to come. This plan advances these efforts through its growth management concept, targeting most new development to walkable areas rich in services, amenities and low carbon mobility options. The City has further supported climate action through the installation of electric vehicle charging stations, encouraging residential emissions reductions, implementing a comprehensive waste reduction strategy and advancing energy efficiency when designing and constructing new residential and commercial buildings.

Cities also play a vital role in adapting to the impacts of climate change through investment in infrastructure upgrades and by providing information, incentives and regulations that assist businesses and the community to increase their resilience to projected impacts. Because climate impacts occur at the local scale, adaptation efforts must be location specific and tailored to local circumstances and vulnerabilities. Adapting to climate change will require further collaborative problem solving and coordination across sectors, involving all orders of government, local partnerships and the broader community.

BROAD OBJECTIVES

[SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY AND SECTION 11 – INFRASTRUCTURE]

The climate change and energy policies of this plan address four broad objectives:

12 (a)   That Victoria acts with urgency to mitigate climate change and adapt to its impacts by developing comprehensive strategies that are aligned with global efforts that limit global warning to 1.5 degrees Celsius.

12 (b)   That climate change is mitigated through the reduction of greenhouse gas emissions associated with the built environment, transportation, waste and other sources of community green house gas emissions.

12 (c)   That the community is prepared for climate change through adaptation planning that reduces climate change impacts, including, but not limited to, impacts on public health, property and the natural environment.

12 (d)   That the community is supported in the transition away from fossil fuels to 100% renewable energy.

CLIMATE CHANGE PLANNING

12.1 Continue and enhance partnerships with senior, regional and local governments, Indigenous communities, public agencies, community organizations, businesses and individuals for the efficient and effective coordination of climate change mitigation and adaptation planning, including maintaining an understanding of:

12.1.1 Greenhouse gas emissions; and,

12.1.2 Risks and vulnerabilities of local climate change impacts.

12.2 Continue to work with the Capital Regional District on coordination and integration of regional and local mitigation and adaptation planning.

12.3 Provide direction for climate change mitigation and adaptation planning and actions through the regular review and update of Victoria's climate related plans, policies and initiatives to continue to:

12.3.1 Guide the integration and consideration of climate change mitigation and adaptation into all City plans, policies and projects;

12.3.2 Identify and refine policies, targets and actions for reductions in greenhouse gas emissions by sector;

12.3.3 Identify and refine policies, targets and actions for the transition to 100% renewable energy;

12.3.4 Identify and refine policies and actions for climate change adaptation that strengthen community resilience to the projected impacts of climate change based on local risk and vulnerability assessments [SEE ALSO SECTION 10 – ENVIRONMENT AND SECTION 18 – EMERGENCY MANAGEMENT]; and,

12.3.5 Maintain a relevant understanding of community greenhouse gas emissions and sources and the City's progress toward meeting established targets; and,

12.3.6 Maintain a relevant understanding of local climate change impacts, including how diverse sectors and populations are affected.

12.4 Consider the principles of equity, diversity and inclusion in the City's climate change mitigation and adaptation planning.

12.5 Continue to explore the feasibility and effectiveness of the designation of Development Permit Areas for the purposes of:

12.5.1 Establishing objectives to promote the reduction of greenhouse gas emissions;

12.5.2 Establishing objectives to promote energy conservation;

12.5.3 Establishing objectives to promote water conservation;

12.5.4 Protecting development from hazardous conditions, such as sea level rise; and,

12.5.5 Protecting the natural environment, its ecosystems and biological diversity which may be affected by climate change impacts.

12.6 Consider climate change and energy resilience in infrastructure asset management with respect to maintenance, repair and replacement over time [SEE ALSO SECTION 11 – INFRASTRUCTURE].

REDUCING GREENHOUSE GAS EMISSIONS

12.7   Enable and promote the reduction of community greenhouse gas emissions through:

12.7.1   Compact land use patterns such as walkable and complete, connected communities [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT];

12.7.2   Transit-oriented development patterns and diverse transit service delivery models [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 7 – TRANSPORTATION AND MOBILITY];

12.7.3   Networks and amenities for cyclists, pedestrians and other forms of personal mobility [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT, SECTION 7 – TRANSPORTATION AND MOBILITY];

12.7.4   Expansion of the City-owned public electric vehicle charging network to support the transition to zero emissions vehicles [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY];

12.7.5   Implementation of the British Columbia Energy Step Code;

12.7.6   Promotion of energy efficiency, building performance measures and carbon pollution standards for new building construction;

12.7.7   Development of a suite of resources and programs to support deep energy retrofits of existing buildings;

12.7.8   Reduced community waste streams that contribute to landfill emissions [SEE ALSO SECTION 11 – INFRASTRUCTURE AND SECTION 17 – FOOD SYSTEMS];

12.7.9   Implementation of zero waste strategies [SEE ALSO SECTION 11 – INFRASTRUCTURE]; and,

12.7.10   Demonstration of leadership on corporate climate initiatives to encourage community action.

ENERGY CONSERVATION AND EFFICIENCY

12.8   Continue to work with the Capital Regional District on energy conservation and efficiency.

12.9   Work with the Capital Regional District, utility providers, the private sector and community organizations to encourage energy conservation and efficiency.

12.10   Engage residents, business and community groups to increase public literacy and community initiatives that foster and result in reduced household and workplace energy consumption in Victoria and the Capital Region.

12.11   Work with community and business partners to explore opportunities for on-site technologies that re-use waste heat and to generate energy from waste recovery.

RENEWABLE ENERGY TRANSITION

12.12   Support and enable the feasibility of renewable energy at the district scale through objectives and policies for land management and development in this plan, that [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT]:

12.12.1   Encourage large-scale mixed use development with adequate density to support district energy systems, and where energy demand is diverse;

12.12.2   Consider all available tools and incentives that could enable and support on-site renewable energy technology and district energy systems;

12.12.3   Explore opportunities for district energy systems and identify effective and appropriate locations for facilities; and,

12.12.4   Work with the Capital Regional District, utility providers, businesses and private developers to explore the feasibility of renewable energy as a utility on a district scale.

12.13   Consider opportunities to enhance the regulatory environment to support local energy generation capacity and distribution systems that use renewable energy sources such as solar or waste heat to mitigate climate change and increase community resilience.

12.14   Support and enable fuel switching from fossil-based energy sources to renewable energy sources in buildings and transportations systems through:

   12.14.1   Enabling access to electric vehicle charging infrastructure;

   12.14.2   Managing rights-of-way to incentivize zero emissions vehicles;

   12.14.3   Providing incentives and increasing awareness of renewable energy alternatives for existing buildings; and

   12.14.4   Promoting the use of renewable energy technologies as they become available.

BUILDING PERFORMANCE

12.15   Ensure that all new civic facilities are renewably powered and that retrofits to existing civic facilities are aligned with the City's climate plans, policies and objectives to reduce corporate emissions.

12.16   Continue to monitor and evaluate the performance of civic facilities through energy audits and to improve low-performing buildings.

12.17   Continue to support and accelerate increased energy efficiency and the reduction of emissions in the development of privately owned buildings through the implementation of the British Columbia Energy Step Code and carbon pollution standards, subject to development control and building regulation.

12.18   Continue to support and enable green features and practices in new development and retrofits of existing buildings through the periodic review of the City's bylaws. Green features may include, but are not limited to:

   12.18.1   Alternative transportation facilities;

   12.18.2   Sustainable landscaping;

   12.18.3   Building retention and re-use;

   12.18.4   Passive building systems;

   12.18.5   Energy efficiency and low-carbon technology;

   12.18.6   On-site renewable energy technology;

   12.18.7   District renewable energy systems;

   12.18.8   Efficient plumbing fixtures and systems; and,

   12.18.9   Electric vehicle charging infrastructure.

12.19   Encourage new developments to incorporate readiness for future clean energy technologies into building design.

12.20   Support and enable the continued use and re-use of buildings and building materials through municipal regulations and incentives, as appropriate.

12.21   Support and accelerate deep energy retrofits to existing buildings that eliminate fossil-based and inefficient heating and cooling systems to achieve the City's climate targets, including through the development of programs, incentives and bylaws.

12.22   Advocate for senior government to enable the construction of green buildings and energy retrofits through incentives, supportive legislation and funding mechanisms.

MEASURING PROGRESS

12.23   The following targets should be considered in measuring progress towards the plan's climate change and energy objectives:

   12.23.1   That community-wide greenhouse gas emissions are reduced by 50 percent by 2030 and 80 percent by 2050 from 2007 levels; and,

   12.23.2   That Victoria will shift away from fossil fuels to 100% renewable energy by 2050.

Schedule F

Housing and Homelessness

13
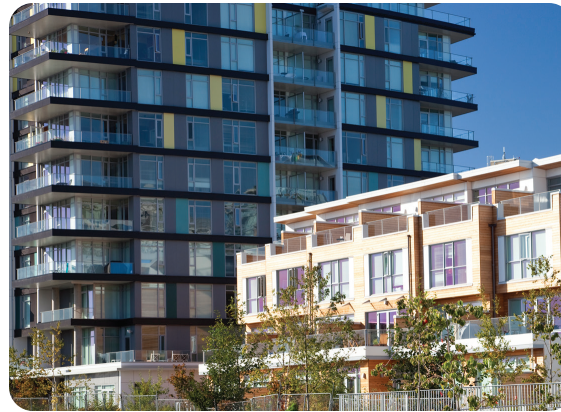
GOALS

> 13 (A) All residents have access to appropriate, secure, affordable housing.

> 13 (B) A wide range of housing types, tenures and prices gives residents choices.

OVERVIEW

The *Canadian National Housing Strategy Act* affirms the fundamental importance of adequate housing to all humans. All people deserve access to housing that is safe, stable and affordable and that supports personal and public health. The availability of a diversity of housing types across the housing continuum - one that can accommodate people of different ages, incomes, household structures, and physical and social needs - is a fundamental element of a healthy, inclusive and sustainable community.

The principle of social integration, both across the city and within neighbourhoods, underlies Victoria's approach. This plan sets the high-level direction for Victoria's approach to housing and homelessness.

As a built-out city with little remaining undeveloped land, and with commitments to accommodate a share of the region's population growth, the outward expansion of Victoria's housing stock is limited, making it necessary to create more compact built environments. These compact built environments will be focused in the Urban Core, Town Centres and Urban Villages and in close proximity to transit.

Between 2020 and 2040 it is anticipated that Victoria will add approximately 11,000 new households – this includes residents living here today who will come of age, form families, or have new housing needs, as well as new residents locating to the city. Meanwhile, there is an outstanding need in the housing stock today - referred to as latent demand. This demand is reflected in residents who face a tight rental market, live in housing that is not suited to their needs, and those who form households later than desired. How we meet this outstanding and anticipated future demand will influence who can live Victoria.

The right supply of housing can support families who want to stay in the city, seniors who want more diverse options for downsizing, and housing forms that are affordable to a range of abilities, lifestyles, and incomes. Ongoing planning and housing initiatives help to keep this plan up to date with sufficient capacity for diverse housing to meet current and future needs, aligned with this plan's adaptive management framework.

Housing affordability continues to be a top concern among Victorians. The cost of renting and owning in Victoria has risen significantly in recent decades.

Housing prices have seen dramatic increases in recent years. Between 2005 and 2019, the average home sale price increased between 80% for a strata apartment and 111% or a single-detached home. As incomes fail to increase at similar rates, and rents continue to rise, it is increasingly difficult for first time homeowners to enter the market.

Meanwhile, rents have climbed steadily while rental vacancy rates in Victoria have hovered around 1.0% since 2015, far lower than the 3% to 5% that is generally considered healthy. High demand and low vacancy contribute to increasing rental costs and can push renter households out of the community.

In addition to general affordability concerns, ensuring there is affordable and appropriate housing for seniors and people with disabilities is a growing concern, particularly as the population ages. A lack of diverse and suitable forms for families is also apparent as Victoria continues to see a loss of residents in their family-forming years.

The high cost of housing, combined with unstable or inadequate income and life circumstances has resulted in some people and households becoming homeless, at-risk-of homelessness, or living in precarious circumstances. Across the region, the number of individuals experiencing homelessness in recent years has increased. The March 11, 2020, Point-in-Time count identified at least 1,523 individuals experiencing homelessness in the region. This count does not capture individuals who are at risk of homelessness or living in unstable or precarious situations.

In addition to those who are living on the street or in emergency shelters, there are also many households living in insecure or inadequate housing, or unaffordable housing. As of 2016, nearly one in four households in Victoria experienced core housing need, and a vast majority (86%) of those households were renters.

The many roles and responsibilities related to housing and homelessness are cross-jurisdictional and require coordination of all levels of government and other organizations. As a result, many of this plan's policies commit the City to work in partnership with senior governments, the health authority, the private sector and community groups to respond to the city's breadth of housing needs. The plan takes a comprehensive approach to increasing the supply, affordability and range of housing options, with a focus on land use management policies and practices that enable greater housing affordability across the housing continuum. The plan supports diversifying the range of housing types available in neighbourhoods and across the city to accommodate a greater range of age groups and household needs.
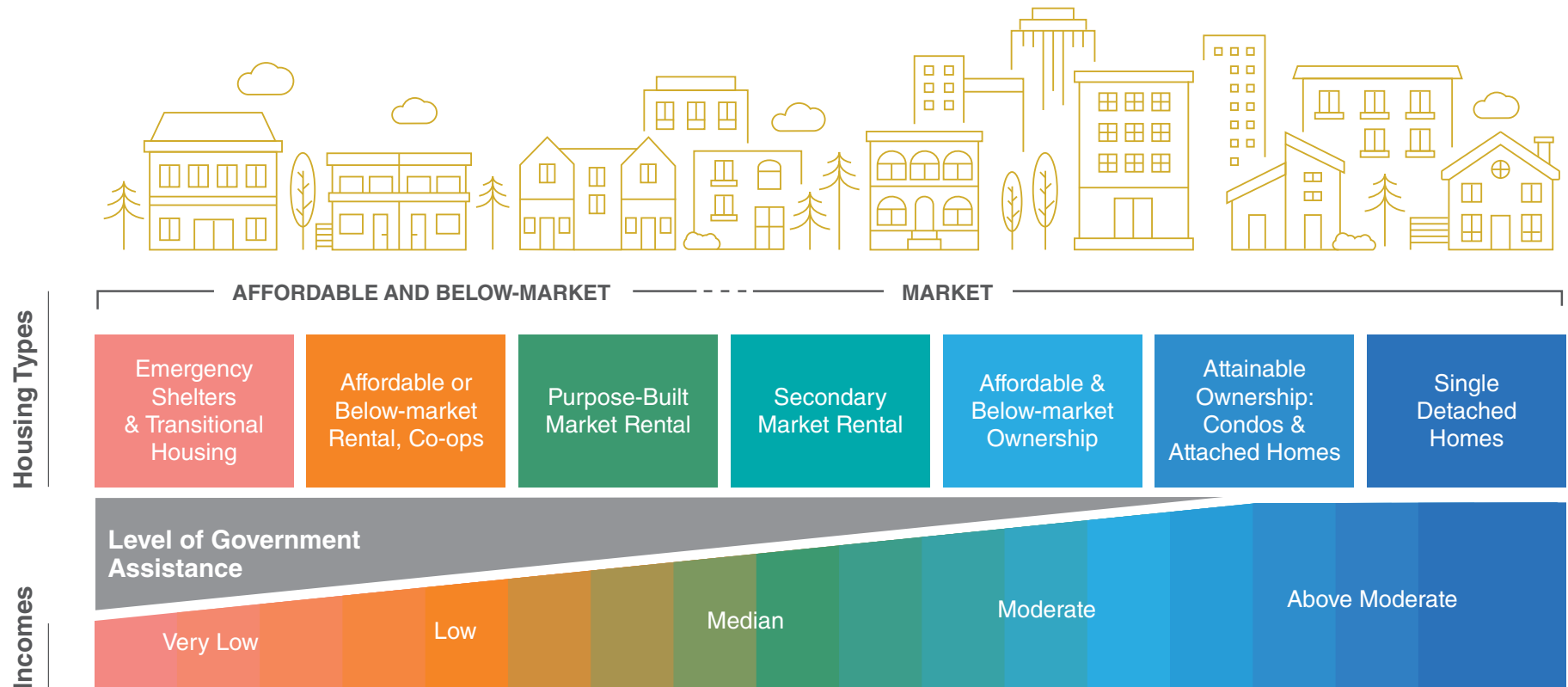
BROAD OBJECTIVES

The housing and homelessness policies of this plan collectively address five broad objectives:

13 (a) That housing development that responds to future demand is facilitated through land use policies and practices.

13 (b) That housing affordability is enabled for housing types across the housing spectrum, particularly for people in core housing need.

13 (c) That the existing supply of rental housing is expanded through regeneration.

13 (d) That a wide range of housing choice is available within neighbourhoods to support a diverse, inclusive and multi-generational community.

13 (e) That partnerships enable stable housing with appropriate support services.

Figure 15: Housing Continuum

This continuum illustrates the range of different housing types in Canada by identifying the levels of government support required (if non-market) as well as the typical cost of housing. The continuum includes public, private and non-profit housing, and identifies housing tenure including rental, ownership and cooperative ownership. It also identifies whether the housing is provided on a temporary or permanent basis. Victoria's housing strategies, policies, and initiatives seek to address housing supply and affordability across the entire continuum.

AFFORDABLE AND BELOW-MARKET — — — **MARKET**

Housing Types

| Emergency Shelters & Transitional Housing | Affordable or Below-market Rental, Co-ops | Purpose-Built Market Rental | Secondary Market Rental | Affordable & Below-market Ownership | Attainable Ownership: Condos & Attached Homes | Single Detached Homes |

Level of Government Assistance

Incomes

Very Low — Low — Median — Moderate — Above Moderate

HOUSING SUPPLY FOR FUTURE NEED

13.1 Seek to accommodate population growth in the strategic locations, as identified in Map 2, including 50% of net new units in the Urban Core, 40% in or near Town Centres and Urban Villages and 10% in the remainder of the city [SEE SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

13.2 Update and maintain a comprehensive housing strategy for Victoria that advances the objectives of this plan and that:

13.2.1 Assesses and identifies the range of housing needs and housing mix suited to the community's current and projected population and future housing demand, including the housing and support needs of identifiable population sub-groups, where appropriate;

13.2.2 Identifies short- and long-term strategic housing priorities;

13.2.3 Researches and develops additional tools and approaches to address strategic priorities, such as regulations, innovative financing, partnerships and incentives for private and non-profit sectors;

13.2.4 Identifies implementation actions and timelines; and,

13.2.5 Outlines a monitoring and evaluation strategy.

HOUSING AFFORDABILITY IN GENERAL

13.3 Focus the City's efforts and resources on housing options that help people move beyond temporary shelter or housing to more permanent housing, greater self-reliance, and stable employment or income.

13.4 Consider all available tools to encourage more affordable housing across the housing continuum in Figure 16, including but not limited to incentives and allowances such as property tax reductions; grants; bonus density provision; streamlined processes, and zoning variances or amendments.

13.5 Encourage new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to maximize shared expertise and resources and to help achieve new affordable housing initiatives.

13.6 Work with the Capital Regional District, its member municipalities and other partners to improve regional housing affordability and increase housing supply and diversity across the region through funding contributions and the implementation of regional plans and initiatives.

13.7 Advocate to senior levels of government to retain and expand targeted housing assistance programs and support services for people in core need, such as seniors; urban aboriginal people, low-income singles, people who are homeless or at risk of homelessness; for households with children; and, for people with special needs.

13.8 Continue to communicate and provide information to residents regarding provincial and federal housing-related programs.

HOUSING DIVERSITY

13.9 Support a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, household compositions and abilities, and to facilitate aging in place. [SEE SECTION 15 – COMMUNITY WELL-BEING]

13.10 Encourage a mix of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented and multi-unit residential housing.

13.11 Encourage partnerships that address the need for affordable non-market and market housing suitable for households with children.

13.12 Work with senior governments, the health authority, the private sector, and non-profit organizations to anticipate and plan for a range of housing, facilities and support services to meet the needs of residents as they age.

13.13 Support the provision of a range of seniors housing and innovative care options across the city and within neighbourhoods, such as shared accommodation, assisted living and residential complex care facilities.

13.14 Support the integration of community care facilities and group residences across the city.

13.15 Where possible, locate new seniors' housing, transitional housing and non-market rental housing within close proximity to the Urban Core, Town Centres and Large Urban Villages as shown in Map 2, to enable easy access to services and facilities necessary for daily living.

13.16 Provide a range of housing choice for diverse abilities by developing guidelines and considering regulatory updates for enhanced adaptable housing to provide a higher standard of adaptability and accessibility for all housing types.

13.17 Secure commitments to market and non-market residential dwelling units in designated heritage properties through the review and approval of heritage revitalization agreements and housing agreements.

13.18 Continue to develop incentives to support the rehabilitation and conversion of designated commercial, institutional and industrial designated heritage buildings to residential or residential mixed uses [SEE ALSO SECTION 14 – ECONOMY].

TRANSITIONAL, SUPPORTED AND NON-MARKET RENTAL HOUSING

13.19 Advocate for senior government assistance to support a range of transitional and supported housing options, with an emphasis on the delivery of support services and establishing units directed towards specific groups in core need.

13.20 Continue to work in partnership with all levels of government, public agencies, crown corporations, organizations and the private sector to identify and leverage properties for the provision of non-market housing. Opportunities may include but are not limited to innovative approaches to blend non-market housing with other uses and housing types, or by considering development at heights and densities above those generally envisioned in this plan to support the provision of primarily non-market housing [SEE ALSO SECTION 6 – LAND MANAGEMENT].

13.21 Encourage new transitional and supported housing units to support the nutritional health of residents by providing self-contained kitchen facilities or access to regular meal services.

13.22 Encourage flexible design features in new emergency shelters and transitional housing to adapt to the changing shelter and housing needs of residents.

MARKET RENTAL HOUSING

13.23 Support the retention of existing rental units in buildings of four units or more by considering higher density redevelopment proposals on these sites only if, as a voluntary amenity:

13.23.1 The same number of rental self-contained dwelling units is maintained on-site, and the general rent level identified, through a housing agreement; or,

13.23.2 An equivalent cash in-lieu contribution is made to the City's Housing Fund.

13.24 Support the regeneration or redevelopment of older ground-oriented rental and cooperative housing developments by considering higher density redevelopment proposals on these sites if the same number, size, and tenure of units is maintained on-site, and the general rent level identified.

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

13.26 Where the City of Victoria has authority or mechanisms to support tenants who are displaced through the course of redevelopment, encourage Tenant Assistance Plans in line with City policies.

13.27 During consideration of rezoning applications for new strata-title developments of four units or more, continue to promote housing agreements and covenants that ensure opportunity for use of all units as rental units within strata bylaws.

13.28 Develop strategies to support the ongoing upgrade and regeneration of the city's rental housing stock, including strategies to address tenant housing security through regular updates to housing plans, policies, and initiatives.

13.29 Encourage senior governments to continue programs to assist landlords with residential upgrades and rehabilitation to upgrade the existing rental housing stock.

13.30 Advocate to senior levels of government to review taxation-related barriers and disincentives and establish programs to promote and facilitate the development of new private sector rental units.

13.31 Continue to maintain policies and regulations that increase rental housing choice such as residential secondary suites, garden suites and innovative approaches to and forms of shared accommodation, while maintaining a focus on long term security for renters.

OWNERSHIP HOUSING

13.32 Support increased affordable home ownership through policies and regulations that permit additional, on-site residential rental units in primary structures or in accessory buildings, in accordance with the zoning bylaw.

13.33 Consider and support opportunities for self-contained lock-off suites in multi-residential and mixed-use developments, where appropriate.

13.34 Promote a diversity of housing types to create more home ownership options consistent with the policies and guidelines in the Land Management Section of this plan.

13.35 Work with a range of partners, including senior levels of government and the private sector, to support and pilot innovative approaches that facilitate more affordable home ownership housing.

ADDRESSING HOMELESSNESS

13.36 Advance a Housing First approach through the regular review and update of the City's housing plans, policies, and initiatives to support the efforts of public, private and non-profit agencies to break the cycle of mental illness, substance abuse and homelessness.

13.37 Continue to work with coordinated community and regional efforts to end homelessness and enable stable housing with support services for people who are homeless or at-risk-of-homelessness, within the limits of the City's mandate and resources.

13.38 Continue to advocate to all senior levels of government and public agencies in favour of integrated services, other supports and housing for people who are homeless or at-risk-of-homelessness.

13.39 Work with senior governments, the health authority, the private sector and community organizations to provide access to essential services and facilities that meet people's basic needs, including those necessary to maintain public and personal health, such as emergency shelters, drop-in centres, public toilets, drinking water, and food services.

Schedule G

Economy

14

GOALS

> 14 (A) Victoria generates economic growth through innovation, diverse entrepreneurship and business formation, and attracts and retains sustainable enterprise well-suited to the region.

> 14 (B) Victoria is future-ready and globally-fluent, contributes to global knowledge, produces and attracts talented, diverse researchers, incubates innovation, and brings new goods and services to market.

> 14 (C) Victorians have the knowledge and abilities to support a vibrant, inclusive regional economy and the resilience and capacity to creatively adapt to economic change.

> 14 (D) Victoria is the headquarters of the Provincial Government, a premier tourism destination and a gateway to Vancouver Island.

> 14 (E) Victoria supports a high quality of life for the local workforce through a broad range of employment opportunities and diverse, accessible services, amenities, housing, and mobility options.

> 14 (F) Small businesses are resilient and remain the lifeblood of Victoria's economy, where diverse local businesses, including those led by youth, Indigenous residents, and Canadian newcomers have an opportunity to thrive.

OVERVIEW

Local economic development seeks to create and retain jobs and increase the standard of living and quality of life within a community. Local land management policies and other regulatory tools, programs and initiatives help to shape the economy together with market demands and broader trends. Victoria's economy includes both established and emerging sectors, such as government, technology, tourism and commercial activities that serve the local population. The local economy is embedded in and strongly connected to the broader regional economy.

Victoria's location as a coastal and island community on the Pacific Ocean has proved to be an economic strength. The city's geographic position provides opportunities for marine innovation and connections to Asia-Pacific markets and Arctic transit. The Outer and Upper Harbours continue to host waterfront industries. The Inner Harbour functions as an gateway, hosting marine and air transport and supporting the city's role as the provincial capital and a tourist destination.

In the future, Victoria will continue to build on its competitive advantages as a coastal city. An ocean futures cluster under a blue economy framework is envisioned to increase innovation and economic opportunity. Waterfront lands will be maintained for marine industrial uses and provide opportunities for global connectivity and innovation focused on sustainability.

Though Victoria has a historically strong supply of industrial space, it is increasingly constrained. Industrial vacancy rates have been near zero in recent years, rents in the region are among the highest in Canada, and limited new space has been added in the past few decades.

Light industrial and commercial lands will be preserved and intensified. In Rock Bay, new development will serve as a catalyst for an arts and innovation precinct. This area is envisioned as a hub of cross-sector collaboration where research and development leads to ideas that are commercialized, new high-value jobs are created, and Victoria's arts and culture sector flourishes.

Tourism and the rich array of downtown businesses have been important elements of Victoria's economy. However, in recent years, cities across the globe have learned how this sector is deeply susceptible to shock. New understandings are emerging around local economic resiliency, workforce trends and the future of downtowns.

In the future, the City will need to place emphasis on economic diversity, creativity, innovation and fostering skills to adapt. The Urban Core will continue to evolve as a regional destination for arts, culture, entertainment, education and recreation through high quality facilities, services and special events. A renewed Victoria Conference Centre will serve as an economic generator in the Urban Core, attracting international audiences. Small and diverse local businesses will thrive in the downtown and throughout the city.

Victoria emphasizes collaboration with regional partners. The City values working together with and learning from local First Nations communities who have lived by Coast Salish waters for generations. In 2016, the South Island Prosperity Partnership (a non-profit) was founded to take a regional approach to growing a sustainable economy while attending to the unique needs of its members, which include local governments, First Nations, the private sector and post-secondary institutions.

The City will continue to coordinate with regional partners to attract business, strengthen assets, support Indigenous-led economies, and promote the region globally. However, Victoria will also focus on local community capacity and resiliency. This plan commits the City to land management that enables small and medium enterprise, and is supportive of community economic development focused on local businesses, local resources and diverse, inclusive and equitable social enterprise.

BROAD OBJECTIVES

That the economic policies of this plan collectively address six broad objectives:

14 (a)   That Victoria is more resilient to economic change through the strength of its core sectors, diversification, local business and community-based initiatives.

14 (b)   That growth of the local and regional economy is sustained, and a greater share of households are lifted out of poverty.

14 (c)   That the City continues to work with regional partners to nurture the regional economy, while attracting a reasonable share of regional growth in employment and new commercial and industrial development through a competitive environment for investment, business incubation and employment.

14 (d)   That the Urban Place Designations in this plan provide adequate lands for job and housing growth to support resident-oriented business.

14 (e)   That the Harbour is strengthened as an economic gateway through an attractive and working waterfront.

14 (f)   That the function of the Urban Core as the primary regional centre of employment, learning, arts, culture, entertainment, recreation and specialty retail is maintained and enhanced with high quality facilities, services and events.

CITY IMAGE

14.1 Work with local and regional partners to attract jobs, residents and visitors to Victoria by developing and promoting a brand and story that reflects Victoria's authentic identity in history, future and shared values.

14.2 Continue to enhance the Urban Core through public realm improvements for pedestrian comfort and enjoyment, such as plantings, lighting, street furniture, art in public places and other placemaking [SEE ALSO SECTION 8 – PLACEMAKING].

14.3 Continue to work with the Victoria Police Department, service providers and business partners toward an equitable and inclusive approach to public safety and security in the Urban Core and throughout the city [SEE ALSO SECTION 15 – COMMUNITY WELL-BEING].

ECONOMIC DEVELOPMENT AND ASSETS

14.4 Work with government, community and business partners to advance the transition to a low-carbon economy as described in this plan, including: developing complete, connected communities, transitioning to renewable energy, advancing a blue economy and encouraging green business practices.

14.5 Provide direction for economic growth and change through the implementation and regular review of the City's economic plans, policies and initiatives to:

14.5.1 Support and attract major and emerging growth sectors in Victoria, the Capital Region and British Columbia;

14.5.2 Coordinate the local economy with regional economic initiatives;

14.5.3 Encourage and support local ownership, and strong, successful businesses that use local resources and social enterprise; and,

14.5.4 Advance collaborative, forward-looking, and **globally-fluent** approaches to fostering a resilient local economy.

14.6 Create a priority plan for capital investment in community facilities and infrastructure that enhance the quality of life of residents, attract visitors and support economic diversification.

14.7 Celebrate and support innovative improvements to community assets that attract investment and support economic activity, such as the waterfront, natural and built heritage, arts and culture, parks and public spaces, educational and recreation facilities, community services, diverse and affordable housing, sustainable mobility and green infrastructure.

14.8 Work with regional partners to make high priority improvements to transportation infrastructure for business travel, goods movement and visitor arrival, including:

14.8.1 Important gateways, such as the Inner Harbour marine aerodrome, heliport, Victoria Airport and the Inner Harbour and Swartz Bay ferry terminals; and,

14.8.2 Multi-modal linkages between major destinations and the Urban Core, such as regional mobility hubs, rapid transit, high-quality bicycle networks, pathways and greenways [SEE ALSO SECTION 7 – TRANSPORTATION AND MOBILITY].

COMMUNITY ECONOMIC DEVELOPMENT

[SEE ALSO SECTION 15 – COMMUNITY WELL-BEING]

14.9 Encourage and support businesses and organizations whose purpose is to solve a market failure or to improve social well-being in other ways.

14.10 Support economic activities that use and strengthen community resources and the capacity of residents in order to enhance individual and community well-being, including by:

14.10.1 Considering City programs, policies and regulatory updates that encourage and enable diverse small businesses, including community serving businesses such as childcare, accessible and inclusive services or food production and processing;

14.10.2 Supporting small business start-up, expansion and strength through resources and tools that help new businesses get established and offer supports for expansion and resilience, including special attention to the needs of Canadian newcomer businesses;

14.10.3   Supporting youth in the economy through ongoing engagement, knowledge and information sharing, and other opportunities that encourage youth participation in civic affairs and leadership; and,

14.10.4   Support Indigenous businesses and economic reconciliation through ongoing reconciliation dialogs and coordination with the Songhees and Esquimalt Nations, the urban Indigenous community and other agencies and organizations.

14.11   Encourage, attract and support economic sectors and activities that provide high-value and household sustaining jobs, and retain more community wealth in the community.

14.12   Work with partners to improve the economic and social condition of community members who are unemployed or living in poverty through support for community services throughout the city and in accessible forms and locations.
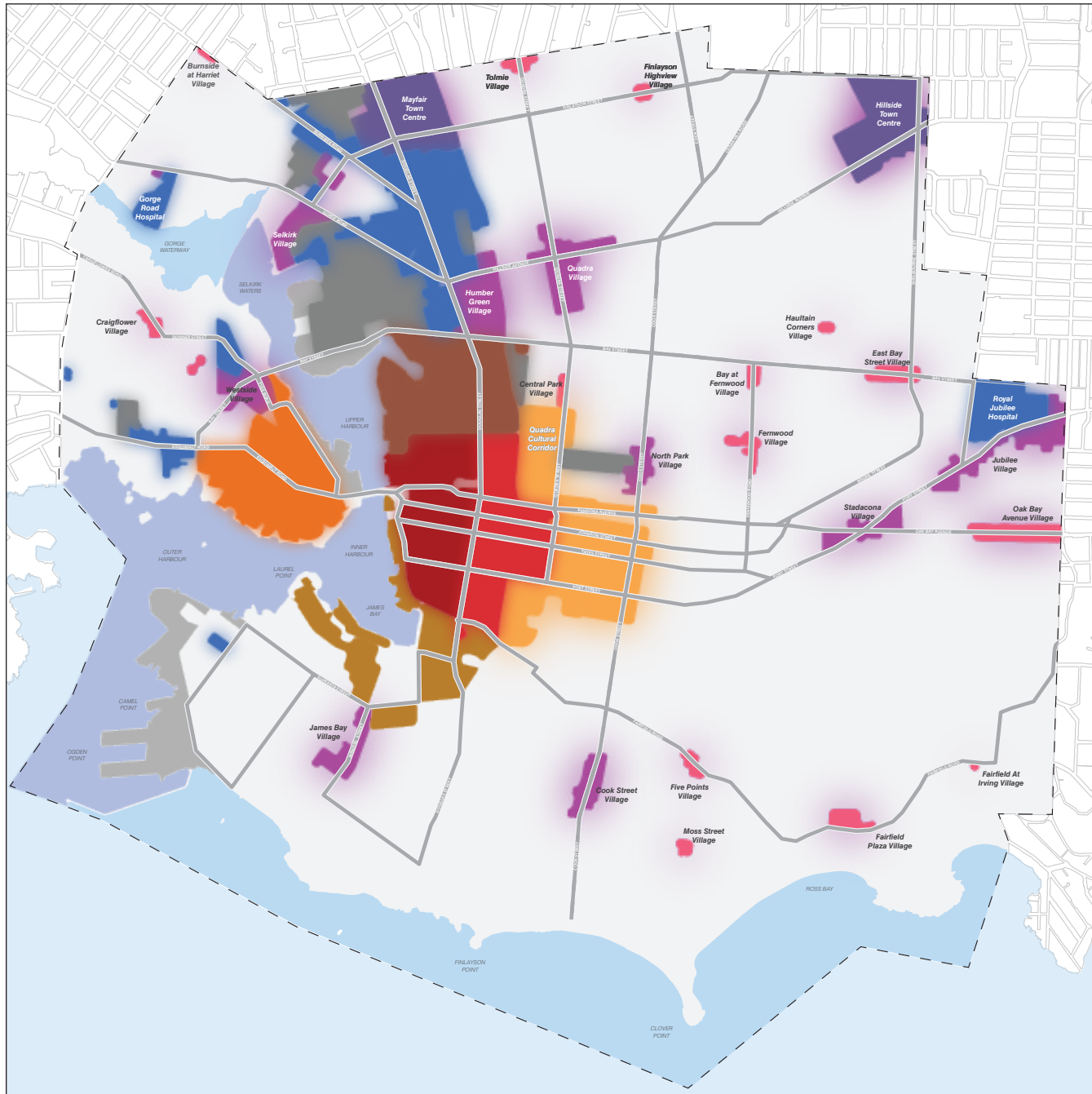
EMPLOYMENT LANDS
[SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT]

14.13   Support the preservation and use of industrial lands for diverse economic activity, including by:

14.13.1   Maintaining waterfront lands for marine-related and non-marine industrial uses and related Harbour access that supports diverse businesses, blue economy objectives and a regional ocean futures cluster.

14.13.2   Maintaining and, where possible, maximizing the use and viability of industrial lands throughout the city, including through **industrial intensification** aligned with current best practices.

14.14   Working with partners, explore the potential of preparing a waterfront plan to enhance the function and appearance of lands from Ogden Point to Rock Bay [SEE ALSO SECTION 8 – PLACEMAKING].

14.15   Support and encourage new commercial development in the Urban Core, Town Centres and Urban Villages and assess the supply of and capacity for additional commercial floor space across the city as part of local area plans and citywide economic strategies.

14.16   Increase the supply of office space in the Inner Harbour/ Legislative and Core Business areas through medium and high-density commercial mixed use development, respectively.

14.17   Retain some capacity for small scale office use in the upper storeys of properties in the Core Historic area.

14.18   Develop and implement a plan for Rock Bay as generally described in related local area plans and economic plans and policies, increasing employment capacity and exploring the inclusion of arts, culture, technology, industry and global connections [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

14.19   Consider the place-based conditions for economic sectors generally as described in Figure 16 in support of Victoria's economic structure, as identified on Map 16.

Figure 16: Urban Place Designations – Economic Guidelines

Designation	Economic Sector
Core Business	› Transportation and warehousing › Public administration › Finance, insurance, real estate › Advanced technology › Heathcare services › Tourism and visitor services › Arts, culture and entertainment › Residential goods and services (retail, commercial and community services)
Core Inner Harbour/ Legislative	› Transportation and warehousing › Public administration › Finance, insurance, real estate › Advanced technology › Healthcare services › Tourism and visitor services › Arts, culture and entertainment › Residential goods and services (retail, commercial and community services)
Core Historic	› Transportation › Finance, insurance, real estate › Healthcare services › Public administration › Tourism and visitor services › Arts, culture and entertainment › Residential goods and services (retail, commercial and community services)
Core Employment	› Transportation and warehousing › Manufacturing › Wholesale trade › Finance, insurance, real estate › Advanced technology › Heathcare services › Arts, culture and entertainment › Residential goods and services (retail, commercial and community services)

Designation	Economic Sector
Core Residential / Core Songhees Residential	› Tourism and visitor services › Heathcare services › Residential goods and services (retail, commercial and community services)
Working Harbour and Marine Industrial	› Transportation › Manufacturing › Wholesale trade › Advanced technology › Heathcare services › Tourism and visitor services
General Employment	› Transportation and warehousing › Wholesale trade › Finance, insurance, real estate › Tourism and visitor services › Advanced technology › Healthcare services › Residential goods and services (retail, commercial and community services)
Industrial	› Transportation and warehousing › Manufacturing › Wholesale trade › Advanced technology › Heathcare services
Large Urban Villages	› Finance, insurance, real estate › Healthcare services › Residential goods and services (retail, commercial and community services) › Arts, culture and entertainment
Town Centres	› Transportation and warehousing › Wholesale trade › Finance, insurance, real estate › Healthcare services › Residential goods and services (retail, commercial and community services) › Arts, culture and entertainment

MAP 16
Employment Lands

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour / Legislative
- Core Songhees
- Core Residential
- General Employment
- Urban Industrial
- Marine Industrial
- Town Centre
- Large Urban Village
- Small Urban Village
- Working Harbour
- Marine

For reference only; please refer to Map 2.

COMPETITIVE BUSINESS ENVIRONMENT

14.20   Periodically review and consider tools available in legislation to enable and support new development and building improvements, such as property tax rates, tax incentives, charges, fees, grants and density bonus for provisions.

14.21   Research and review best practices in other cities, including by:

14.21.1   Working with partners to report on competitive municipalities in the Capital Region to compare property taxes, contributions to amenity funds, available density and location near regional services in the Urban Core, particularly for new office and industrial development; and,

14.21.2   Researching and comparing actions and indicators with other globally-fluent metro areas across the world to understand best practices to support small and medium enterprise, technology and research sectors, economic reconciliation and economic resiliency.

14.22   Continue to explore regulatory tools, property tax incentives, and other mechanisms to support the provisions of diverse, affordable housing that complement or improve upon existing approaches. [SEE ALSO SECTION 19 – PLAN ADMINISTRATION].

14.23   Consider parking reductions and other zoning variances for new development that significantly contributes to the growth concept in this plan [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

14.24   Continue to support the growth and retention of small and home-based businesses through the periodic review of zoning bylaws and other regulations.

14.25   Encourage senior government to offer incentives for businesses and jobs in major and emerging economic sectors.

COMMUNITY GOODS AND SERVICES

14.26   Encourage job growth in community goods and services by increasing the residential densities in and near the Urban Core, Town Centres, Urban Villages, and along rapid and frequent transit corridors.

14.27   Continue to encourage the concentration of specialty retail in the Core Historic and Core Inner Harbour/Legislative areas through pedestrian-oriented uses at street level in defined locations, short-term parking, and in enhanced public transit, particularly rapid transit along Douglas Street.

GOVERNMENT AND BUSINESS OFFICE

14.28   Work with the Province to maintain the city's status as the headquarters of the Provincial Government, through:

14.28.1   Meeting its needs for institutional and office space in the Urban Core; and,

14.28.2   Working toward a long-term development strategy for under-used lands in the Legislative Precinct.

14.29   Support employment growth in government services, professional services and the finance, real estate and insurance sector through the strategic location of commercial mixed-use development in close proximity to the Legislature and throughout the Core Business area.

TOURISM AND VISITOR SERVICES

14.30   Support the clustering of tourist and visitor services in the Inner Harbour and Urban Core by retaining and enhancing the mix of service, retail, offices, visitor accommodation, harbour transportation, and arts and cultural facilities.

14.31   Strengthen the appeal of Victoria to tourists and other visitors in ways that enhance the community including:

14.31.1   Accessible transportation to and within the city;

14.31.2   High quality and inclusive amenities, services and events;

14.31.3   An attractive and vibrant waterfront; and,

14.31.4   Character areas in the Downtown and other neighbourhoods.

14.32 Attract residents and visitors to the Urban Core through high quality and inclusive festivals, celebrations, special events, and beautification initiatives.

14.33 Continue to invest in the heritage character of the Downtown and other neighbourhoods through incentives for rehabilitation and seismic upgrades.

14.34 Work with partners in the public and private sectors to:

14.34.1 Enhance facilities and visitor destinations;

14.34.2 Redevelop or renew key destination facilities, including the Victoria Conference Centre, an addition to the Royal BC Museum and a new Core District Public Library in the Downtown Core Area; and,

14.34.3 Develop a priority plan for future capital investment in features that support destination development.

14.35 Work with regional, community and business partners to expand and enhance cycling and pedestrian networks and increase the availability of bicycles for visitors.

14.36 Encourage the local tourism industry to position Victoria as a green and socially responsible visitor destination through the use of efficient, low emission fuels, carbon offsets, waste reduction, and similar initiatives.

MARINE SECTORS

14.37 Work with senior governments, neighbouring municipalities, public agencies, community and business partners to sustain and enhance a diversity of marine sectors in the Inner Harbour and Outer Harbour by:

14.37.1 Continued direction for marine-related industrial uses on waterfront lands in Urban Place Designations of this plan;

14.37.2 Development and redevelopment of waterfront lands and related urban design initiatives; and,

14.37.3 Development of an ocean futures cluster by building on major assets and the existing and potential ocean and marine-related businesses in our region, as guided by City economic plans, policies, and initiatives.

14.38 Continue to support jobs in manufacturing, transportation and warehousing by retaining locations for traditional industry adjacent to the Harbour on appropriate lands.

ADVANCED TECHNOLOGY

14.39 Continue to grow the region's technology sector and attract a share of firms into the city, through:

14.39.1 Support for the efforts of regional economic agencies and business partners to grow the technology sector in the Victoria region;

14.39.2 Advocacy on behalf of those partners for research funds; and,

14.39.3 Support for actions and advocacy to attract and retain diverse talent in the sector, including through building an image for the city as described in this plan and as guided by City economic plans, policies, and initiatives.

14.40 Work with partners to support growth and retention of businesses that promote urban health and sustainability including innovative mobility technology, sustainable building practices, low carbon energy systems and green infrastructure.

14.41 Support growth of technology firms through increasing the employment capacity of Core and General Employment lands while retaining waterfront industrial lands for marine and marine-related industrial uses [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

14.42 Enable and support an arts and innovation district in Rock Bay as guided by City economic plans, policies, and initiatives and local area plans. [SEE ALSO SECTION 6 – LAND MANAGEMENT AND DEVELOPMENT].

ARTS AND CULTURE

[SEE ALSO SECTION 16 – ARTS AND CULTURE]

14.43 Foster the development of diverse and inclusive cultural hubs, with clusters of cultural industries and related activity in the arts, culture, and entertainment sector, by:

14.43.1 Retaining and enhancing the supply of work/live for cultural producers in the Core Historic and Core Inner Harbour/ Legislative areas;

14.43.2 Giving consideration for work/live opportunities in the Core Employment area and work/live and live/work in Town Centres and Large Urban Villages through local area plans as appropriate;

14.43.3 Advancing strategies for arts, culture, and entertainment as identified in the City's cultural plans, policies and initiatives and local area plans [SEE ALSO SECTION 21 – NEIGHBOURHOOD DIRECTIONS].

14.43.4 Advancing the vision for an arts and innovation district in Rock Bay as guided by City economic plans, policies and initiatives and local area plans.

14.44 Work with community partners to retain and enhance arts and cultural facilities and to maintain and expand professional arts companies.

14.45 Work with partners in the public and private sectors to develop a new Core District Public Library in the Downtown Core Area.

14.46 Consider opportunities for new arts and cultural facilities in the Urban Core and other local arts and culture destinations in the city as part of future capital investment in destination development.

14.47 Continue to host high quality events and festivals in the Urban Core, including through the redevelopment of the Victoria Conference Centre and work with partners to explore the feasibility of creating new venues.

14.48 Continue to enable access to suitable locations for the film industry.

HEALTH AND EDUCATION

14.49 Seek to establish and maintain a unique niche for Victoria as a green, welcoming, and healthy community to attract technology firms, health and wellness entrepreneurs and diverse research and innovation enterprises, to improve the quality of life for residents, and to attract business to the city and region.

14.50 Enable and support the growth and retention of health services and related light industrial and commercial activities in the General Employment area at Royal Jubilee Hospital.

14.51 Encourage regional economic development agencies and the regional health sector to collaborate on initiatives aimed at making Victoria green and healthy through attracting, enabling and supporting growth in health innovation and technology as guided by City economic plans, policies and initiatives.

14.52 Work with partners to increase sports and recreational events in Victoria, and to expand recreation-based tourism [SEE ALSO SECTION 9 – PARKS AND RECREATION].

14.53 Continue to work with the University of Victoria, Royal Roads University, Camosun College and other public and private post-secondary education providers to have a permanent presence in the Downtown Core Area.

14.54 Explore the feasibility of an educational presence for major post-secondary institutions in a permanent facility that may be co-located with the arts and innovation district in Rock Bay, and that creates a community of learning through lectures and conferences, formal training and education and innovative public-private partnerships.

14.55 Encourage universities, colleges and other educational service providers to offer education and training programs that converge with the needs of major and emerging growth sectors.

MEASURING PROGRESS

14.56   The following targets should be considered in measuring progress towards the plan's economy objectives:

    14.56.1   Victoria accommodates a minimum of 20% of the region's new employment by 2041; and,

    14.56.2   Victoria's employment has increased by a minimum of 10,000 jobs by 2041.

Schedule H

Community Well-being

15

GOALS

> 15 (A) All Victorians have income and access to public services to be able to flourish and live with dignity.

> 15 (B) Lifelong learning opportunities that are culturally appropriate are available for diverse learners of all ages and income levels.

> 15 (C) High quality, affordable formal education is available and accessible for students of all ages.

> 15 (D) Victorians know their neighbours, are connected to communities of interest and have diverse opportunities for social interaction.

> 15 (E) Victorians can support themselves and their neighbours in difficult times.

> 15 (F) Victoria is a place where people come to live, work and play, regardless of age, gender identity or expression, ethnicity, religion, culture, income, sexual orientation, ability and family status.

> 15 (G) Victorians are healthy and have a network of health-related amenities, facilities and programs to promote wellness and meet the needs of all levels of mental and physical care.

> 15 (H) Victoria is a safe city, where everyone feels secure in public, in their homes and workplaces.

> 15 (I) Victoria continues to advance equity, diversity and inclusion.

OVERVIEW

A sustainable community provides the physical and social infrastructure necessary for equity as well as community and individual well-being. Physical features such as a walkable, wheelable land use pattern, good quality housing, and nearby recreational facilities can have a positive impact on quality of life and community well-being, however, the physical features of a city are just one factor. Community well-being also relies on the city's "soft" infrastructure, such as the network of services, partnerships, resources, groups, and other social relationships that collectively help people achieve their basic needs, support each other and reach their full potential. To create more equitable access to programs and services, cities must also seek to remove systemic barriers, reflect and respond to multiple lived experiences, and ensure inclusion and access for all current and future generations.

While many people in Victoria experience a relatively high level of well-being, buoyed by strong social relationships, feelings of belonging and the ability to meet their basic needs (as reflected in the bi-annual Happiness Index), other indicators reflect that marginalized groups have different experiences. The 2021 Community Report on Racism in Greater Victoria indicated that 70% of racialized respondents reported feeling undervalued, isolated, and unsafe in Victoria because of their race. The high cost of living in the city – particularly with respect to housing and childcare – make it challenging for many to make ends meet, with approximately one-quarter of Victorians living below the 2006 Low Income Cut Off. Additionally, as of 2016, 21% of Victorians were in Core Housing Need, with renter households, seniors, and those with a disability most acutely affected.

Stable housing and appropriate services are needed by a range of people, including those facing mental health challenges, addictions, and homelessness. There were at least 1,523 individuals who experienced homelessness on the night of March 11, 2020. Concerns regarding community and personal safety, comfort, and inclusion are amplified in this context of need. Underlying causes that may lead to crime range widely from systemic, structural and distributional inequalities to lack of support for housing and mental health.

SHIFTING DEMOGRAPHICS AND NEEDS

Victoria is also growing more diverse, socio-economically, culturally, and demographically. Over the next 30 years, the proportion of Victorians over the age of 65 is projected to increase dramatically, from 20% in 2016 to 30% in 2041. At the same time, the proportion of children in Victoria is declining and the city continues to see a loss of residents in their family forming years.

Of the 6,161 new residents, who moved to Victoria between July 1, 2018, and July 1, 2019, 2,545 counted as net migrants from foreign countries. Meanwhile, colonialism has had a lasting legacy and continues to create barriers for both local First Nations and urban Indigenous communities, demonstrating the need for a genuine commitment to Truth and Reconciliation.

The City continues to acknowledge Victorians' various levels of ability. Approximately 21% of the population (about 19,000 people) have one or more disabilities – accounting for approximately one in five Victorians. An estimated one in ten Victorians over the age of 15 have severe or very severe disabilities. Pain, flexibility, and mobility-related disabilities, along with mental health are the most commonly reported types of disabilities.

There is also growing acknowledgement of the existing diversity and intersectionality of Victorians, by age, sex, gender identity or expression, ability, race, ethnicity, origin, religion, and economic status. The importance of recognizing, celebrating, and planning for diverse needs and greater community inclusion has grown in recent years.

The strength of a community relies on the well-being of each of its members. Collectively, this plan's policies aim to advance a healthy and inclusive community today and in the future using the tools and powers within municipal jurisdiction. It seeks to support a holistic approach to improving social and health conditions as well as the community's economic and environmental assets.

Building community capacity means considering and addressing the needs of diverse residents, particularly those who are most vulnerable or marginalized.

This plan aims to enhance social inclusion for people of all socio-economic levels, cultural backgrounds and abilities; to strengthen the multi-generational features of neighbourhoods; to provide opportunities for civic engagement; and to enhance the sense of belonging, dignity and safety within individual and collective realms. Collective solutions are required to ensure that everyone in Victoria has access to the necessary supports to thrive.

BROAD OBJECTIVES

The community well-being policies of this plan address six broad objectives:

15 (a)　That a mix of housing, services, facilities and programs encourage and support a socio-economically and culturally inclusive community.

15 (b)　That facilities, services, places of employment and housing are accessible and welcoming to users.

15 (c)　That planning, services and programs are equitably distributed and foster multigenerational, inclusive neighbourhoods.

15 (d)　That strong partnerships build the capacity of individuals and the community.

15 (e)　That all community members have the opportunity to participate in civic affairs.

15 (f)　That all community members have an enhanced sense of personal and public safety, and community support in times of crisis.

EQUITY, DIVERSITY AND INCLUSION

15.1 Encourage and support an equitable distribution of community services, social services and facilities across the city, to support all residents.

15.2 Establish policies and fee structures to ensure that City programs and facilities are affordable, inclusive, and reflective of the lived experiences of residents of diverse ability, age, citizenship, education, ethnicity, race, gender, income, religion, and sexual orientation [SEE ALSO SECTION 16 – ARTS AND CULTURE].

15.3 Support the efforts of senior government, business and community organizations to reduce poverty through:

15.3.1 Advocating to senior levels of government for fair income assistance rates;

15.3.2 Enabling stable housing with support services;

15.3.3 Encouraging jobs that provide a household-sustaining wage for employees [SEE ALSO SECTION 14 – ECONOMY]; and,

15.3.4 Providing education and skills training programs to build individual capacity [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS].

ACCESSIBILITY

15.4 Establish guidelines and mechanisms to remove and prevent barriers to accessing public spaces, publicly accessible private spaces, mobility systems, and City-owned buildings, facilities, and processes to ensure equitable access to programs, services, information, and civic engagement.

15.5 Encourage senior governments, and community and business partners to improve the accessibility of public and private spaces, including places of employment, housing, transportation facilities, websites, public events, and visitor-oriented sites, including through collaboration and demonstrated leadership in City accessibility initiatives [SEE ALSO SECTION 13 – HOUSING AND HOMELESSNESS].

MULTIGENERATIONAL NEIGHBOURHOODS

15.6 Consider the needs of children, youth and older adults in planning initiatives, specifically those related to land use, housing, transportation, parks, facilities and community services.

15.7 Work collaboratively with senior governments, the health authority, and other public and private sector partners to plan for the housing, health, employment, recreational, educational, cultural and other needs of Victoria's population as it ages.

15.8 Encourage the maintenance and development of quality, accessible, affordable daycare, including preschool, out-of-school care and elder daycare spaces, to support families and employers by:

15.8.1 Considering the provision of non-profit daycare space as an amenity in new residential, mixed-use and commercial developments to be secured through agreement; and,

15.8.2 Encouraging new childcare, daycare and elder daycare spaces and programs throughout the city.

15.8.3 Liasing with senior governments to ensure alignment of childcare funding and initiatives related to increasing childcare spaces including, but not limited to universal childcare plans.

15.8.4 Consider the development of more detailed policies and regulatory updates to support childcare opportunities throughout the city.

15.9 Seek opportunities to promote social interaction between different generations through the design and programming of inclusive and welcoming public spaces, parks and public facilities.

SCHOOLS

15.10 Seek to sustain a population base sufficient to maintain existing public schools by encouraging diverse housing, amenities and services suitable for families with children in all neighbourhoods through policies, local area plans, and zoning.

15.11 Seek to maintain strong partnerships and communication with the school district to ensure there is a shared understanding of strategic priorities and impacts that decisions may have on communities and advocate to keep existing schools open, as key features of complete neighbourhoods.

15.12 If the school district deems it necessary to close an existing school, work collaboratively with the school district to retain public school buildings and land in public ownership and available to provide education and a mix of community and recreational services and other uses suitable to the needs of the community they serve.

15.13 Encourage the school district to make facilities available for community use outside of school hours [SEE ALSO SECTION 9 – PARKS AND RECREATION].

COMMUNITY FACILITIES AND SERVICES

15.14 Incorporate community development objectives into citywide and local area planning processes.

15.15 Work closely with community centres, seniors centres, community organizations, the public library, community members and other partners to seek innovative opportunities to sustain, enhance and deliver community-based recreational, educational, cultural and social programs that seek to be accessible to and inclusive of Victoria's diverse population [SEE ALSO SECTION 9 – PARKS AND RECREATION].

15.16 Develop and maintain partnerships with senior governments, the health authority, neighbouring municipalities, community organizations, informal groups, the private sector and others to build community capacity, and to provide a range of facilities and community services to serve people throughout their lives, including:

15.16.1 Social services to support attainment of basic needs;

15.16.2 A range of local and regional health and wellness facilities and services;

15.16.3 An accessible and inclusive network of regional recreational facilities and services;

15.16.4 Regional public library facilities and services;

15.16.5 Opportunities and facilities for lifelong learning and skills training;

15.16.6 Places of worship and other spaces for contemplation; and,

15.16.7 Settlement services and cultural centres.

15.17 Encourage collaboration among community service providers and community organizations across the city and at the regional level.

15.18 Work with community partners to promote a culture of volunteerism, community service and neighbourliness.

CIVIC ENGAGEMENT

15.19 Encourage effective public participation in City processes and service delivery by maintaining and implementing a Civic Engagement Strategy that:

15.19.1 Seeks out and facilitates the involvement of those potentially affected by or interested in a decision;

15.19.2 Seeks input from participants in designing how they participate;

15.19.3 Addresses barriers and provides support for those who are affected by a decision to be involved in the decision-making process;

15.19.4 Provides participants with the information they need to participate in a meaningful way;

15.19.5 Promotes sustainable and transparent decisions by recognizing and communicating the needs and interests of all participants, including decision-makers;

15.19.6 Provides opportunities for the public's contribution to influence the decision;

15.19.7 Communicates the outcome of public engagement processes [SEE ALSO SECTION 19 – PLAN ADMINISTRATION];

15.19.8   Demonstrates inclusivity in City publications, materials, events and public meetings;

15.19.9   Facilitates regular activities to improve the City's knowledge and understanding of lived experiences across Victoria; and,

15.19.10   Seeks to address imbalances in power in engagement processes, and provides support and capacity building to community organizations and residents who have been excluded from traditional engagement processes.

COMMUNITY SAFETY

15.20   Collaborate with the Victoria Police Department, the Fire Department, the health authority, community and social service providers, businesses, community groups, and residents with diverse lived experiences to encourage a safe and thriving Victoria, including through:

15.20.1   Working collaboratively to develop a better understanding of what safety means for Victoria's diverse population, including for marginalized communities, people who are racialized, low-income, unhoused or precariously housed as well as people who use drugs.

15.20.2   Working collaboratively with community groups and service providers and other partners to consider, where possible, the design of community facilities, spaces, and the delivery of community services to be inclusive, welcoming, and able to meet the needs of local residents, businesses and the diverse users of public space.

15.20.3   Consider and support opportunities for community-based approaches to safety and crisis response.

15.21   Support personal and public safety by considering opportunities for access, comfort, sociability and multiple uses and activities in the review of designs and plans for private developments and public spaces, including potential changes to seasonal comfort based on anticipated impacts of climate change and extreme weather [SEE ALSO SECTION 8 – PLACEMAKING, SECTION 12 - CLIMATE AND ENERGY].

15.22   Collaborate with community organizations, neighbours and other stakeholders to address issues related to personal safety and security in parks and outdoor recreation facilities.

15.23   Seek to better understand and address systemic inequities that result in substance use and addiction and support public health and community safety by working collaboratively with other governments, agencies, the health authority, Victoria Police Department, business and community organizations to take a coordinated, comprehensive Five Pillars approach that:

15.23.1   Prevents problematic substance use;

15.23.2   Reduces harm to individuals and communities from the sale and use of both legal and illegal substances;

15.23.3   Provides a range of support services, specialized care facilities and treatment programs for people who have addictions;

15.23.4   Supports access to safe, affordable and quality housing; and,

15.23.5   Delivers enforcement and response services to support community peace, public order and safety.

Schedule I

MAP 18

Critical Infrastructure Facilities

Hospital

Fire Department

Police Station/Emergency Operations Centre

Port

Coast Guard

Ferry

Water Airport

Heliport

Utility Structure

This map is provided for information purposes only. Facilities identified are not designated and are subject to change.

Schedule J

Neighbourhood Directions

21

OVERVIEW

A key element of this plan is the provision of citywide directions that can be implemented at the local level. This section summarizes key elements related to specific neighbourhoods, outlining how the neighbourhood fits within the citywide vision and how it is anticipated to change in future.
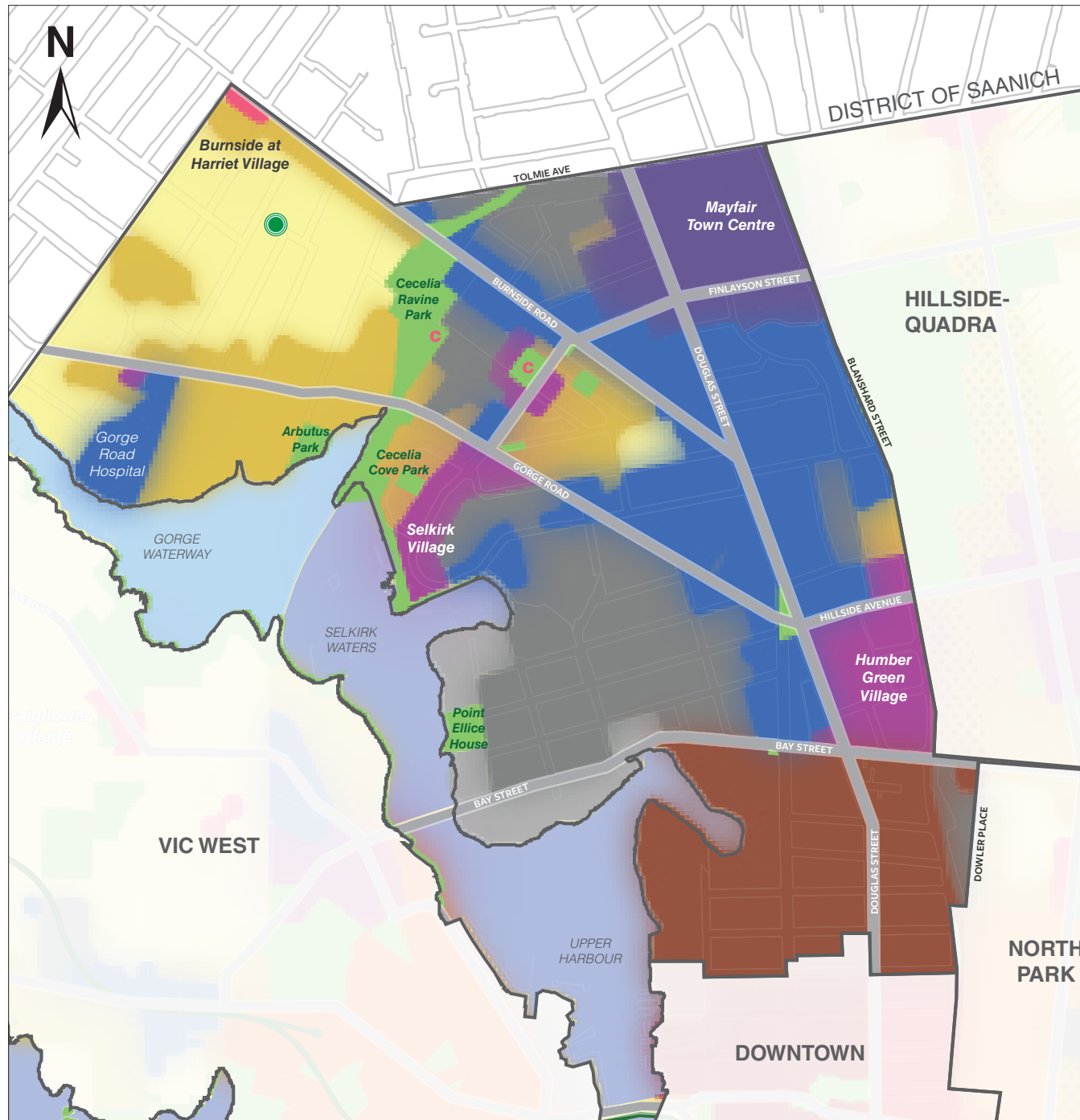
While the directions in this section are for the harbour and defined city neighbourhoods shown on Map 20, it is the local area plans at the corridor, Town Centre, Urban Village, neighbourhood, district and area level that will build on and implement the vision and directions identified. Section 20 – Local Area Planning includes policy direction for how local area plans will be developed and what they will address. This section summarizes, for convenience, the general strategic directions on a neighbourhood basis for future local area plans.

Each neighbourhood map illustrates the strategic directions that have a direct spatial reference, as well as indicating the location of key amenities such as parks and schools. The Urban Place Designations are provided for reference; refer to, Map 2 for accurate property designation information.

MAP 20
Neighbourhoods

☐ Neighbourhood Boundary

MAP 21
Burnside Neighbourhood

N

DISTRICT OF SAANICH

Burnside at Harriet Village

TOLMIE AVE

Mayfair Town Centre

FINLAYSON STREET

HILLSIDE-QUADRA

Cecelia Ravine Park

BURNSIDE ROAD

C

C

DOUGLAS STREET

BLANSHARD STREET

Gorge Road Hospital

Arbutus Park

Cecelia Cove Park

GORGE ROAD

GORGE WATERWAY

Selkirk Village

HILLSIDE AVENUE

SELKIRK WATERS

Humber Green Village

Point Ellice House

BAY STREET

VIC WEST

BAY STREET

DOUGLAS STREET

DOWLER PLACE

NORTH PARK

UPPER HARBOUR

DOWNTOWN

Urban Place Designations*

- **Core Employment**
- **Urban Industrial**
- **Marine Industrial**
- **General Employment**
- **Town Centre**
- **Large Urban Village**
- **Small Urban Village**
- **Urban Residential**
- **Traditional Residential**
- **Public Facilities, Institutions, Parks and Open Space**
- **Working Harbour**
- **Marine**

Public Facilities

C   Community Centre

◉   Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.
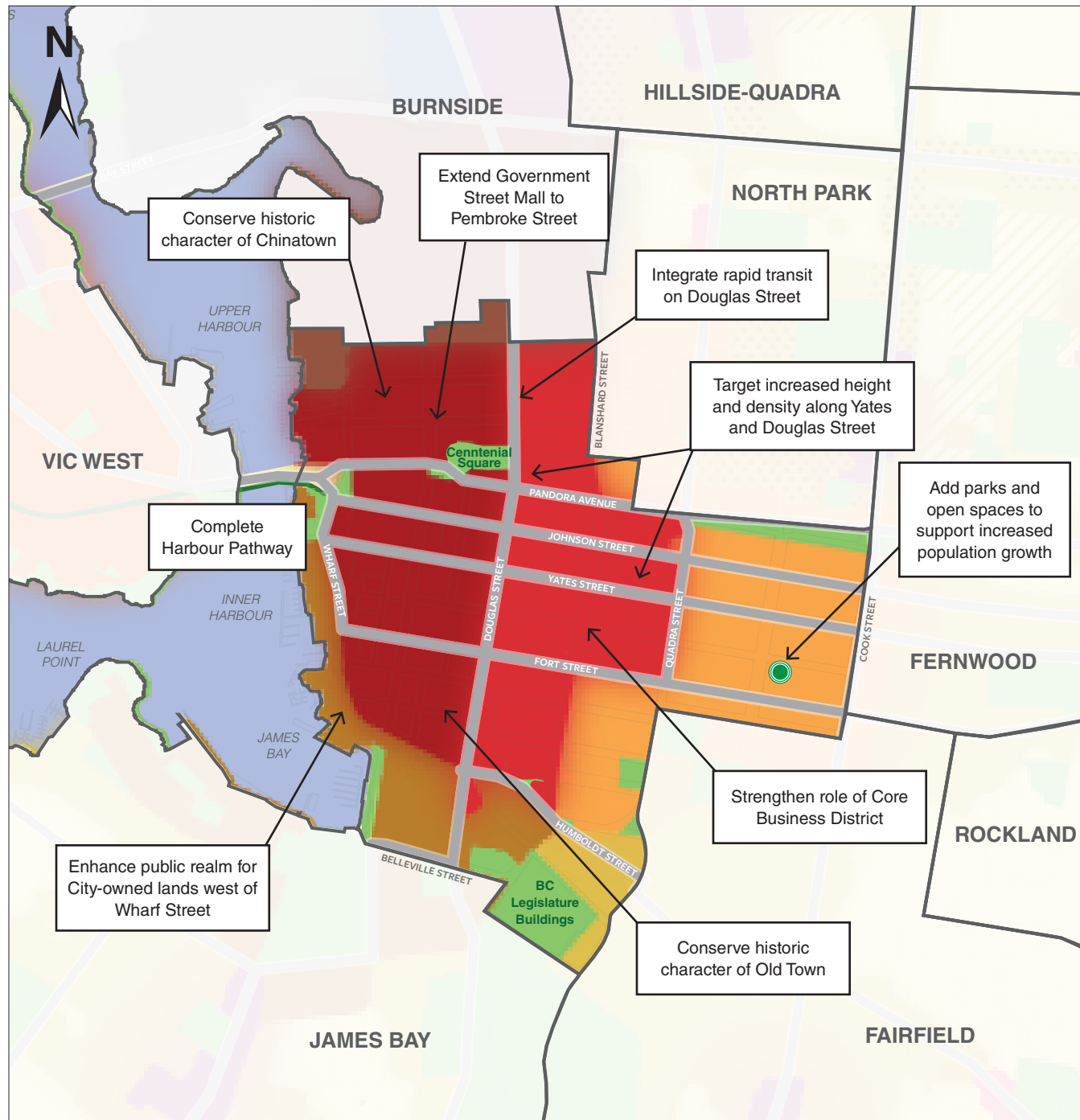
BURNSIDE

21.1   Vision in the citywide context includes:

21.1.1   Key growth area in the city, particularly along the Douglas Street transit corridor.

21.1.2   Stable residential areas in the northwest part of the neighbourhood.

21.1.3   Ecologically significant shoreline and riparian areas.

21.1.4   Key employment generator and reservoir of industrial and commercial land.

21.1.5   Significant multi-modal transportation corridors along Douglas Street, Gorge Road, Bay Street, and Burnside Road.

21.1.6   Urban Village in Selkirk with Urban Village and Town Centre development and intensification along Douglas Street.

21.1.7   Town Centre and employment hub centred at Mayfair Mall.

21.1.8   Rock Bay portion of Burnside neighbourhood forms part of Downtown Core Area and the city's Urban Core.

21.2   Strategic directions include:

21.2.1   Integrate Selkirk Village into the Burnside neighbourhood by enhancing land use and urban design conditions at Jutland Road and Gorge Road and exploring potential expansion of village footprint north of Gorge Road.

21.2.2   Focus new growth along the Douglas Street Corridor and link land use changes to the planning and implementation of Rapid Transit.

21.2.3   Develop Rock Bay district as an area of intensive employment including in the incubation and growth of advanced technology and green industry supported by green infrastructure, high performance building systems, district energy, industrial heritage retention and rapid transit service.

21.2.4   Intensify employment on the industrial lands north of Bay Street as a complement to Rock Bay.

21.2.5   Improve public access to the Harbour and Gorge Waterway and capitalize on shoreline pathway expansion opportunities.

21.2.6   Seek strategic opportunities to complete the greenways network to improve pedestrian and cycling connections within the neighbourhood, particularly the east-west connection, and to the rest of the city; and utilise the Hierarchy of Transportation and Mobility Priorities in Burnside Gorge including along arterials and secondary arterials.

21.2.7   Locate new park space within the Burnside neighbourhood.

21.2.8   Enhance community services and facilities and improve linkages to the rest of the city.

21.2.9   Encourage additional multi-family housing along Gorge Road.

21.2.10   Create an attractive, convenient pedestrian, cycling and transit-friendly environment along Gorge and Burnside Roads.

21.2.11   Develop a transit-oriented Large Urban Village at Humber Green, near the intersections of Douglas Street, Government Street, Hillside Road and Gorge Road.

21.2.12   Realize gateway opportunities at the five-way intersection focused on Humber Green.

21.2.13   Encourage the development of a master plan for the Gorge Road Hospital site.

21.2.14   Improve integration of land use planning with the District of Saanich, including possible joint village planning at the intersection of Burnside Road and Harriet Road.

21.2.15   Enhance environmental conditions in the Cecilia Creek watershed and ecologically sensitive shoreline areas.

21.2.16   Consider the identification of additional urban village locations as part of a local area planning process.

21.2.17   Seek to enhance the presence and heritage value of Point Ellice House.

MAP 22 Downtown Strategic Directions

Conserve historic character of Chinatown

Extend Government Street Mall to Pembroke Street

Integrate rapid transit on Douglas Street

Target increased height and density along Yates and Douglas Street

Complete Harbour Pathway

Add parks and open spaces to support increased population growth

Strengthen role of Core Business District

Enhance public realm for City-owned lands west of Wharf Street

Conserve historic character of Old Town

BURNSIDE

HILLSIDE-QUADRA

NORTH PARK

VIC WEST

FERNWOOD

ROCKLAND

JAMES BAY

FAIRFIELD

UPPER HARBOUR

INNER HARBOUR

LAUREL POINT

JAMES BAY

Cenntenial Square

BC Legislature Buildings

BLANSHARD STREET
PANDORA AVENUE
JOHNSON STREET
YATES STREET
FORT STREET
DOUGLAS STREET
QUADRA STREET
COOK STREET
WHARF STREET
HUMBOLDT STREET
BELLEVILLE STREET

Urban Place Designations*

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Rail Corridor

Public Facilities

- ● Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

DOWNTOWN

[SEE ALSO SECTION 6 – LAND USE MANAGEMENT AND DEVELOPMENT, URBAN CORE]

21.3   Vision in the citywide context includes:

21.3.1   The cultural, employment, business and entertainment heart of the Capital Region.

21.3.2   The Capital Region's Metropolitan Core.

21.3.3   Home to the Capital Region's primary heritage district that defines the region's international image.

21.3.4   Primary area for new attached housing and office employment growth.

21.3.5   The harbour serves as an international transportation gateway, tourist hub, recreational asset and Working Harbour.

21.3.6   Harris Green is a key high density residential neighbourhood in the Urban Core.

21.4   Strategic directions include:

21.4.1   Accommodate a significant share of the 50% of forecast new population and housing growth earmarked for the Urban Core over the next 30 years.

21.4.2   Strengthen the function of the Core Business designation as an employment district by increasing its office capacity.

21.4.3   Integrate Rapid Transit along the Douglas Street corridor through complementary urban design, land use, and development initiatives.

21.4.4   Continue to conserve the historic character of Old Town and Chinatown.

21.4.5   Add parks and open spaces in north Downtown and Harris Green to support increased population growth.

21.4.6   Target increased height and density north-south on Douglas Street and east-west on Yates Street, east of Douglas Street.

21.4.7   Complete the Harbour Pathway and realize public realm enhancement opportunities of lands along the Inner Harbour west of Wharf Street, alone or in conjunction with new development as appropriate.

21.4.8   Extend the Government Street Mall north to Pembroke Street.

21.5   Place specific departures from the Urban Place Designation guidance in this neighbourhood include:

›   For the Core Residential area on the eastern side of the block bounded by Johnson Street, Cook Street and Yates Street, considering approximate max densities of 6.8:1 floor space ratio.

MAP 23
Fairfield Neighbourhood

FERNWOOD

ROCKLAND

Pioneer Square

DOWNTOWN

Maintain and enhance established character areas

Enhance Small Urban Villages complementary to adjacent residential areas

Develop a local area plan for Cook Street Village

Develop a local area plan for Fairfield Plaza Village to explore intensification and business and community service enhancements

GONZALES

S

C

JAMES BAY

Cook Street Village

Five Points Village

Fairfield Plaza Village

Beacon Hill Park

Explore creation of a Heritage Conservation Area for south Cook Street and Dallas Road

Moss Street Village

Ross Bay Cemetery

ROSS BAY

FINLAYSON POINT

Enhance protection of shoreline areas

Enhance pathways and public realm on Dallas Road

CLOVER POINT

Urban Place Designations*

- Core Residential
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Marine

Public Facilities

- **C** Community Centre
- **S** Seniors Centre
- Existing Public School

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

FAIRFIELD

21.6   Vision in the citywide context includes:

21.6.1   Major citywide attractions in Beacon Hill Park, the Dallas Road waterfront and Cook Street Village.

21.6.2   Significant portion of the multi-family housing stock in the western portion of the neighbourhood.

21.6.3   Well established ground-oriented residential areas in the eastern portion of the neighbourhood.

21.6.4   Transition from the Downtown Core Area to established Traditional Residential areas.

21.6.5   Residential character with mature streetscapes, historic homes and landscapes, continuous shoreline access, beaches, and park space of regional significance.

21.7   Strategic directions include:

21.7.1   Maintain and enhance established character areas.

21.7.2   Consider enhancement of the Small Urban Villages at May Street and Moss Street, and Fairfield Five Points, complementary to adjacent residential areas.

21.7.3   Develop a local area plan for Cook Street Village examining boundaries, residential intensification opportunities within walking distance, and urban design and public realm enhancements.

21.7.4   Enhance the protection of shoreline areas.

21.7.5   Introduce pathway and public realm enhancements on Dallas Road.

21.7.6   Maintain neighbourhood population to ensure to support the viability of community and commercial services and schools.

21.7.7   Undertake a local area plan for Fairfield Plaza Village to explore residential intensification opportunities, and business and community service enhancements.

21.7.8   Explore creation of Heritage Conservation Area for South Cook Street and Dallas Road.

MAP 24
Fernwood
Strategic Directions

Urban Place Designations*

- Core Residential
- Large Urban Village
- Small Urban Village
- Housing Opportunity
- Urban Residential
- Mixed Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- **C** Community Centre
- Existing Public School

Map callouts:

- Maintain heritage character, buildings and streetscapes of significance
- Enhance Bay Street as a multi-modal mobility corridor with diverse housing choices, small urban villages, and public realm improvements
- Enhance Haultain Corners Village
- Accommodate new population and diverse housing choices between North Park and Fernwood Villages
- Improve cycling and pedestrian connections to downtown and other parts of the City and region
- Enhance Fernwood Village with refreshed public spaces and a broader range of business and community services
- Develop a local area plan to enhance Stadacona Village
- Develop transit corridor plan focused on Fort Street

Map labels:

OAKLANDS, HILLSIDE-QUADRA, NORTH PARK, FAIRFIELD, JUBILEE, ROCKLAND

Haultain Corners Village, Bay at Fernwood Village, East Bay Street Village, North Park Village, Fernwood Village, Stadacona Village

HAULTAIN STREET, BAY STREET, SHELBOURNE STREET, COOK STREET, FERNWOOD ROAD, BEGBIE STREET, PANDORA AVENUE, JOHNSON STREET, YATES STREET, FORT STREET

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

FERNWOOD

21.8   Vision in the citywide context includes:

21.8.1   Residential character with mature streetscapes, ample heritage assets, and local-serving parks and amenities through much of the neighbourhood.

21.8.2   Local-serving commercial in several nodes throughout the neighbourhood, including along sustainable mobility corridors.

21.8.3   Central location that houses many citywide facilities including Victoria High School, and the No. 1 Firehall.

21.8.4   Community services and amenities in and near Fernwood Village and North Park Village.

21.8.5   Transition between the Urban Core and primarily ground-oriented Traditional Residential areas to the east.

21.8.6   Home to several shared villages, including North Park Village, Haultain Corners, and Stadacona Village.

21.8.7   Diverse multi-unit housing options in and near the urban villages, including between North Park and Fernwood Villages.

21.8.8   Diverse multi-unit housing options on and off the Bay Street, Cook Street, and Fernwood Road corridors.

21.9   Strategic directions include:

21.9.1   Accommodate new population and housing growth within walking distance of North Park Village, Fernwood Village, and villages and mobility options along Bay Street, and improve pedestrian and cycling connections to the Downtown Core Area.

21.9.2   Continue to explore options for the Fort Street and Yates Street corridors to evolve into high-quality frequent transit routes, including through diverse housing options, villages, and amenities within walking distance of the corridor.

21.9.3   Enhance Fernwood Village with additional local-serving businesses, housing options, and refreshed public spaces.

21.9.4   Continue to explore opportunities to use neighbourhood school sites as community facilities to serve the broader city population.

21.9.5   Support the Bay Street corridor to evolve into a high-quality frequent transit route, including through diverse housing options, villages, and amenities within walking distance of the corridor.

21.9.6   Retain neighbourhood heritage character, buildings and streetscapes of significance while considering diverse and compatible multi-unit forms for a variety of housing choices.

21.9.7   Enhance east-west bike connections through the neighbourhood.

21.9.8   Develop a local area plan to enhance Stadacona Village.

21.9.9   Enhance Haultain Corners Village.

21.9.10   To support transition from the downtown core area into the neighbourhood, consider the following place specific guidance for Core Residential areas:

› On the east side of Cook Street, south of Mason Street and north of Fort Street, consider approximate base densities of 2:1 floor space ratio and approximate max densities of 3.5:1 floor space ratio, and heights of generally 6 storeys north of Pandora Street and 8 storeys south of Pandora Street.

21.10   Place specific departures from the Urban Place Designation guidance in this neighbourhood include:

› For the Core Residential area on the northeast corner of the intersection of Cook Street and Yates Street, considering heights of generally 12 storeys.
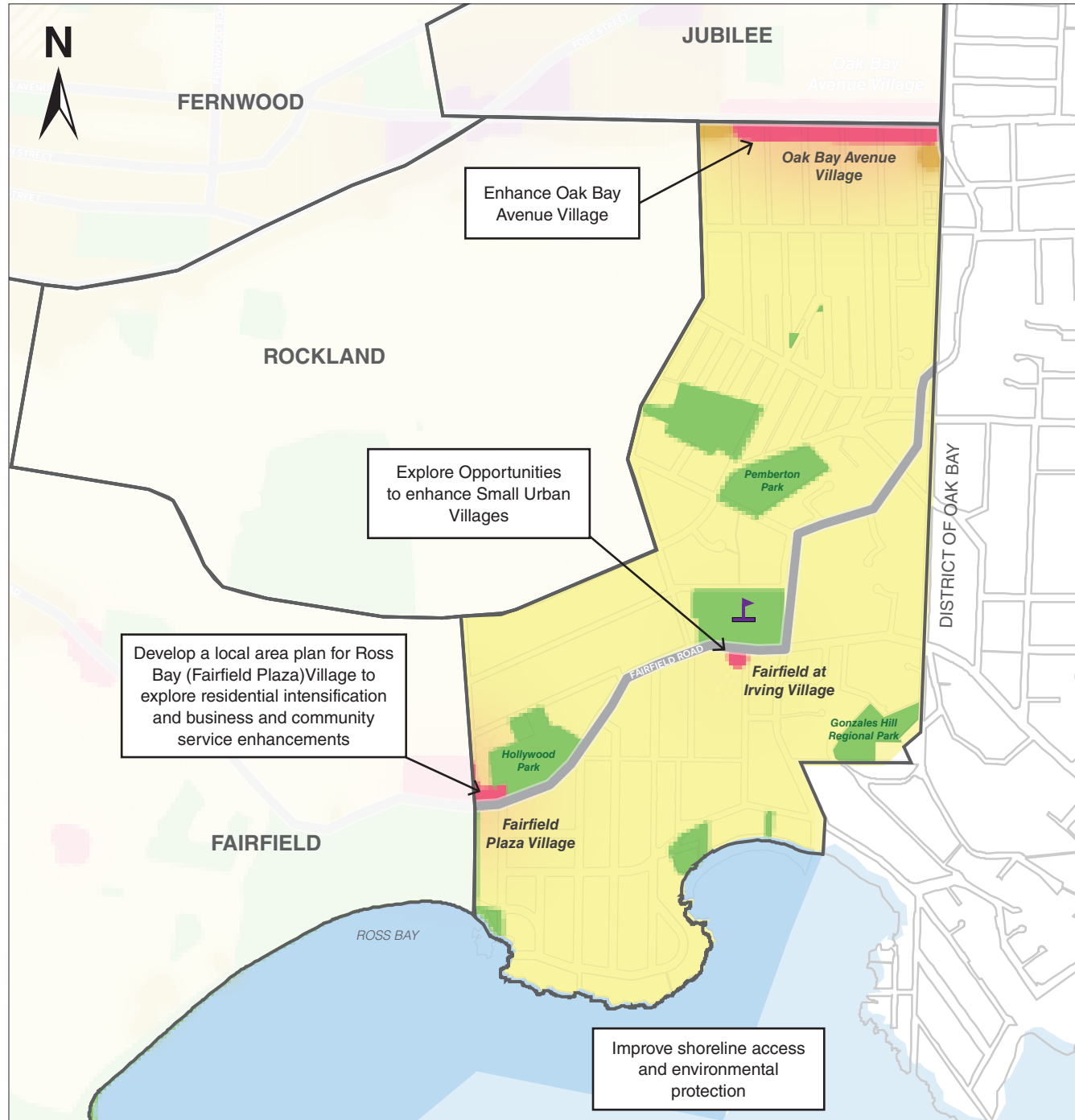
MAP 25
Gonzales
Strategic Directions

Urban Place Designations*

- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Marine

Public Facilities

- Existing Public School

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

GONZALES

21.11   Vision in citywide context includes:

    21.11.1   Primarily a stable, ground-oriented Traditional Residential area.

    21.11.2   Significant commercial areas at the neighbourhood periphery at Fairfield Plaza Village and Oak Bay Avenue Village.

    21.11.3   Public beach access point and ecologically sensitive shoreline areas.

21.12   Strategic directions include:

    21.12.1   Maintain and enhance neighbourhood character including the heritage character of buildings, landscapes, and streetscapes.

    21.12.2   Develop a plan to enhance Oak Bay Avenue Village in conjunction with adjacent neighbourhoods.

    21.12.3   Improve shoreline access where appropriate.

    21.12.4   Consider protecting and enhancing sensitive shoreline ecosystems through the creation of an Environmental Development Permit Area.

    21.12.5   Undertake a local area plan for Fairfield Plaza Village to explore residential intensification opportunities, and business and community service enhancements.

    21.12.6   Explore opportunities to enhance small urban village at the intersection of Fairfield Road and Irving Road.

MAP 26 Harbour Strategic Directions

N

BURNSIDE

HILLSIDE-QUADRA

Gorge Road Hospital

Arbutus Park

Cecelia Cove Park

Selkirk Village

GORGE WATERWAY

SELKIRK WATERS

C

Banfield Park

Point Ellice House

BAY STREET

VIC WEST

Westside Village

TYEE ROAD

UPPER HARBOUR

NORTH PARK

ESQUIMALT ROAD

WEST BAY

DOWNTOWN

OUTER HARBOUR

LAUREL POINT

INNER HARBOUR

SHOAL POINT

JAMES BAY

CAMEL POINT

BC Legislature Buildings

OGDEN POINT

JAMES BAY

FAIRFIELD

Maintain and enhance Working Harbour

Enhance waterfront character and sense of arrival

Enhance ecological functioning of harbour and shoreline areas

Enhance public realm on City-owned lands west of Wharf Street

Redevelop Belleville Terminal as an international gateway

Integrate harbour into overall transportation network

Urban Place Designations*

- Core Historic
- Core Employment
- Core Inner Harbour/Legislative
- Core Songhees
- General Employment
- Marine Industrial
- Urban Industrial
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine
- Rail Corridor

Public Facilities

- Proposed Park (approximate location)
- C Community Centre

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.
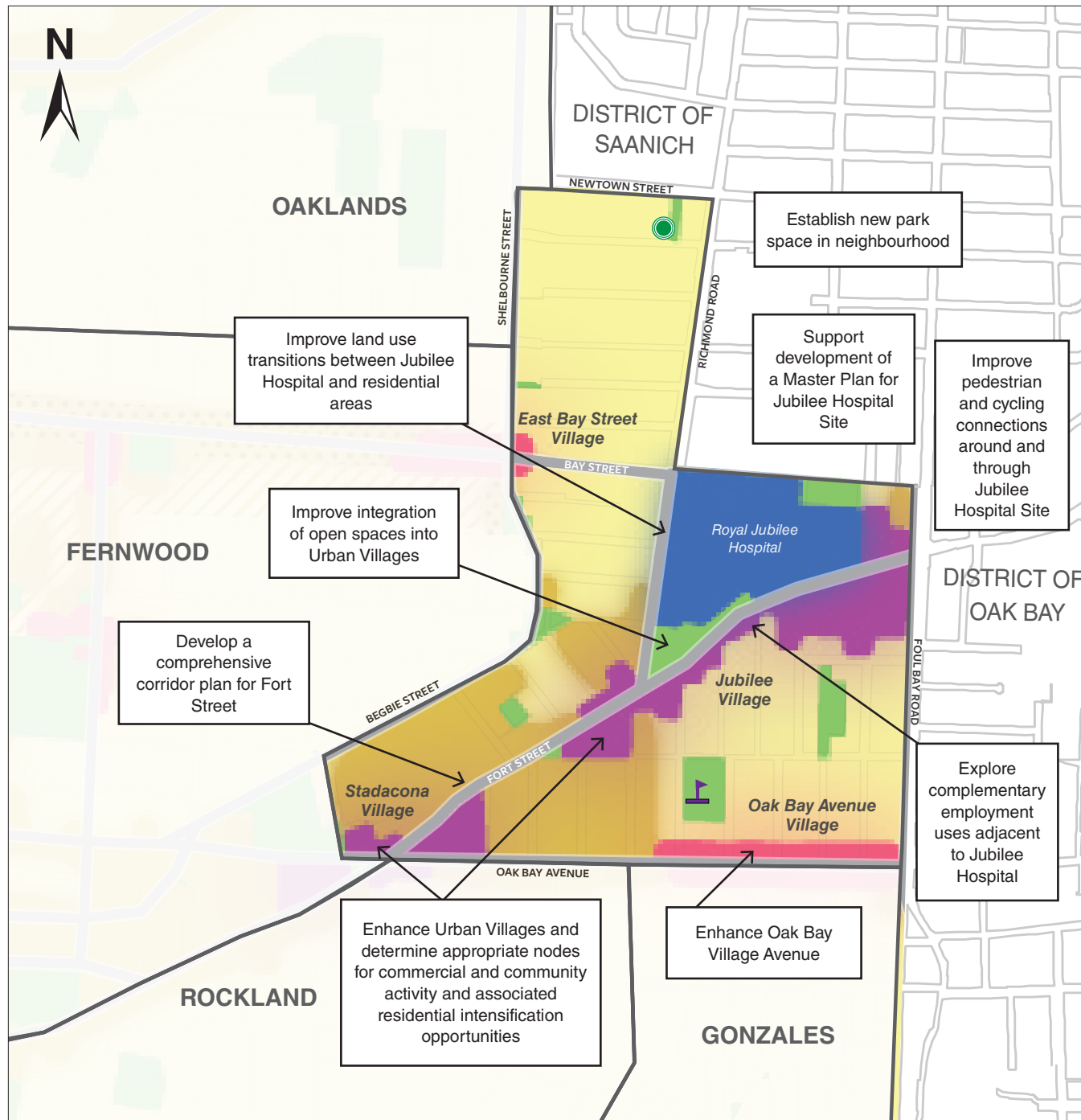
HARBOUR

21.13 Vision in the citywide context, addresses both the harbour and immediately adjacent lands, overlapping and reinforcing directions for other neighbourhoods, and includes:

21.13.1 Key employment location and site of marine-related industries.

21.13.2 International transportation hub with daily connections to Vancouver, Seattle and Port Angeles.

21.13.3 Shoreline areas with significant ecological value.

21.13.4 Major public amenity and key focal point of tourist activity.

21.13.5 Public walkway and recreational space in shoreline areas.

21.13.6 Site of water-related public festivals and events.

21.14 Strategic directions include:

21.14.1 Maintain and enhance the Working Harbour.

21.14.2 Implement the Harbour Pathway.

21.14.3 Integrate harbour transportation links into overall transportation network.

21.14.4 Enhance environmental quality of harbour and restore ecological functioning of shoreline area.

21.14.5 Enhance public access and amenity value of the harbour.

21.14.6 Establish view corridors to protect public views of the harbour.

21.14.7 Maintain and enhance waterfront character and sense of arrival at the Inner Harbour.

21.14.8 Develop a comprehensive plan for the under-used lands west of Wharf Street, alone or in conjunction with new development as appropriate.

21.14.9 Support redevelopment of the Belleville Terminal site as an international gateway.

MAP 27
Hillside-Quadra Strategic Directions

Enhance Tolmie Village with a broader range of businesses, services and public realm improvements

Enhance Finlayson and Quadra Corridors with diverse housing choices, small villages, and new place to gather

Protect Garry Oak woodlands and improve public access to Summit Park

Explore opportunities to enhance community facilities at SJ Willis Site

Enhance Hillside Ave as a frequent transit corridor with diverse housing choices and public realm improvements

Create an integrated network of public and green spaces near Quadra Village and connected to parks to the north

Support the evolution of Quadra West as a diverse, mixed-income and sustainable community with amenities for the neighbourhood

Enhance Quadra Village with new public spaces, opportunities for arts and culture, business and housing diversity

DISTRICT OF SAANICH

BURNSIDE

OAKLANDS

Tolmie Village

Finlayson Highview Village

Topaz Park

Summit Park

Quadra Village

NORTH PARK

FERNWOOD

UPPER HARBOUR

QUADRA STREET

BLANSHARD STREET

FINLAYSON STREET

COOK STREET

COOK STREET

BAY STREET

Urban Place Designations*

- Large Urban Village
- Small Urban Village
- Housing Opportunity
- Urban Residential
- Mixed Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- **C** Community Centre
- Existing Public School
- Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

HILLSIDE-QUADRA

21.15   Vision in the citywide context includes:

21.15.1   Diverse multi-unit housing options near Quadra Village, Tolmie Village, and within walking distance of the Douglas, Finlayson, and Hillside mobility corridors and other community parks and amenities.

21.15.2   Local-serving commercial nodes throughout the neighbourhood including along sustainable mobility corridors.

21.15.3   Home to a citywide recreational facility at Topaz Park.

21.15.4   Location of a regionally significant sensitive ecosystem at Summit Park.

21.15.5   Key transportation corridors along Blanshard Street, Bay Street, Hillside Avenue, and Quadra Street, and potential future frequent transit along Finlayson Street.

21.16   Strategic directions include:

21.16.1   Further develop Quadra Village as a complete Large Urban Village with housing options, diverse local-serving commercial and services for daily needs, cultural assets, and new public spaces.

21.16.2   Complement the ground-oriented Traditional Residential character in the majority of the neighbourhood with diverse and compatible multi-unit forms for a variety of housing choices.

21.16.3   Consider opportunities to re-envision major sites in Quadra West, including the Evergreen Terrace site and the former Blanshard School site, with mixed-income housing, public open spaces, updated community serving amenities, and improved connections to other neighbourhood assets in the north and east.

21.16.4   Enhance Tolmie Village with additional local-serving businesses, housing options, and new public spaces.

21.16.5   Protect, enhance and renew the significant stand of Garry Oak woodlands in the Summit Park area and enhance public access.

21.16.6   Enhance Hillside Avenue, Bay Street, Cook Street, Blanshard Street, and Finlayson Street as multi-modal corridors.

MAP 28
James Bay
Strategic Directions

N

VIC WEST

OUTER HARBOUR

INNER HARBOUR

LAUREL POINT

DOWNTOWN

Focus commercial development in James Bay Village and Legislative Precinct.

Complete Harbour Pathway

JAMES BAY

Fisherman's Wharf Park

Expand cultural assets in Inner Harbour/ Legislative area

CAMEL POINT

BC Legislature Buildings

SUPERIOR STREET

Macdonald Park

James Bay Village

MENZIES STREET

OGDEN POINT

DOUGLAS STREET

Beacon Hill Park

Beautify the public realm and improve wayfinding on Dallas Road

FAIRFIELD

Enhance public realm in James Bay Village

Holland Point Park

Realize development opportunities near Parliament Buildings that are compatible with neighbourhood character

Maintain a diversity of land uses, housing types and character areas

Restore ecologically sensitive shoreline access

FINLAYSON POINT

Urban Place Designations*

- Core Inner Harbour/Legislative
- General Employment
- Marine Industrial
- Large Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine

Public Facilities

- ⚑ Existing Public School
- **C** Community Centre

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

JAMES BAY

21.17 Vision in the citywide context includes:

21.17.1 A densely populated mixed-used neighbourhood with a Large Urban Village.

21.17.2 A major international visitor entry point, with cruise ship terminal, ferry terminals and significant Working Harbour component facilities.

21.17.3 Citywide attractions including Beacon Hill Park and publicly accessible shoreline.

21.17.4 Location of ceremonial precinct at the Parliament Buildings, the Inner Harbour and the Royal BC Museum.

21.17.5 Location of significant heritage landmark buildings including the Parliament Buildings and its ceremonial grounds the CPR Steamship Terminal and the Royal BC Museum.

21.17.6 Home to a large portion of the city's rental housing stock.

21.17.7 Centre of tourist accommodation and visitor services.

21.18 Strategic directions include:

21.18.1 Maintain a variety of housing types and tenures for a range of age groups and incomes.

21.18.2 Focus commercial development in the Legislative Precinct and James Bay Village.

21.18.3 Maintain an interesting diversity of land uses, housing types and character areas.

21.18.4 Enable adaptation and renewal of the existing building stock.

21.18.5 Continue to support sensitive infill.

21.18.6 Implement and connect the Harbour Pathway and restore ecologically sensitive shoreline areas.

21.18.7 Realize development opportunities near the Parliament Buildings in a way compatible with neighbourhood character.

21.18.8 Improve pedestrian, cycling and transit connections between Downtown, Beacon Hill Park, James Bay Village and waterfront areas, including through the introduction of local transit service.

21.18.9 Enable the expansion of cultural assets in the Inner Harbour/ Legislative district.

21.18.10 Beautify the public realm and improve wayfinding along Dallas Road to other destinations.

21.18.11 Undertake public realm improvements in James Bay Village to improve walkability and enhance vitality.

MAP 29
Jubilee
Strategic Directions

N

OAKLANDS

DISTRICT OF SAANICH

NEWTOWN STREET

SHELBOURNE STREET

RICHMOND ROAD

Establish new park space in neighbourhood

Improve land use transitions between Jubilee Hospital and residential areas

East Bay Street Village

BAY STREET

Support development of a Master Plan for Jubilee Hospital Site

Improve pedestrian and cycling connections around and through Jubilee Hospital Site

FERNWOOD

Improve integration of open spaces into Urban Villages

Royal Jubilee Hospital

DISTRICT OF OAK BAY

Develop a comprehensive corridor plan for Fort Street

BEGBIE STREET

Jubilee Village

FOUL BAY ROAD

Explore complementary employment uses adjacent to Jubilee Hospital

FORT STREET

Stadacona Village

Oak Bay Avenue Village

OAK BAY AVENUE

ROCKLAND

Enhance Urban Villages and determine appropriate nodes for commercial and community activity and associated residential intensification opportunities

Enhance Oak Bay Village Avenue

GONZALES

Urban Place Designations*

General Employment

Large Urban Village

Small Urban Village

Urban Residential

Traditional Residential

Public Facilities, Institutions, Parks and Open Space

Public Facilities

Existing Public School

Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.
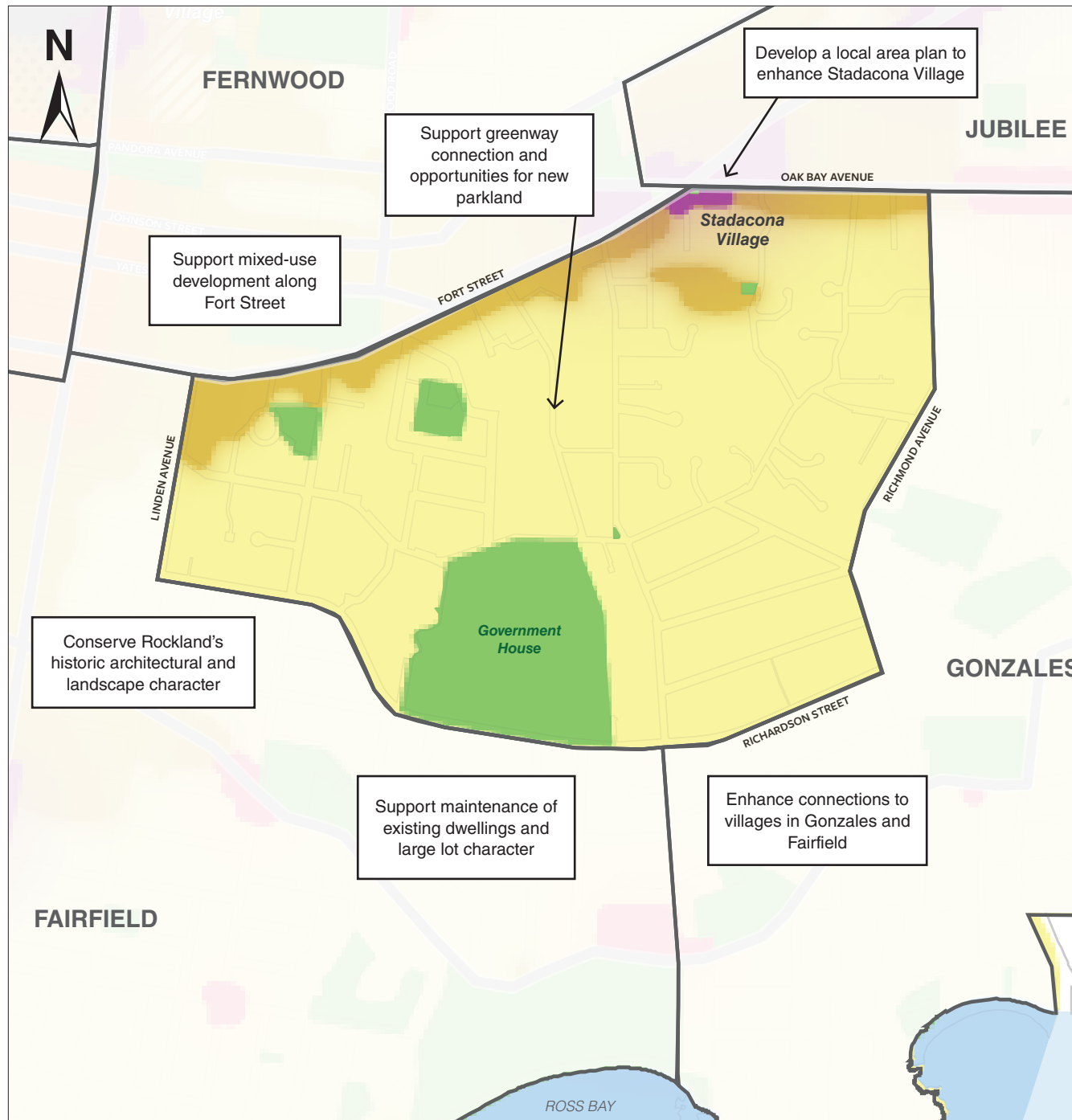
JUBILEE

21.19   Vision in the citywide context includes:

21.19.1   Regionally significant employment centre at Royal Jubilee Hospital.

21.19.2   Major transportation corridor and priority frequent transit route along Fort Street connecting Esquimalt Dockyards, Downtown, Royal Jubilee Hospital with Camosun College and the University of Victoria.

21.19.3   Multi-family residential and commercial development within walking distance of Fort Street.

21.19.4   Urban Villages at Stadacona (Fort and Oak Bay), Jubilee (Richmond and Fort), Fort and Foul Bay, and Oak Bay Avenue and East Bay Street (Bay and Shakespeare to Shelbourne).

21.19.5   Important transportation corridor on Shelbourne Street including frequent transit service connecting to Hillside Town Centre.

21.20   Strategic directions include:

21.20.1   Enhance Fort Street corridor through a comprehensive corridor plan that examines land use, urban design, and transportation conditions.

21.20.2   Develop plans to enhance Urban Villages at Stadacona, Oak Bay Avenue, Jubilee, and Fort/Foul Bay, giving consideration to appropriate nodes for commercial and community activity and associated residential intensification opportunities.

21.20.3   Explore complementary commercial and other employment land uses that can be located adjacent to and within the Royal Jubilee Hospital site.

21.20.4   Integrate Bowker Creek watershed protection into land use planning and explore daylighting opportunities.

21.20.5   Improve land use transitions and minimize impacts of Royal Jubilee Hospital redevelopment and expansion on adjacent ground-oriented general residential areas.

21.20.6   Improve pedestrian and cycling connections around and through the Royal Jubilee Hospital site.

21.20.7   Improve streetscape and pedestrian conditions throughout the neighbourhood.

21.20.8   Support development of a master plan for Royal Jubilee Hospital, including investigating the feasibility of district energy systems, infrastructure, urban design and transportation improvements, and redevelopment potential.

21.20.9   Improve the integration of open spaces into Urban Villages, including Royal Jubilee Hospital green space at Richmond Avenue and Fort Street.

21.20.10 Establish new park space within the Jubilee neighbourhood.
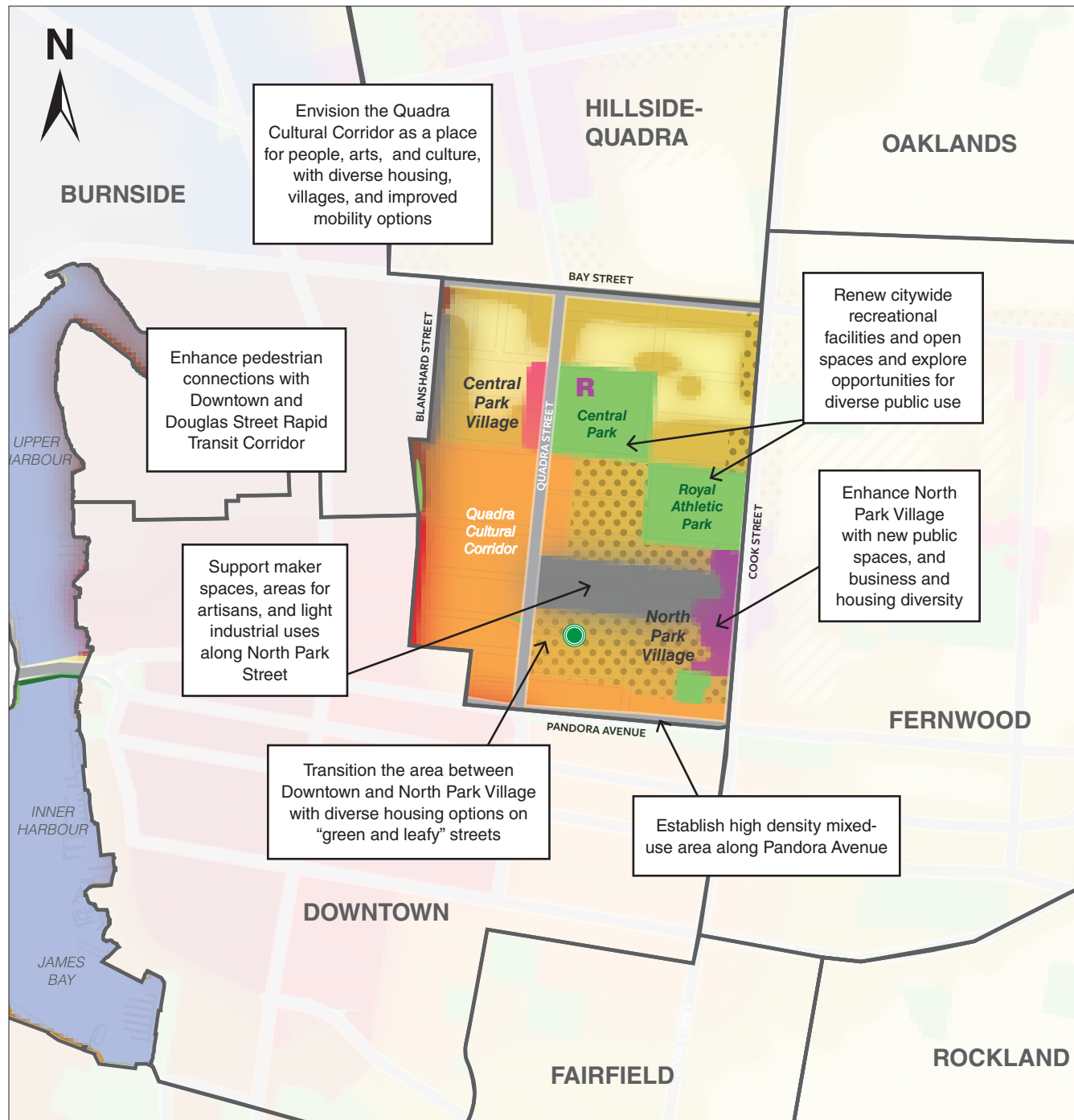
MAP 30
North Park Strategic Directions

Urban Place Designations*

- Large Urban Village
- Small Urban Village
- Housing Opportunity
- Urban Residential
- Traditional Residential
- Urban Industrial
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- **R** Recreation Centre
- Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

Map labels and callouts:

BURNSIDE

HILLSIDE-QUADRA

OAKLANDS

Envision the Quadra Cultural Corridor as a place for people, arts, and culture, with diverse housing, villages, and improved mobility options

BAY STREET

Enhance pedestrian connections with Downtown and Douglas Street Rapid Transit Corridor

Renew citywide recreational facilities and open spaces and explore opportunities for diverse public use

UPPER HARBOUR

Central Park Village

Central Park

BLANSHARD STREET

QUADRA STREET

R

Royal Athletic Park

COOK STREET

Enhance North Park Village with new public spaces, and business and housing diversity

Quadra Cultural Corridor

Support maker spaces, areas for artisans, and light industrial uses along North Park Street

North Park Village

FERNWOOD

Transition the area between Downtown and North Park Village with diverse housing options on "green and leafy" streets

PANDORA AVENUE

Establish high density mixed-use area along Pandora Avenue

INNER HARBOUR

DOWNTOWN

JAMES BAY

FAIRFIELD

ROCKLAND

NORTH PARK

21.21 Vision in the citywide context includes:

21.21.1　Location of citywide recreation facilities at Crystal Pool, Royal Athletic Park, and the Save On Foods Memorial Centre.

21.21.2　Areas west of Quadra Street and fronting Pandora Avenue identified as a mixed use residential area within the Downtown Core Area.

21.21.3　Southern portion of the neighbourhood along Pandora Avenue identified for higher density mixed use development in the Downtown Core Area.

21.21.4　Key transition area linking higher density Downtown and Harris Green with other residential areas of the city; the area between Quadra Street and North Park Village is a key transition zone envisioned to accommodate diverse housing options with a residential character and mature streetscapes.

21.21.5　Significant commercial area at North Park Village.

21.21.6　Significant cluster of heritage buildings along and near Quadra Street.

21.21.7　Light industrial (artisan and maker space) area along North Park Street between Quadra and Cook Streets.

21.22 Strategic directions include:

21.22.1　Renew citywide recreational facilities at Crystal Pool and Royal Athletic Park and explore opportunities for diverse public uses.

21.22.2　Support diverse multi-unit housing options within walking distance of the North Park Village and within portions of the neighbourhood designated Core Residential close to downtown amenities and frequent transit options.

21.22.3　To support appropriate housing options and good transitions, consider the following place specific guidance for Core Residential areas in the neighbourhood:

› On the east side of Quadra Street, south of Pembroke Street and north of North Park Street, consider approximate base densities of 2:1 floor space ratio and approximate max densities of 3:1 floor space ratio, with total commercial densities of approximately 1:1 floor space ratio.

› On the south side of Mason Street, east of Vancouver Street and west of Cook Street, consider approximate base densities of 1:1 floor space ratio and approximate max densities of 2:1 floor space ratio, with total commercial densities of approximately 1:1 floor space ratio and heights of generally 6 storeys.

21.22.4　Support the evolution of North Park Village as a complete Large Urban Village with housing options, diverse commercial and services for daily needs, and new public spaces.

21.22.5　Retain existing light industrial uses along North Park Street and support new similar uses to locate in the area, including ground floor artisan and maker spaces with residential uses above.

21.22.6　Establish a high density mixed use area along Pandora Avenue that responds to the surrounding skyline of visually prominent heritage landmarks.

21.22.7　Enhance pedestrian connections with Downtown and the Douglas Street rapid transit corridor.

21.22.8　Continue to examine opportunities for the introduction of a central community space that serves the neighbourhood.
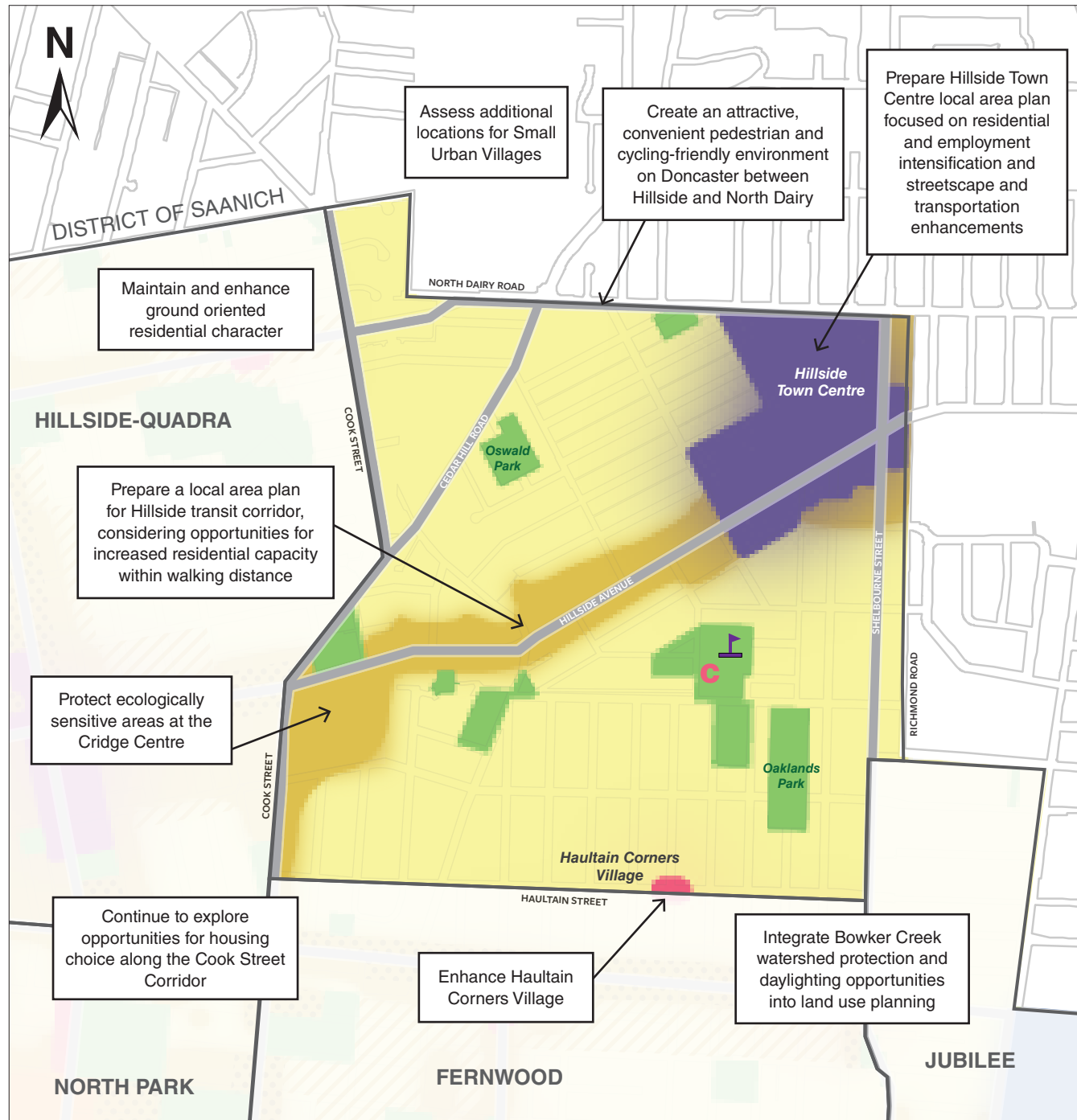
MAP 31
Oaklands
Strategic Directions

Urban Place Designations*

- Town Centre
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space

Public Facilities

- Existing Public School
- **C** Community Centre

Assess additional locations for Small Urban Villages

Create an attractive, convenient pedestrian and cycling-friendly environment on Doncaster between Hillside and North Dairy

Prepare Hillside Town Centre local area plan focused on residential and employment intensification and streetscape and transportation enhancements

Maintain and enhance ground oriented residential character

Prepare a local area plan for Hillside transit corridor, considering opportunities for increased residential capacity within walking distance

Protect ecologically sensitive areas at the Cridge Centre

Continue to explore opportunities for housing choice along the Cook Street Corridor

Enhance Haultain Corners Village

Integrate Bowker Creek watershed protection and daylighting opportunities into land use planning

DISTRICT OF SAANICH

HILLSIDE-QUADRA

NORTH DAIRY ROAD

COOK STREET

CEDAR HILL ROAD

Oswald Park

Hillside Town Centre

HILLSIDE AVENUE

SHELBOURNE STREET

RICHMOND ROAD

Oaklands Park

Haultain Corners Village

HAULTAIN STREET

NORTH PARK

FERNWOOD

JUBILEE

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

OAKLANDS

21.23   Vision in the citywide context includes:

21.23.1   Location of a Town Centre anchored at Hillside Mall.

21.23.2   Major transportation corridors located on Shelbourne Street and Hillside Avenue.

21.23.3   Major apartment and mixed-use corridor along Hillside Avenue.

21.23.4   Location of small urban village at Haultain Corners.

21.23.5   Large areas of ground-oriented general residential housing suitable for families with children.

21.24   Strategic directions include:

21.24.1   Prepare a local area plan focused on the development of the Hillside Town Centre considering residential and employment intensification as well as transportation and streetscape enhancements.

21.24.2   In consultation with the District of Saanich, prepare a local area plan focused on the Hillside transit corridor considering opportunities to increase residential densities within walking distance of the corridor.

21.24.3   Maintain and enhance the ground-oriented general residential character in the majority of the neighbourhood.

21.24.4   Progressively enhance the Small Urban Village at Haultain Corners and assess potential locations for additional Small Urban Villages, including at Cedar Hill Road at Finlayson Street.

21.24.5   Integrate Bowker Creek watershed restoration into land use planning and consider daylighting opportunities.

21.24.6   Create an attractive, convenient pedestrian and cycling friendly environment on Doncaster Drive between Hillside Avenue and North Dairy Road.

21.24.7   Protect ecologically sensitive areas at the Cridge Centre property.

21.24.8   In future local area planning, consider diverse housing options along and near the Cook Street Corridor to support sustainable mobility and housing objectives.

MAP 32
Rockland
Strategic Directions

FERNWOOD

JUBILEE

Develop a local area plan to enhance Stadacona Village

Support greenway connection and opportunities for new parkland

OAK BAY AVENUE

Stadacona Village

Support mixed-use development along Fort Street

FORT STREET

LINDEN AVENUE

RICHMOND AVENUE

Government House

GONZALES

Conserve Rockland's historic architectural and landscape character

RICHARDSON STREET

Support maintenance of existing dwellings and large lot character

Enhance connections to villages in Gonzales and Fairfield

FAIRFIELD

ROSS BAY

Urban Place Designations*

Large Urban Village

Urban Residential

Traditional Residential

Public Facilities, Institutions, Parks and Open Space

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

ROCKLAND

21.25   Vision in the citywide context includes:

21.25.1   Primarily a historic residential neighbourhood with ground-oriented housing.

21.25.2   An area of notable historic architectural and landscape character.

21.25.3   A mixed-use corridor along Fort Street and Oak Bay Avenue defines the northern neighbourhood border.

21.25.4   Location of city wide cultural facilities in the Victoria Art Gallery, Craigdarroch Castle and Government House.

21.25.5   Significant stock of established rental housing.

21.25.6   Significant portion of the city's urban forest, largely on private land.

21.26   Strategic directions include:

21.26.1   Encourage a diversity of population and housing in consideration of the neighbourhood's heritage and estate character.

21.26.2   Support mixed use development along the Fort Street frequent transit corridor.

21.26.3   Undertake a local area plan to enhance Stadacona Village at Oak Bay Avenue and Fort Street.

21.26.4   Continue to conserve the historic architectural and landscape character of the neighbourhood.

21.26.5   Enhance connections to Urban Villages in Fairfield, Gonzales, and Jubilee.

21.26.6   Support the maintenance of existing dwellings and large lot character through sensitive infill that preserves green space and estate features.

21.26.7   Support greenway connection and opportunities for new parkland.

MAP 33
Victoria West Neighbourhood
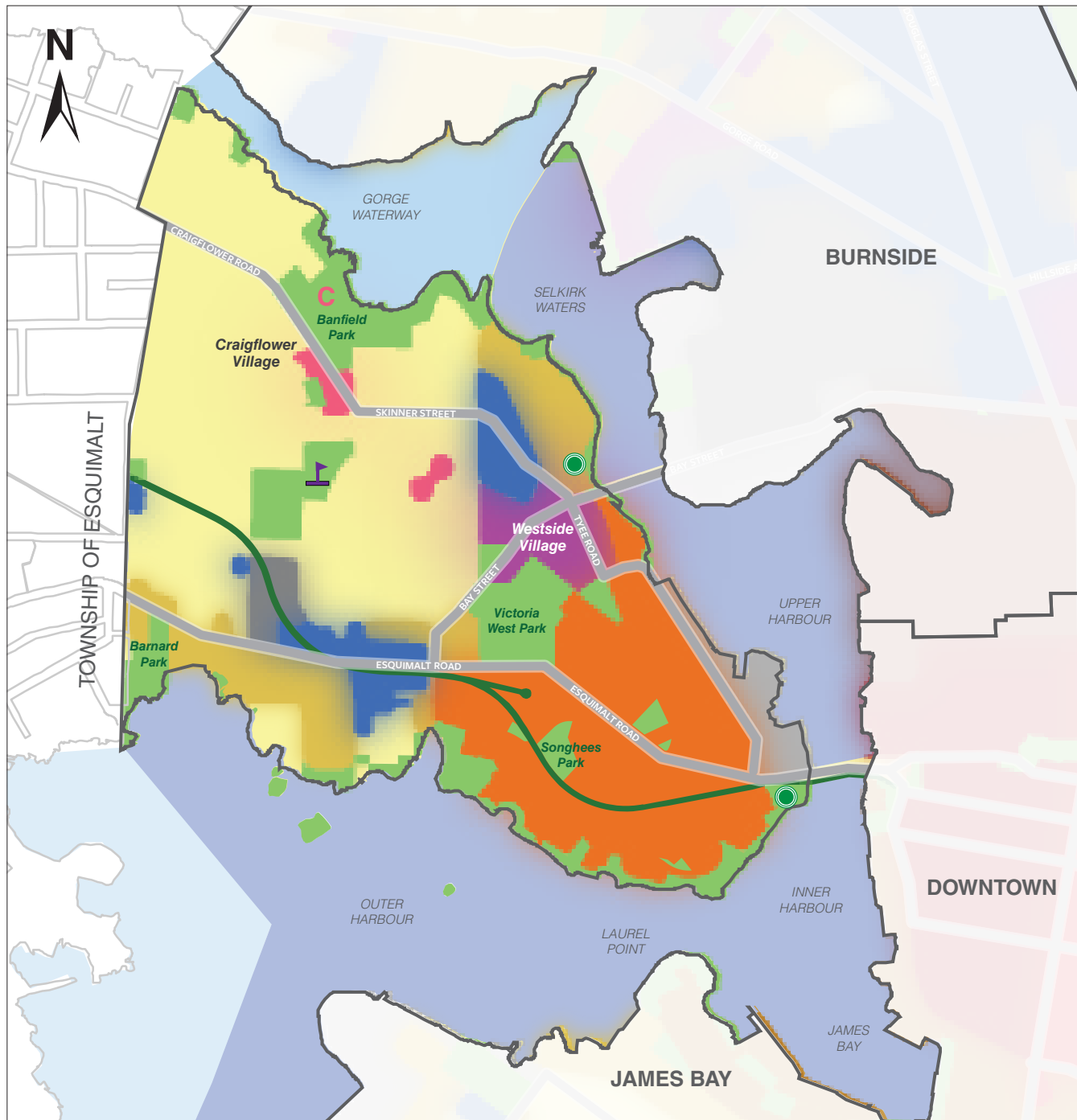
Urban Place Designations*

- Core Songhees
- General Employment
- Marine Industrial
- Urban Industrial
- Large Urban Village
- Small Urban Village
- Urban Residential
- Traditional Residential
- Public Facilities, Institutions, Parks and Open Space
- Working Harbour
- Marine

Public Facilities

- Existing Public School
- **C** Community Centre
- Proposed Park (approximate location)

*Urban Place Designations are provided for information only. Please refer to Map 2 and Section 6 for designation information.

Map labels:

GORGE WATERWAY

BURNSIDE

SELKIRK WATERS

TOWNSHIP OF ESQUIMALT

CRAIGFLOWER ROAD

Craigflower Village

Banfield Park

C

SKINNER STREET

Westside Village

TYEE ROAD

BAY STREET

Victoria West Park

UPPER HARBOUR

Barnard Park

ESQUIMALT ROAD

ESQUIMALT ROAD

Songhees Park

OUTER HARBOUR

LAUREL POINT

JAMES BAY

INNER HARBOUR

DOWNTOWN

JAMES BAY

VICTORIA WEST

21.27   Vision in the citywide context includes:

21.27.1   Eclectic mix of land uses, including industrial, employment, apartment residential and older neighbourhoods with a range of housing forms.

21.27.2   High density residential mixed use development in the Songhees Peninsula forms a distinct and unique part of the city's urban core, and serves as a focus of activity with a diversity of uses for the Victoria West neighbourhood.

21.27.3   Transportation links to Downtown Core through the Galloping Goose Regional Trail, Esquimalt Road, Craigflower Road and the E & N Rail Corridor.

21.27.4   Large Urban Village anchored by Westside Village, Victoria West Park and higher density comprehensive developments.

21.27.5   Some ecologically significant shoreline areas.

21.27.6   Significant public waterfront access throughout the neighbourhood, including waterfront walkway connections to the waterfront from inland locations, and unique vantage points with views to the Inner Harbour, Downtown and the Outer Harbour.

21.27.7   Location of historic industrial areas, including along the waterfront and in the collection of buildings and structures at the Roundhouse.

21.28   Strategic directions include:

21.28.1   Complete the revitalization of the portions of Victoria West included within the Urban Core, including Songhees, Dockside, Bayview and Roundhouse sites giving consideration for urban design linkages within the neighbourhood and to the Downtown Core Area.

21.28.2   Enhance urban design to improve connectivity and walkability and better integrate land uses throughout the neighbourhood with an emphasis on providing networks that link destinations and provide enhanced access to the waterfront.

21.28.3   Strengthen transportation corridors through enhancing pedestrian, transit and cycling priority and considering how the E & N Rail Corridor can best be used as a community amenity and connecting element.

21.28.4   Implement, monitor and regularly update the local area plan for the Victoria West neighbourhood that examines land use, transportation and urban design conditions, with a focus on areas of existing or future major change and better integration of all areas of the neighbourhood.

21.28.5   Continue to develop the Large Urban Village anchored by Westside Village, local-serving commercial areas in the form of Small Urban Villages and neighbourhood-scaled commercial and mixed use developments to enable Victoria West residents and employees to easily access all of their daily needs within walking distance.

21.28.6   Maintain a diversity of employment lands and uses.

21.28.7   Explore opportunities to enhance Craigflower Village.

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Map Replacements and Naming Updates

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Map 1: Victoria Metropolitan Area	Map 1: Victoria Metropolitan Area	
Map 2: Urban Place Designations	Map 2: Urban Place Designations	*map repealed and replaced*
Map 3: Local Area Planning Priorities		*map repealed*
	Map 3: Urban Village and Town Centre Network	*new map*
	Map 4: Urban Core	*new map*
Map 4: Functional Street Classification	Map 5: Functional Street Classification	*map repealed and replaced*
Map 5: Victoria Region 25 Year Transit Future Plan	Map 6: Transit Priority Network	*map repealed and replaced*
Map 6: Greenways Network	Map 7: Greenways Network	*map repealed and replaced*
Map 7: Cycling Network	Map 8: All Ages and Abilities Cycling Network	*map repealed and replaced*
	Map 9: Truck and Emergency Response Network	*new map*
Map 8: Heritage Landmark Buildings	Map 10: Heritage Landmark Buildings	
Map 9: Parks, Open Space and Recreational Facilities	Map 11: Parks, Open Space and Recreational Facilities	
Map 10: Ecological Assets	Map 12: Ecological Assets	
Map 11: Water Main Network	Map 13: Water Main Network	
Map 12: Sanitary Sewer Main Network	Map 14: Sanitary Sewer Main Network	
Map 13: Stormwater Main and Natural Drainage Network	Map 15: Stormwater Main and Natural Drainage Network	
Map 14: Employment Lands	Map 16: Employment Lands	*map repealed and replaced*

Map 15: Arts and Culture Facilities	Map 17: Arts and Culture Facilities	
Map 16: Critical Infrastructure Facilities	Map 18: Critical Infrastructure Facilities	*map repealed and replaced*
Map 17: Seismic Hazard	Map 19: Seismic Hazard	
Map 18: Neighbourhoods	Map 20: Neighbourhoods	*map repealed and replaced*
Map 19: Burnside Neighbourhood	Map 21: Burnside Neighbourhood	*map repealed and replaced*
Map 20: Downtown and Harris Green Strategic Directions	Map 22: Downtown Strategic Directions	*map repealed and replaced*
Map 21: Fairfield Neighbourhood	Map 23: Fairfield Neighbourhood	*map repealed and replaced*
Map 22: Fernwood Strategic Directions	Map 24: Fernwood Strategic Directions	*map repealed and replaced*
Map 23: Gonzales Strategic Directions	Map 25: Gonzales Strategic Directions	*map repealed and replaced*
Map 24: Harbour Strategic Directions	Map 26: Harbour Strategic Directions	*map repealed and replaced*
Map 25: Hillside-Quadra Strategic Directions	Map 27: Hillside-Quadra Strategic Directions	*map repealed and replaced*
Map 26: James Bay Strategic Directions	Map 28: James Bay Strategic Directions	*map repealed and replaced*
Map 27: Jubilee Strategic Directions	Map 29: Jubilee Strategic Directions	*map repealed and replaced*
Map 28: North Park Strategic Directions	Map 30: North Park Strategic Directions	*map repealed and replaced*
Map 29: Oaklands Strategic Directions	Map 31: Oaklands Strategic Directions	*map repealed and replaced*
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Figure 2: City of Victoria Plan Linkages	Figure 2: City of Victoria Plan Linkages	
Figure 3: Thirty Year Growth Management Concept	Figure 3: Growth Management Concept	
Figure 4: Plan Goals by Topic Area	Figure 4: Plan Goals by Topic Area	
Figure 5: Population Projections by Age Group to 2041	Figure 5: Population Projections by Age Group to 2041	*figure repealed and replaced*
Figure 6: Official Community Plan Engagement Process	Figure 6: Official Community Plan Engagement Process	
Figure 7: Regional Growth Strategy Consistency	Figure 7: Regional Growth Strategy Consistency	*figure repealed and replaced*
Figure 8: Urban Place Guidelines		*figure repealed*
	Figure 8: Common Place Character Features	*new figure*
Figure 9: Guidelines for Complete Town Centres and Urban Villages	Figure 9: Guidelines for Complete Town Centres and Urban Villages	*figure repealed and replaced*
Figure 9A: Guidelines for Complete Town Centres and Urban Villages – Conceptual Illustrations		*figure repealed*
Figure 10: Hierarchy of Transportation and Mobility Priorities	Figure 10: Hierarchy of Transportation and Mobility Priorities	*figure repealed and replaced*
Figure 11: Walkable Urban Thoroughfare Guidelines		*figure repealed*
	Figure 11: Aligning Mobility Networks and Land Use	*new figure*
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Figure 13: Street and Public Space Enclosure	Figure 13: Street and Public Space Enclosure	
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