

Vic West

Neighbourhood Plan

DRAFT

October 2017 **DRAFT**

The City of Victoria acknowledges that the land and water of the Victoria West neighbourhood is the traditional territory of the Lekwungen people.

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Big Moves in the Plan

- 1** Create Strong Village Hearts
- 2** Connect the community
- 3** Add housing that fits neighbourhood character in older residential areas
- 4** Create more places to live near transit and amenities



- 5** Strengthen connections to the waterfront
- 6** Support jobs and businesses in the neighbourhood
- 7** Parks and Food Systems

Figure 1. Big Moves in the Plan



Create Strong Village Hearts

What we heard

The shops and services at Westside Village are a great community asset. In the future, improving the cycling and walking access would enhance the village as a community gathering place. Future development should be sensitively designed to enhance streets and public places, add places to live and work and continue to provide access to shops, services and community facilities.

Craigflower Village is valued for its small shops, local flavour and friendly ambiance. Neighbours would like to maintain the character while supporting the existing businesses and providing more space for a few new shops and additional housing. The public space along Craigflower Road should be enhanced and connections to Banfield Park strengthened.

Other locations, including Harbour Road, Esquimalt Road near the E&N Trail, the Roundhouse, and Catherine Street at Edward Street present opportunities for neighbourhood gathering and services.

How the plan addresses what we heard

The plan supports the evolution of Westside Village as a mixed-use heart for the neighbourhood, with:

- multi-storey buildings for housing and employment

- an enhanced sense of place along streets and in public spaces, with a focus on Wilson Street. This includes ground-floor shops facing onto streets, enhanced street furniture and trees, and places to gather
- improved connections to and from the village for pedestrians and cyclists
- an opportunity for more Community Centre space

The plan supports small changes to the Craigflower Village area to:

- allow a broader mix of housing types adding residents to help support the businesses
- improve places to gather on both sides of Craigflower Road
- support some additional shops while maintaining the small scale of the village

The plan also designates a small village in the block of Catherine Street north of Edward Street, supporting new mixed-use, live-work and residential buildings of up to three storeys.

For more information on this Big Move

See Chapter 8, Urban Villages.



Connect the community

What we heard

Vic West has several busy streets that are used for commuting traffic between Victoria and other municipalities. While two regional trails run through the community, it is often hard to get comfortably from neighbourhood destinations to the trails. Transportation improvements are needed to increase safety and connectivity, including better crossings, traffic calming and wayfinding.

How the plan addresses what we heard

The plan identifies new routes for pedestrians and cyclists and areas that may need upgrading. Future improvements include:

- Complete pedestrian and cycling routes and develop new ones to connect different parts of the neighbourhood
- Address key intersections, crossings and areas for improvement to make walking and cycling more comfortable and safe
- Better connect the neighbourhood to existing regional trails
- Improve the network of pathways that connects through the complicated block pattern of the neighbourhood

For more information on this Big Move

See Chapter 3, Transportation and Mobility.



Add housing that fits neighbourhood character in older residential areas

What we heard

Vic West celebrates the diversity of people and housing in the neighbourhood. There is also a deep appreciation of the older residential areas, with their low-scale housing, modest green spaces on private lands, and food growing opportunities. The community wants to see this character maintained, while increasing the range of housing choices and improving affordability.

How the plan addresses what we heard

The plan supports the creation of more places to live while maintaining the character of the older residential area:

- Support small apartment buildings on Skinner Street and near Esquimalt Road
- Support row/townhouses and houseplexes, focused east of Russell Street
- Reduce the lot size required for small lot houses (west of Russell St.) or duplexes
- Allow suites in duplexes, small lot houses, and townhouses fronting streets
- Protect and re-use heritage buildings by allowing additional housing
- Support revitalization of existing housing cooperatives
- Provide updated urban design guidelines for new development

For more information on this Big Move

See Chapter 6, Residential Areas, and also Chapter 10, Heritage.



4

Create more places to live near transit and amenities

What we heard:

The area around Esquimalt Road is currently under-utilized and would benefit from more vibrancy. New housing near trails and transit routes will help revitalize the area and provide places to live into the future.

How the plan addresses what we heard

The plan identifies new moderately-scaled housing opportunities near Skinner Street, along Esquimalt Road, and in the Lime Point Area:

- Enliven Esquimalt road with residential units above employment. Add residential buildings up to five storeys in some parts of Lime Point (south of Esquimalt Road)
- Support three-storey townhomes and smaller apartment buildings along Skinner Street
- Encourage three-storey mixed-use buildings, townhomes, and conversions of existing houses along Craigflower Road near the village. Encourage four-storey mixed-use buildings in the half block northeast of Skinner and Russell Street.
- Encourage new housing in mixed use buildings within Westside Urban Village
- Provide urban design guidance to be sensitive to neighbours, pedestrian areas and the shoreline

For more on this big move:

See Chapter 6, Residential Areas, and also Chapter 9, Employment Lands



5

Strengthen connections to the waterfront

What we heard:

The waterfront is a precious asset and source of neighbourhood identity.

How the plan addresses what we heard

- Improve access to the waterfront through swimming docks and trail improvements
- Add features and improvements that encourage gathering and animate the waterfront
- Work with partners to restore water and environmental quality in the Gorge Waterway and its shores

For more on this big move:

See Chapter 4, Parks, Open Space and Waterways



Support jobs and businesses in the neighbourhood

What we heard:

The neighbourhood has a rich history of employment connected to the E&N Rail and the harbour. Vic West continues to support a diversity of sectors including shipbuilding and marine services, brewing and food processing, artisan and light manufacturing, and trades, with a growing professional office and technology sector, providing important jobs in a central location. The community values preserving existing employment lands, renewing and maintaining space for neighbourhood-compatible artisan and light industries, creating offices for new employment, and finding opportunities for mixing living and working.

How the plan addresses what we heard

- Maintain the Upper Harbour waterfront for industry
- Encourage the retention and renewal of light industrial spaces and add new upper floor commercial and office spaces
- Support housing or offices above artisan and compatible light industrial businesses along parts of Esquimalt Road and in the Langford-Bay-Tyee area
- Mix employment and housing south of Tyee Road, transitioning to the Railyards residential area
- Support new upper-floor offices in Westside Urban Village

For more on this big move:

See Chapter 9, Employment Lands, and Chapter 8, Urban Villages.



Strengthen parks and food systems

What we heard

The neighbourhood has great parks that provide areas for play and recreation, access to nature, and places to gather. Residents have many ideas for improving the parks to draw more people and offer even more activities and recreation for all ages and abilities.

The community prides itself on its urban food production and envisions growing more food in private green spaces, public parks, open spaces and boulevards, and on sites of new multi-unit buildings.

How the plan addresses what we heard

- Identify future improvements to parks and open spaces that add activities, improve comfort and safety, restore nature and encourage people to gather. These ideas will guide future park improvement plans.
- Support the creation of community gardens and orchards as community-initiated projects. The plan identifies several locations, including Hereward and Triangle Parks
- Support the creation of new allotment or community gardens through private redevelopment, including gardens for residents in new multi-unit developments, and as public amenities should housing cooperatives redevelop to higher densities

For more on this big move:

See Chapter 4, Parks, Open Spaces and Waterfront, and Chapter 12, Neighbourhood Food Systems

1. Introduction



Victoria West, or “Vic West,” is a waterfront neighbourhood nestled between the Gorge Waterway and Outer Harbour. It is in the traditional territories of the Lekwungen people and has a rich history that stretches back thousands of years.

The Victoria West Neighbourhood Plan provides detailed policies to guide future development and change in the Victoria West community over the next 25 years. It identifies potential public and private sector investments and initiatives that support the community's vision for the future.



This plan builds on the 1986 Victoria West Plan. Over the last 30 years, Vic West has seen extensive changes. Former industrial lands have been transformed into master planned sub-neighbourhoods, including Songhees, Dockside Green, Railyards and Roundhouse. A diversity of housing has flourished in the residential neighbourhoods east of Alston Street. Regional active transportation corridors such as the Galloping Goose and E&N Trail connect Vic West to downtown and other parts of the region. Growing numbers of commuters use Vic West's major roads. Community-led projects such as public



food gardens, placemaking, public art and the community centre have transformed public spaces and built community.

This plan, which was launched in spring 2016, was developed in collaboration with the community to ensure future growth is shaped by those who know the neighbourhood best. Residents, business owners, employees, community groups and development professionals were all involved in shaping the neighbourhood to keep it a great place to live, work, play and visit.

What is a Neighbourhood Plan?

By 2041, the city of Victoria is expected to have grown by 20,000 people. The City's Official Community Plan provides high level guidance for where and how those people may live, work, shop and play in the city. The neighbourhood plan translates this guidance to the local level, including:

- What kind of housing is desirable? Where should housing, shops and services be located? And what should they look like?
- How will people move around the neighbourhood?
- How can parks and public spaces be improved?
- What will future residents and businesses need?

The neighbourhood plan will largely be accomplished through private development. The City uses a neighbourhood plan with other related policies, guidelines and regulations to evaluate the impact and suitability of public and private projects and initiatives related to land use, development, infrastructure, parks, community facilities and transportation. Private and public projects will be reviewed for their ability to help achieve the plan's vision and goals.

The City also uses a neighbourhood plan as a guide in preparing operating and capital budgets, planning work priorities and determining public improvements.

The neighbourhood plan will be implemented over a 20-30 year time frame, although regular monitoring will take place throughout the life of the plan.

The Vic West Neighbourhood Plan provides more certainty about the community's vision for the area – for developers, for the City and for residents.



How to use this Plan

The neighbourhood plan helps guide future development by refining the Official Community Plan (OCP) direction for appropriate density, form and design of new development and adjacent streetscapes. The OCP remains the City's guiding bylaw for considering new development, and where conflicts arise, the OCP takes precedence. The OCP defines Development Permit Areas and Heritage Conservation Areas which include guidelines for the form and character of new development. The neighbourhood plan may contain recommendations to make changes to the OCP so that the two documents are in alignment.

The neighbourhood plan also provides guidance to consider programs, projects and partnerships which can be considered for inclusion in the City's capital plan or general operations which can be funded in whole or in part as amenities resulting from development; or which might be achieved through partnerships with the community.

Vic West Plan Process



Figure 2. Plan Process

A New Neighbourhood Plan

The plan vision and goals set a future direction for how Victoria West will develop, evolve and change over time. During the first phase of community engagement, citizens were asked to help build the vision and goals for the future of Victoria West. The vision and goals were used to guide the development of the strategies, policies and actions in this plan.

Neighbourhood Vision Statement

“

In 25 years, Victoria West is a safe and welcoming community with diverse people, housing and businesses. The old and new are knitted together to create an eclectic and exciting mix of people, places and culture. It is a leader in neighbourhood sustainability, showcasing strong businesses, active transportation, a vibrant waterfront, healthy ecosystems, local food and innovative housing.

”

Neighbourhood Plan Goals

The following neighbourhood plan goals were developed based on community input.

| Topic | Goals | Chapter |
|---|--|-----------|
| Transportation | <ol style="list-style-type: none"> 1. Improve connections to destinations inside and outside Vic West 2. Tame the major roads to make them safer and more pleasant for people 3. Design for all modes of travel | 3 |
| Parks, Open Space & Waterways | <ol style="list-style-type: none"> 1. Improve access, trails and facilities along the waterfront 2. Protect and enhance Vic West's shoreline ecosystems 3. Enhance neighbourhood parks to welcome all ages and activities 4. Protect the urban forest | 4 |
| Residential Areas | <ol style="list-style-type: none"> 1. Encourage a mix of housing sizes, costs, tenures and types 2. Create more affordable housing 3. Showcase new, innovative housing types 4. Protect existing historic houses | 6 |
| Urban Villages | <ol style="list-style-type: none"> 1. Strengthen and diversify the mix of businesses in urban villages 2. Improve the walkability, bikeability and public realm in and around urban villages 3. Support new housing within a 5 minute walk of urban villages | 8 |
| Employment Lands | <ol style="list-style-type: none"> 1. Maintain the working harbour and adjacent industrial lands to support the maritime industrial cluster 2. Protect and enhance light industry and other employment in Vic West 3. Celebrate the industrial heritage of the neighbourhood | 9 |
| Heritage | <ol style="list-style-type: none"> 1. Protect the historic character of significant buildings and important sites 2. Celebrate and interpret the heritage of the neighbourhood | 10 |
| Infrastructure and Green Development | <ol style="list-style-type: none"> 1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses 2. Use stormwater management to restore ecological processes. Become a leader for sustainable buildings and infrastructure 3. Identify and address neighbourhood climate change impacts 4. Develop strategies for adaptation to climate change and sea level rise | 11 |

Figure 3. Plan Goals

Neighbourhood Plan Goals (cont'd.)

| | | |
|--------------------------------------|--|-----------|
| Neighbourhood Food System | <ol style="list-style-type: none"> 1. Create more places to get and grow food close-to-home 2. Integrate food production into public places | 12 |
| Neighbourhood Well-being | <ol style="list-style-type: none"> 1. Refresh indoor community facilities to support residents of all ages in a growing community 2. Create more childcare options to support families with children living in Vic West 3. Foster a safe and inclusive community for all residents | 13 |
| Arts, Culture and Placemaking | <ol style="list-style-type: none"> 1. Knit the old and new parts of the neighbourhood together 2. Preserve the unique, eclectic feel of Vic West 3. Showcase Vic West's unique identity through public art and urban design 4. Encourage events, programming and community-led projects to bring neighbours together in public spaces 5. Support creative entrepreneurs | 14 |

Figure 3. Plan Goals, cont'd.

2. Neighbourhood Context

Plan Area

Victoria West is an established neighbourhood of approximately 6,800 residents, representing 9% of the City's population in 2016.

The neighbourhood is approximately 158 hectares (390 acres). Located in the west portion of the City, it is accessible from the rest of Victoria by two bridges and the Selkirk Trestle (Galloping Goose Trail) and meets Esquimalt to the west.

Victoria West is a diverse and rapidly growing area, with a relatively new commercial centre and several large scale, high density developments (e.g., Bayview Place, Dockside Green, Railyards, Roundhouse) to the east of Bay Street, and older lower-profile residential areas to the west, with tree lined streets and heritage buildings. Pockets of light industrial businesses reflect Vic West's working past and the presence of the railroad, while historic commercial storefronts have evolved in walkable locations like Craigflower village. At the Upper Harbour, the Point Hope Shipyard lands continue to be a key anchor for Victoria's maritime industries, providing quality jobs for the region and maintaining the working harbour and its economic opportunities.

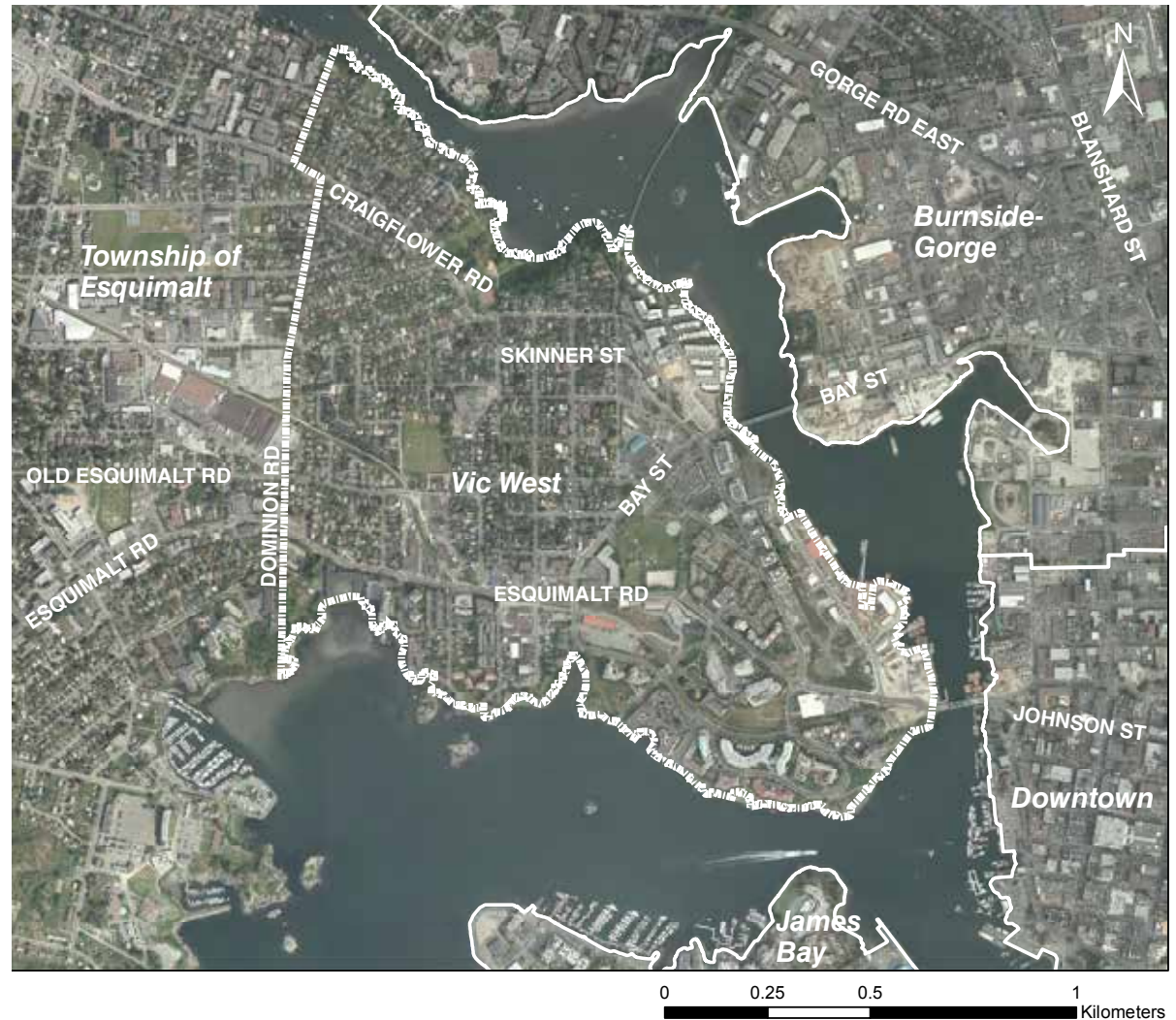


Figure 4. Vic West Plan Area

Moments in the History of Vic West



Settlement of Victoria West and area by the peoples of the Songhees and Esquimalt nations.



1873: The Marine Hospital is established in Victoria West. Now demolished.



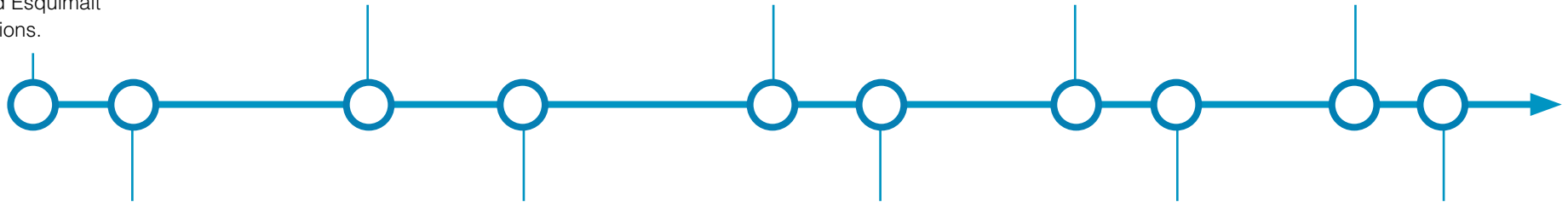
1920: Canadian National Railway (CNR) completes its rail yards and passenger service from Victoria to Sooke begins in 1922.



1984: Victoria's first Brew Pub is established, originally known as the Lime Bay Inn, now Spinnakers.



1996: The Selkirk Trestle is reopened and the Galloping Goose Recreational Pathway is established on the bed of former railway tracks.



1844: The Hudson's Bay Company requests the Songhees people build their village on the west shore of the Inner Harbour. The village became a reserve until the land was sold in 1911.



May 26, 1896: The Point Ellice (Bay Street) Bridge Disaster. An overcrowded streetcar containing 143 people en route to Queen Victoria's Birthday celebrations crashes through the bridge into the Upper Harbour. The disaster claims 55 lives and remains one of the worst transit disasters in British Columbia's History.



1992: The Esquimalt & Nanaimo Railway Roundhouse is designated as a National Heritage site.



2005: Sales start for Phase 1 of Dockside Green, Canada's first LEED for Neighbourhood Development project.

Figure 5. History Timeline

Neighbourhood Features

Some of the unique features of Vic West are shown here.



Craigflower Village



Banfield Park and other neighbourhood parks provide a variety of amenities



Westside Village is a central shopping destination



New, urban communities have been developed on former industrial lands which were once the Songhees reserve



Westsong Walkway and other waterfront amenities provide access to the water



Vic West Community Centre



Two housing cooperatives add to housing diversity (above: Tyee Co-op)



The Galloping Goose Regional Trail at the historic Selkirk Trestle



Victoria West Elementary School



Employment areas have long been part of the neighbourhood

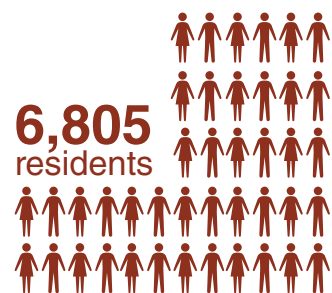


A mix of historic older homes and new development in a greatly varied lot pattern is a characteristic of the neighbourhood

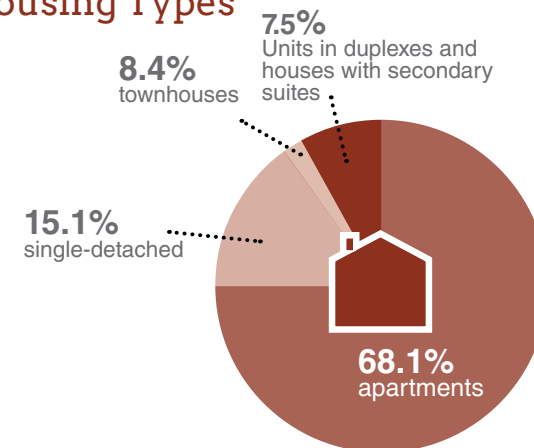


Neighbourhood Snapshot

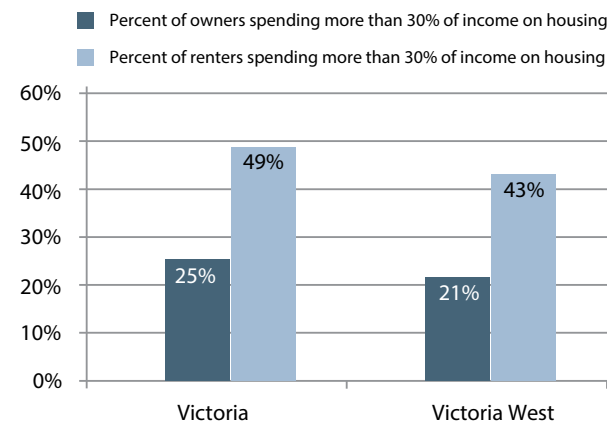
Residential



Housing Types



Housing Affordability

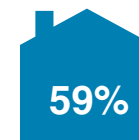


Source: Statistics Canada National Household Survey, 2011

Rental vs. Ownership

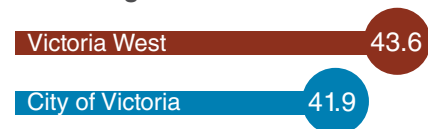


of Victoria West housing
units are rented



of City of Victoria housing
units are rented

Median Age



Average household size



% Total households that have children at home



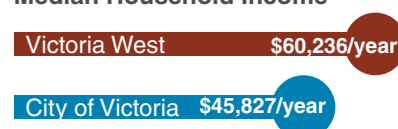
% Households that are one-person households



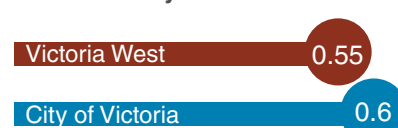
Low-income Households



Median Household Income



Average number of children at home per census family

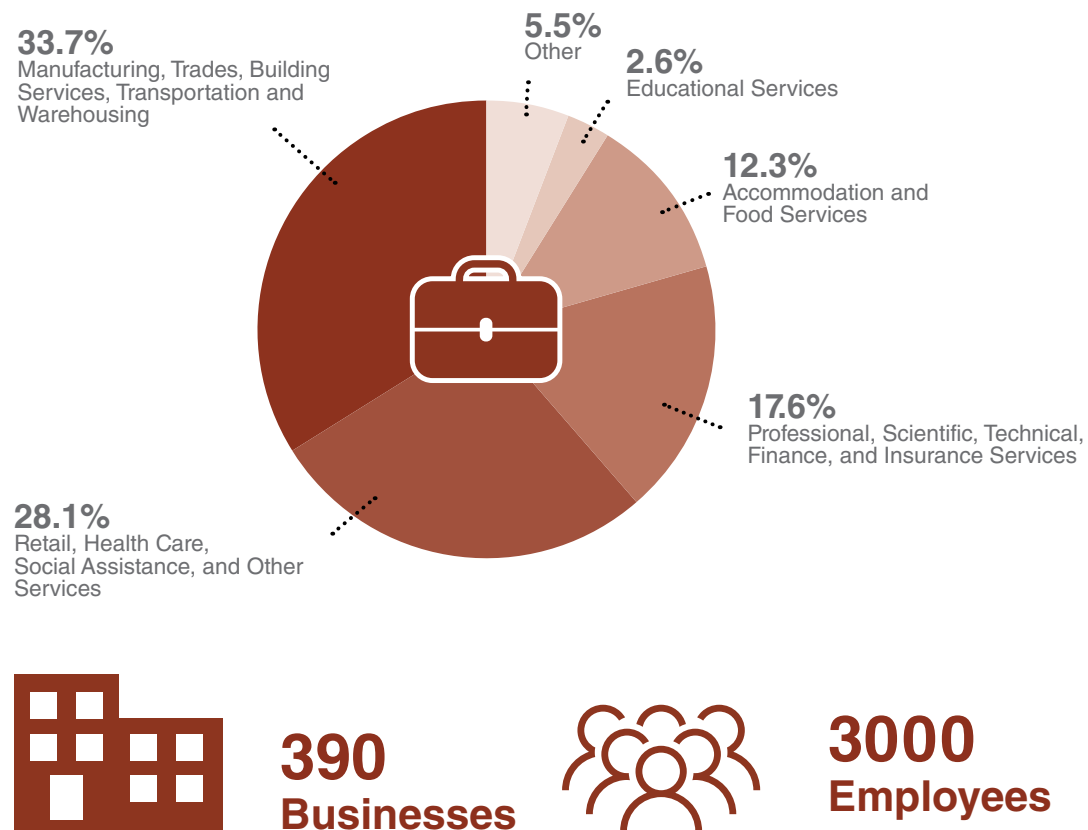


Source: Statistics Canada Census and
National Household Survey, 2011

Figure 6. Neighbourhood Snapshot - Residential Statistics

Neighbourhood Snapshot

Employment



Did you know?

Vic West hosts a diversity of industry sectors including:

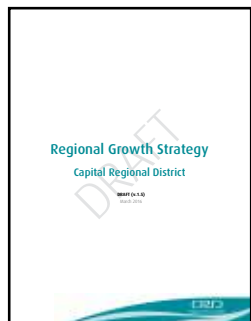
- Ship building & Repairing
- Navigational & Guidance Instruments Manufacturing
- Seafood Canning
- Breweries
- Machine Shops
- Cabinet & Countertop Manufacturing
- Financial Institution Head Office
- Computer Systems Design & Related Services
- Research and Development in Biotechnology

Source: Capital Regional District Employers Database, 2011

Figure 7. Neighbourhood Snapshot - Employment Statistics

Policy Context : City-Wide Plans

This plan is to be read in conjunction with the following City Plans and Policies, which guide planning, priority-setting and funding at the neighbourhood level:



Regional Growth Strategy – guides regional decision making on transportation, population growth and other regional planning issues.



Official Community Plan – contains city-wide objectives and specific direction for areas of growth to guide neighbourhood planning.



Transit Futures Plan – prepared by BC Transit, identifies key corridors and improvements for Rapid, Frequent and local transit.



Bicycle Master Plan – identifies future active transportation network and priorities.



Growing Business in BC's Capital City – Victoria's Economic Development Strategy



Making Victoria - The Mayor's Task Force on Economic Development and Prosperity Economic Action Plan



Parks and Open Spaces Master Plan – identifies key goals and priorities for next 25 years.



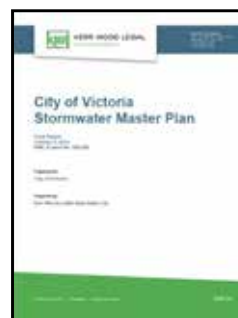
Pedestrian Master Plan – identifies priorities and guidelines for sidewalk network completion.



Water System Master Plan - 30 year plan examining the needs of the community with respect to water.



Arts and Culture Master Plan – identifies the City's vision, role and initiatives for supporting local arts and culture.



Stormwater Master Plan - assesses the capacity of the City's storm sewer network, including potential effects of climate change.



Sanitary Sewer Master Plan (to be completed 2017)

Policy Context : Neighbourhood-Specific Plans

Although the neighbourhood plan encompasses the whole of Vic West, this plan is less detailed for some of the newer parts of the neighbourhood, including Dockside Green, Railyards, Bayview Lands and Songhees. Detailed master plans exist for these sub-areas, with specific guidance for the land uses, building heights, urban design, public realm, transportation network and affordable housing.

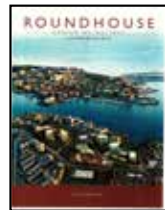
The intent of this plan is to maintain, implement and refer to the existing Master Development Agreements for these areas, and focus on knitting these newer parts of Victoria West with each other and with the other parts of this diverse neighbourhood.



Design Guidelines for the Dockside Area (2005)



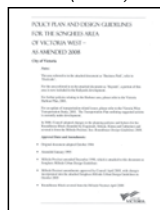
Railyards Development Guidelines (2002)



Roundhouse Design Guidelines (2008)



Vic West Transportation Plan (2008)



Policy Plan and Design Guidelines for the Songhees Area of Victoria West (1986)



Harbour Road Industrial Waterfront design Guidelines (2008)



Map 1. Existing Master Development Agreements

3. Transportation and Mobility

With its central location within the region, improving interconnectivity to transportation routes and destinations for all modes of travel are a key goal for the Vic West Plan.



Goals:

1. Improve active transportation connections to destinations inside and outside Vic West
2. Tame the major roads to make them safer and more pleasant for people
3. Manage traffic on local roads improve safety and neighbourhood livability.
4. Manage parking to support business vitality and housing affordability.
5. Connect Vic West to the rest of the city and region by transit, rail and water.

Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding. Active transportation provides important health, social, transportation, environmental and economic benefits.

Making it easier to use active transportation to connect with Vic West and to other regional destinations is a priority for Vic West. Two major transportation corridors – the E&N Rail Trail and Galloping Goose Trail – run through the neighbourhood. Better connecting these corridors

and neighbourhood travel routes will provide more direct and convenient access to important destinations – like the waterfront, work, schools, urban villages, downtown and destinations in adjacent municipalities.

The plan also supports taming major roads to make them more pleasant for people, more efficient use of the road network through traffic and parking management, and connecting Vic West by transit, rail and water to the rest of the region.

Other Relevant Policies & Bylaws

Several City-wide policies guide transportation planning, priority-setting and funding at the neighbourhood level:

- Official Community Plan
- Pedestrian Master Plan
- Greenways Plan
- Bicycle Master Plan
- All Ages and Abilities Active Cycling Network
- Pavement Management Plan
- Zoning Regulation Bylaw Schedule C – off-street parking requirements
- Subdivision and Development Servicing Bylaw – road widths, on-street parking
- Streets and Traffic Bylaw – on-street parking

Transportation and Mobility

Neighbourhood Active Transportation Network

Intent:

Improve active transportation connections to destinations inside and outside Vic West

3.1. Active Transportation Network

3.1.1. Create and maintain a well-defined pedestrian and cycling network providing complete north-south and east-west connections to important destinations such as schools, parks, shopping areas and the City-wide All Ages and Abilities network (see Map 2).

3.1.2. Complete gaps in the neighbourhood sidewalk network to the standards, and at locations, outlined in the Pedestrian Master Plan.

3.1.3. Create strong connections between active transportation routes and transit through features such as abundant and convenient bicycle parking at stops, and safe connections between transit stops and the active transportation network.

3.1.4. Include pedestrian and cyclist- focused public realm improvements in urban villages to encourage walkability and bikeability. This may include new benches, lighting, landscaping, street trees, wayfinding, bicycle parking and other features.

3.1.5. Look for opportunities to showcase public art, green infrastructure and community-led placemaking opportunities along pedestrian and cycling routes.

3.1.6. In developing urban forest succession management strategies, ensure continuous street trees along pedestrian and cycling routes to beautify the experience for users.



Map 2. Neighbourhood Active Transportation Network

3.2. All Ages and Abilities Network

3.2.1. Develop an All Ages and Abilities two-way protected bike lane on the east side of Harbour Road to connect downtown with the Galloping Goose Trail via the Johnson street bridge multiuse trail.

3.2.2. Work with private landowners in Railyards and Westside Village to improve pedestrian and cycling access and wayfinding to the Galloping Goose Trail.

3.2.3. Work with the CRD and private landowners to complete the E&N Rail Trail from the Esquimalt Road crossing to Johnson Street Bridge.

All Ages and Abilities (AAA) bicycle routes are 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 environment for riding bicycles. On shared streets, it means routes which have low vehicle speeds and traffic volumes. On busy streets, it means routes with physical separation from vehicles.



Figure 8. Harbour Road

Transportation and Mobility

Neighbourhood-Identified Priority Transportation Improvements



Map 3. Neighbourhood-Identified Priority Transportation Improvements

3.3. Neighbourhood-Identified Active Transportation and Connectivity Improvements

3.3.1. Outer Harbour to Gorge Waterway via Alston Street: Through redevelopment, establish Alston Street as pedestrian-oriented corridor, linking Victoria West Park with the Gorge Waterway. Enhance green areas along boulevard between Wilson Street and Skinner Road. Add wayfinding.

3.3.2. William Street Greenway to Banfield Park: Improve trail between Wilson Street and Langford Streets. Add wayfinding. Widen trail and improve visibility at Raynor Park.

3.3.3. Victoria West Elementary School: Work with School District to establish east-west trails across the playing field to link the school with Griffiths Street, and the William Street Greenway with the E&N trail. Add wayfinding.

3.3.4. Banfield Park: Assess waterfront trail for visibility, trail surfacing, cyclist speed and ecological impact as part of long-term park improvements. Assess paved trail near playground for improvements for pedestrian safety; consider trail and playground location as part of long-term park improvements.

3.3.5. E&N Rail Trail near Delta Hotel: Assess for lighting improvements.

3.3.6. Galloping Goose Trail between Harbour Road and Banfield Park: Assess for lighting improvements. Consider downlighting to minimize ecological impacts.

3.3.7. Pine Street and Hereward Street: Assess for improvements for cyclist and pedestrian safety as part of the long-term cycling network development. Key concerns include crossings, vehicle speed and narrow road conditions along Hereward Street. Work with BC Hydro and Esquimalt to improve E&N Rail Trail access in Hereward Park. Add wayfinding.

3.3.8. Westsong Walkway to Westside Village via Victoria West Park: Connect Westsong Walkway and Roundhouse development with Westside Village. Implement existing park improvement plan for Victoria West Park to widen existing multi-use trail, add lighting, and add additional east-west connections. With Roundhouse development, complete a crossing of Kimta Road.

3.3.9. Triangle Park: Consider re-orienting trails and assessing crossings across Wilson Street and Tyee Road improve connections to the Galloping Goose to better reflect existing pedestrian travel patterns.

3.3.10. Victoria West Elementary School: Encourage school to participate in an active and safe routes to school program to encourage use of active travel modes, and reduce vehicle congestion near school.

3.3.11. Alston Street and Langford Streets: Complete sidewalk network through redevelopment.

3.3.12. E&N Rail Trail west of Esquimalt Road: Seek ways to improve the informal connection of the trail to Sherk Street.

3.3.13. Belton Avenue at Reno Street: Establish a permanent landscaped traffic diverter.

3.3.14. Wilson Street at Hereward Road: Improve crossing for pedestrians to better knit the neighbourhood together.

3.3.15. Esquimalt Road at Sitkum Street: Consider a signalized crossing as triggered by development of the area and an eventual pedestrian network extension through the Tyee Cooperative.

3.3.16. Kimta Road Pilot Project: Complete the Kimta Road All Ages and Abilities pilot bicycle route

3.3.17. Wilson Street: With redevelopment, improve the pedestrian experience, and streetscape of Wilson Street.

3.3.18. Kimta Road: Evaluate the need for a crossing at Songhees Road or Paul Kane Place to better link residences and Songhees Hillside Park to the waterfront.

3.3.19. Galloping Goose to Raynor Avenue connection: Establish a cycling connection between the Galloping Goose and Raynor Ave / Catherine Street / Alston Street. This may be accomplished through infrastructure improvements and/or wayfinding signage bringing cyclists through the Railyards area.

3.4. Major Roads

Intent:

Tame the major roads to make them more pleasant for people

3.4.1. Point Ellice Bridge: Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements.

3.4.2. Bay Street: Through redevelopment and on-going capital projects, create a more pedestrian-oriented environment with visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Improved pedestrian crossings and intersection improvements at Wilson Street and Bay Street
- b) Evaluate the need for a crossing connecting residential neighbourhoods with Vic West Park at Alston/Henry/Bay Streets intersection.
- c) Other enhancements to improve the pedestrian and cycling experience along Bay Street, through street design, boulevards, street trees, public realm improvements and cycling facilities improvements, where warranted.

3.4.3. Skinner Road: Consider transportation improvements to create a slower, more comfortable pedestrian and cycling experience along Skinner Road. Assess for new crossing at Alston Street.

3.4.4. Craigflower Road: In the short-term, consider community-led initiatives to slow traffic and animate public realm along Craigflower Road. Through longer-term redevelopment, create a more pedestrian-oriented environment through the urban village and improve connections to Banfield Park. Retain street and park trees. Consider relocation of sidewalk to park property to create additional on-street parking on east side of Craigflower Road at Banfield Park to slow traffic and better support commercial areas.

3.4.5. Esquimalt Road: Encourage pedestrian-oriented public realm in the area between the Esquimalt border and Catherine Street through redevelopment of mixed use, residential and industrial properties.

3.4.6. Tyee Road: Through redevelopment, create a more pedestrian-oriented environment through visual cues/design treatments that signal to motorists that this is a high pedestrian use space, including but not limited to:

- a) Evaluate the need for a new crossing between Tyee Co-op and Dockside Green.
- b) Assess crossing location between Triangle Park and Dockside Green to better reflect existing travel patterns.

Transportation and Mobility

Traffic Management

Intent:

Manage traffic to improve safety and neighbourhood livability.

3.5. Road Network

3.5.1. Design and manage the road network to direct through traffic to arterial and collector routes, and to discourage cut through traffic on local roads.

3.5.2. Street classification shall comply with the Official Community Plan, or other guidelines for street standards as approved by Council.

3.5.3. By way of development approvals, continue to require and negotiate space and rights-of-way to achieve City standards for arterials, secondary arterials, collector roads, local roads, All Ages and Abilities routes and Neighbourhood Connectors.

3.6. Neighbourhood-Identified Priority Traffic Management Improvements

3.6.1. Skinner St: Evaluate road conditions for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements.

3.6.2. Langford Street at Russell Street: Assess intersection for visibility and stop sign across from school.

3.6.3. Mary Street: Evaluate road conditions for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street.

3.6.4. Selkirk Street: Evaluate for vehicle speed and cut-through traffic.

3.6.5. Wilson Street from Rothwell Street to Viewfield Road: Collaborate with the Township of Esquimalt to evaluate for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvements. Assess Rothwell Street for vehicle speeds, commercial traffic volume and road designation.

3.6.6. Hereward Road and Rothwell Street: Assess for vehicle speed and cut-through traffic.

3.6.7. Bay Street between Tyee Road and Esquimalt Road: Assess for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village.



Transportation and Mobility

Parking

Intent:

Manage parking to support business vitality and housing affordability.

3.7. Vehicle Parking Management

3.7.1. While the long-term goal is to reduce the car dependency of urban villages, support a sufficient combination of on-street and off-street parking around village centres which, in combination with other modes, supports business vitality.

3.7.2. Support business viability in Craigflower Small Urban Village by not requiring ground-floor commercial uses to have on-site parking. (see also Urban Villages, 6.1.6)

3.7.3. Periodically review parking needs upon request and explore new parking management strategies as required.

3.7.4. Continue to refer resident concerns regarding on-street parking to the existing Residential Only Parking process.

3.8. Bicycle Parking Management

3.8.1. Prioritize end-of-trip cycling facilities such as secure and weather-protected bike parking at neighbourhood destinations including urban villages and neighbourhood parks.

3.9. Car Sharing and Low-Carbon Vehicles

3.9.1. Make at least one on-street location available for car sharing in or near each large and small urban village, and in new multi-unit buildings to reduce single vehicle dependency.

3.9.2. Partner with private industry to provide electric-vehicle charging locations in key multi-unit developments, near urban villages and the waterfront.

3.10. Bike Sharing

3.10.1. Support private and community partners in the development of a bicycle sharing system at key neighbourhood destinations and areas with high cycling potential.



Transportation and Mobility

Transit, Rail and Marine Network

Intent:

Connect Vic West to the rest of the city and region by transit, rail and water.

3.11. Multi-Modal Connections

3.11.1. Maintain transit network consistent with BC Transit's Victoria Transit Future Plan (2011), as shown in Map x.

a) Continue to work with BC Transit to improve levels of transit service in Vic West to meet future ridership demand and increase capacity along frequent routes.

3.11.2. Continue to assess the re-establishment of train service along the E&N rail corridor, and the maintenance of the corridor alignment for transportation purposes.

3.11.3. Support the development of a regional marine trail network linking the Inner Harbour, Outer Harbour, Portage Inlet and Gorge Waterway.



4. Parks, Open Space and Waterways



Other Relevant Policies & Bylaws

- Official Community Plan
- Parks and Open Spaces Master Plan
- Greenways Plan
- Park Management and Improvement Plans

Goals:

1. Protect and enhance Vic West's shoreline ecosystems
2. Improve access, trails and facilities along the waterfront
3. Enhance neighbourhood parks to welcome different ages and activities
4. Protect the urban forest



Playground and Community Centre in Banfield Park



Vic West Park



Songhees Park



Banfield Park Community Garden



Hereward Park by E&N Trail



Arm Street Park



Bicycle parking and totem pole by Galloping Goose Regional Trail



Westsong Walkway



Public art in Banfield Park

Parks, Open Space and Waterways

Shoreline and Waterways

Intent:

Protect and enhance Vic West's shoreline ecosystems
Improve access, trails and facilities along the waterfront.

Along the Upper Harbour industrial lands, promote visual connections to the water while supporting continued operation of the working harbour.

4.1. Waterways

4.1.1. Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway.

4.1.2. Continue to support community-led stewardship and restoration of the Gorge Waterway.

4.1.3. Continue to manage Gorge and Outer Harbour areas as migratory bird sanctuaries. Support compatible on-shore and on-water uses and activities in this area.

4.1.4. Support restrictions on motorized watercraft north of the trestle bridge.

4.2. Waterfront Access and Trails

4.2.1. Complete a continuous waterfront pedestrian route around the Gorge Waterway and Outer Harbour as shown in Map 4.

4.2.2. As part of future planning for Arm and Burleith Parks, reconsider opportunities for acquisition of easements for an environmentally sensitive public pathway near the waterfront.

4.2.3. Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich.

4.2.4. Support community-led efforts to create new and/or improve existing public docks, wharves and other public access for neighbourhood swimming and/or watercraft with possible locations at Banfield Park, Arm Park, Burleith Park, Railyards and along the West Song Walkway. subject to habitat and environmental considerations.

See Section 4 for suggested improvements to waterfront parks and trails.



Map 4. Future inter-municipal waterfront pedestrian routes

Parks, Open Space and Waterways

Neighbourhood Parks

4.3. Parks and Open Space Network

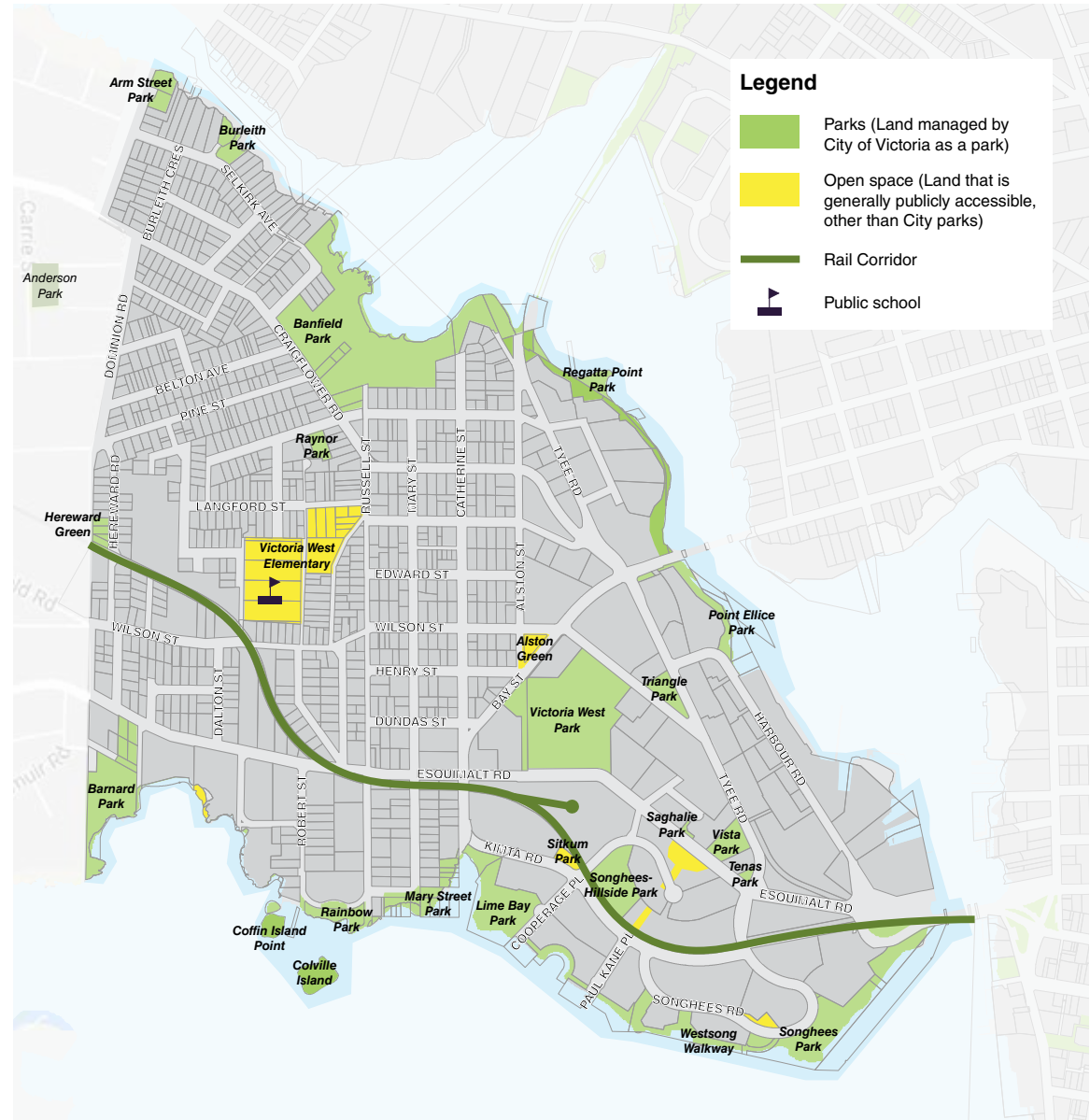
Intent:

Enhance parks to welcome all ages and abilities and provide diverse activities.

4.3.1. Protect and maintain the existing parks and open space network identified on Map 2: Existing Parks and Open Space Network.

4.3.2. Design and refresh amenities in neighbourhood parks and open spaces to meet the needs of a range of ages, abilities and activities.

4.3.3. Improve access and create a more enjoyable walking and cycling experience to Vic West parks through the addition of new crossings and public realm improvements such as street trees, seating, bike racks, lighting and wayfinding.



Map 5. Existing Parks and Open Space network (2017)

4.4. Community Gathering and Placemaking in Parks

4.4.1. Continue to work with recreation service providers to offer programming in neighbourhood parks.

4.4.2. Look for opportunities through park upgrades to add features to encourage neighbourhood gathering. Through engagement, residents suggested clusters of benches to encourage conversation, community ovens, and more picnic tables.

4.4.3. Use interpretive signage in parks for educational opportunities, and to connect people to the human and natural history of the neighbourhood.

4.4.4. Engage the Songhees and Esquimalt First Nations to determine sites of interest in parks and open space and how to appropriately recognize these sites.

4.4.5. Explore opportunity for limited commercial activities in parks, such as food trucks and markets.

4.4.6. Encourage public art and placemaking in parks, and use of parks for community special events such as festivals and concerts.

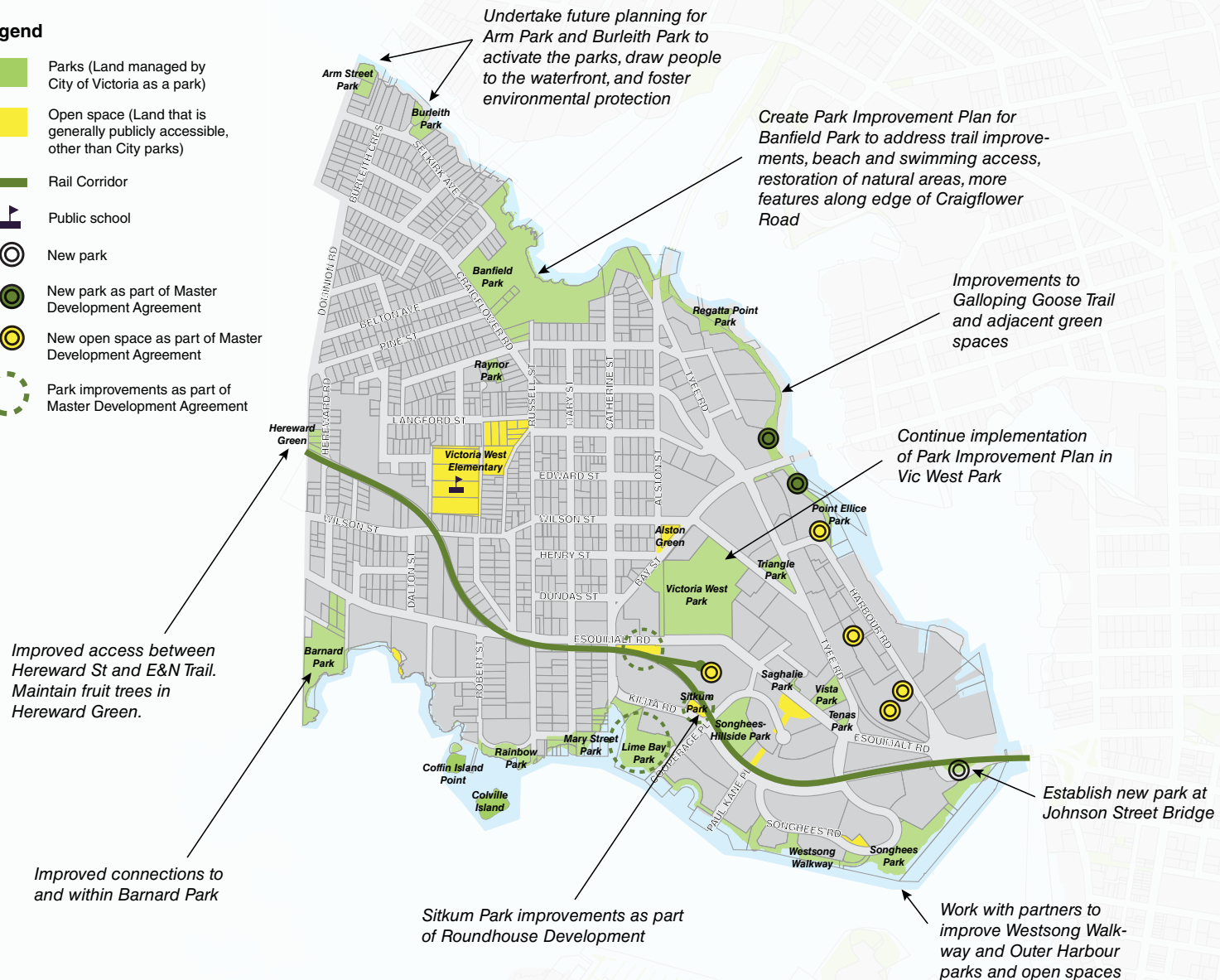


Parks, Open Space and Waterways

Park Improvements

Legend

- Parks (Land managed by City of Victoria as a park)
- Open space (Land that is generally publicly accessible, other than City parks)
- Rail Corridor
- Public school
- New park
- New park as part of Master Development Agreement
- New open space as part of Master Development Agreement
- Park improvements as part of Master Development Agreement



Map 6. Suggested Park and Open Space improvements

4.5. Galloping Goose Trail and Adjacent Green Spaces

4.5.1. Work with City departments, CRD and provincial and federal partners to:

- a) Improve lighting on the Galloping Goose through Vic West, including the area between the Selkirk Trestle Bridge and Harbour Road.
- b) Address safety concerns at the intersection by the Trans-Canada Trail pavilion.
- c) Improve the feeling of safety along the waterfront through on-going maintenance and other improvements such as visibility and trail design.
- d) Address speed and use concerns for electric or motorized devices (bikes, scooters) along the Galloping Goose.
- e) Consider improvements to reduce conflicts between pedestrians and cyclists.
- f) Consider street vending along the Galloping Goose Trail in limited locations, such as plazas or at key intersections.

4.6. Bayview Place and Roundhouse

4.6.1. Develop Sitkum Park, Lime Bay Park, and Turntable Plaza through redevelopment of Bayview Place and Roundhouse in accordance with the Master Development Agreement.

4.7. Hereward Park

- 4.7.1. Work with the CRD and BC Hydro to secure land to widen and improve the access trail between Hereward Street and E&N Trail for cyclists, strollers and people with mobility issues.
- 4.7.2. Work with residents and organizations to maintain and improve health of fruit trees.

4.8. Barnard Park

- 4.8.1. Improve wayfinding and pedestrian connections leading to Barnard Park.
- 4.8.2. Enhance Esquimalt Road edge of park, including improved pathway and sightlines into the park.
- 4.8.3. Consider a pathway connection from Esquimalt Road to the playground.

4.9. Banfield Park

4.9.1. Create a park improvement plan for Banfield Park in collaboration with community organizations, provincial and federal partners to guide long-term investment such as:

- a) Maintain natural, green feel of the shoreline.
- b) Update existing amenities, including the playground, docks and trails.
- c) Improve pedestrian and cycling safety while balancing ecological health.
- d) Consider new amenities including a small stage for music performances, community oven, public barbecue facilities, additional picnic tables, or exercise equipment.
- g) Assess shoreline health and needs of migratory waterfowl, and recommend protection and management strategies.
- h) Protect and restore the natural areas of the park.
- i) Improve the delineation of the off-leash dog area.
- j) Add features along Craigflower Road to animate the edge of Banfield Park, create a place for gathering, which invites people to cross from the commercial area across the road.



k) Consider relocating sidewalk along Craigflower Road to the inside of the trees to create a more pleasant pedestrian environment, and create opportunity for more on-street parking to support the adjacent small urban village and slow auto traffic.

4.10. Arm Park and Burleith Park

4.10.1. Consider improvements to Arm and Burleith Parks that would allow further water access, including community-initiated swimming docks, consistent with protection of sensitive habitat in the Victoria Arm of the Gorge Waterway. Conduct habitat assessment and feasibility studies to determine potential dock locations.

4.10.2. Undertake further planning for Arm Park and Burleith Park to add improvements to activate these parks and draw people to the waterfront.

4.10.3. Evaluate the desirability of acquiring easements for a future extension of the waterfront walkway between these parks if consistent with environmental protection.

4.11. Triangle Park

4.11.1. Re-align trails in Triangle Park to provide a more accessible and direct connection between Dockside Green, the Galloping Goose, Wilson Street and Westside Village.

4.11.2. Consider opportunities for more fruit trees or a community orchard, where residents and community organizations express an interest.

4.12. Vic West Park

4.12.1. Continue to implement park improvement plan (2016), including improvements to dog off-leash area, sportsfield improvements, community garden space, washroom and pathways.

4.12.2. Add features to northern edge of Vic West Park along Bay Street to animate the edge of the park and invite people from residential neighbourhood to use the park.

4.13. WestSong Way and Outer Harbour Parks and Open Spaces

4.13.1. Establish a new park at Johnson Street Bridge lands consistent with the guiding design principles for the public realm for the Johnson Street Bridge.

4.13.2. Consider the following improvements identified in the Johnson Street Bridge Public Realm Final Design (2017):

- a) Areas for picnic, BBQ and flexible green space
- b) Green terraces and stepped seating
- c) Grade accessible pathways and lighting
- d) View deck plaza and steps to water
- e) Ecologically based native plantings
- f) Local sourced rock walls

4.13.3. Work with City departments, CRD, Greater Victoria Harbour Authority and provincial and federal partners to:

- a) Improve wayfinding and visibility of access points between the Westsong Walkway and the surrounding neighbourhood.
- b) Add bike parking at key access points to the trail.
- c) Add more seating in parks along WestSong way, including picnic tables and clustered benches or other seating to encourage conversation.
- d) Consider opportunities to animate locations along the walkway such as public art, temporary installations, events or vending.
- e) Assess needs for additional waste receptacles.
- f) Consider street vending along WestSong Way in limited locations, such as plazas or at key access points.

4.14. Railyards

4.14.1. Develop Bridges Park, the entry plaza at Bay-Tyee, and trail connection linking the Galloping Goose to Bay-Tyee, through redevelopment in accordance with the Master Development Agreement.

4.15. Dockside

4.15.1. Develop the park, pathways and open spaces through redevelopment in accordance with the Master Development Agreement.

Parks, Open Space and Waterways

Urban Forest

Victoria's urban forests provide important ecosystem services such as cleaner air and water, habitat for wildlife and improved rainwater absorption and contribute to Vic West's character and sense of place.

Intent:

Maintain and expand the urban forest on public and private lands.

4.16. Trees and Native Ecosystems in Public Parks

4.16.1. Identify tree planting strategies as part of park improvement plans. Select species that are resistant to climate change impacts and native species, where possible.

4.16.2. Restore and expand native ecosystems and natural areas at Banfield Park, Gorge waterway and public waterfront access points.

4.16.3. Identify suitable locations for community orchards in parks and open space, where residents and community organizations express interest in stewardship agreements.



Parks, Open Space and Waterways

Urban Forest (cont'd)

4.17. Boulevards and Street Trees

4.17.1. In residential areas, ensure that neighbourhood character is maintained through the planting and/or replacement of street trees that help preserve and restore the tree canopy. Given the number of smaller lots located in Vic West, the boulevards represent one of the most important opportunities to protect and enhance the urban forest.

4.17.2. Stagger replacement of street trees to minimize impacts to neighbourhood character and aesthetics, where possible. Consider in-fill replanting of trees in areas where trees are aging in order to minimize impacts to canopy over time.

4.17.3. Select tree species that maximize urban forest benefits and are resistant to climate change impacts.

4.17.4. In Small and Large Urban Village areas, add new street trees where possible as part of public realm improvements.

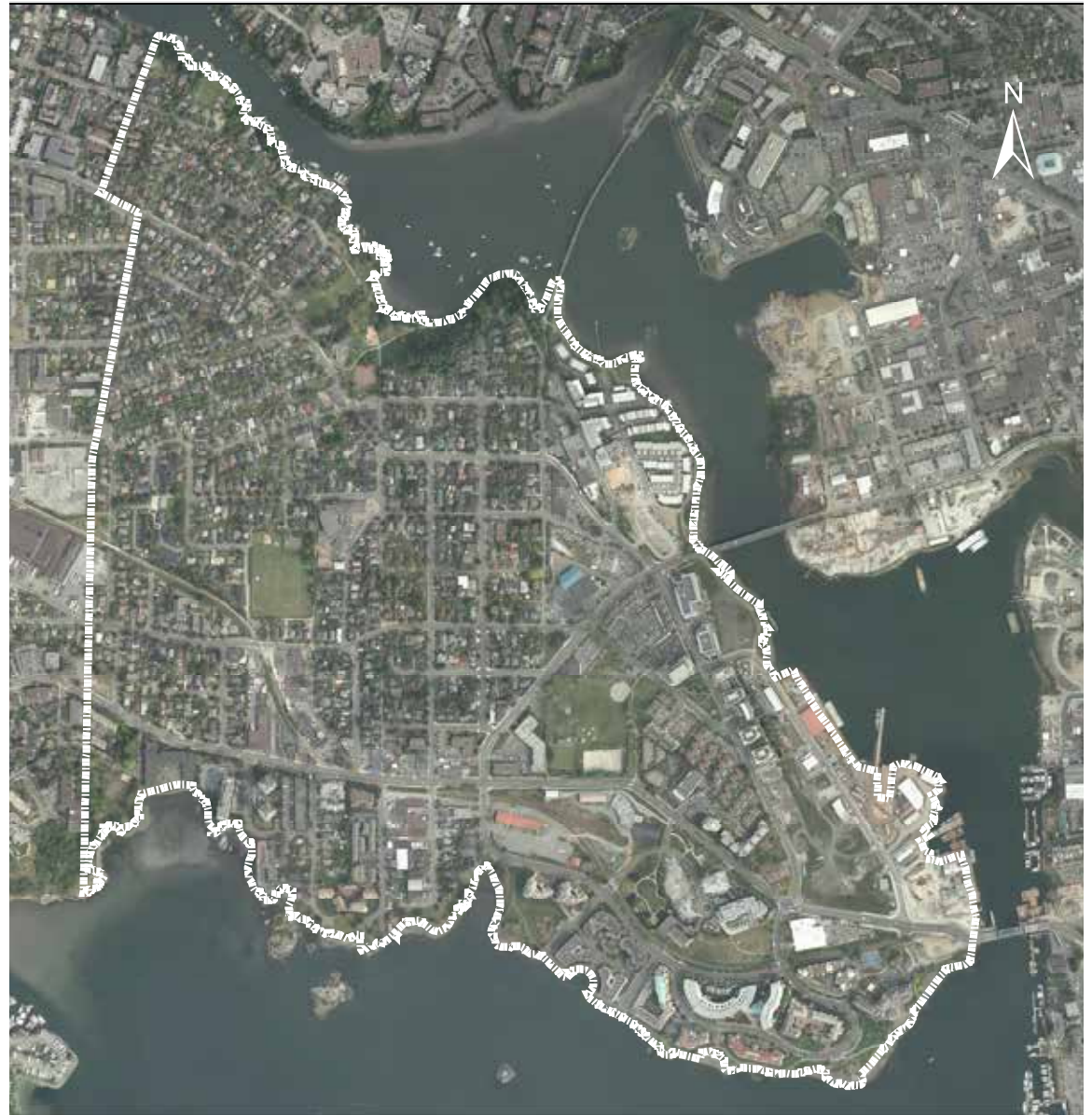


Figure 9: Tree coverage in Vic West

5. Future Land Use Map



Map 7. Neighbourhood Land Use Map

Future Land Use Category Matrix

| | Uses | Density | Building Types |
|--------------------------------|---|--|---|
| Traditional Residential | <ul style="list-style-type: none"> Residential Commercial uses may be supported at the intersection of major roads. | <p>Up to 1.0 FSR in Sub-Area 3 (Chapter 6) and in Pioneer Coop Special Planning Area (Chapter 7).</p> <p>Elsewhere, density guided by development type as identified in Chapter 6.</p> | <p>Single-detached dwellings, detached dwellings with accessory suites and duplexes</p> <p>Generally ground-oriented residential buildings, including houseplexes, townhouses, rowhouses, and house conversions consistent with the policies in Chapter 6.</p> <p>Multi-unit residential buildings up to three storeys along Esquimalt Road, Skinner Street, the south side of Dalton Street, and Pioneer Housing Cooperative site.</p> |
| Urban Residential | <ul style="list-style-type: none"> Residential Commercial uses may be supported at grade fronting Esquimalt Road or Skinner Street | <p>Up to 1.2 FSR</p> <p>Opportunities for bonus density up to approx. 2.0 FSR.</p> <p>Possible additional 0.2 FSR bonus if affordable housing on-site</p> | <p>As above, plus:</p> <p>Multi-unit residential buildings up to approximately 4 to 5 storeys are generally supported, as indicated in Chapter 6, with variable setbacks and front yard landscaping.</p> <p>Residential or mixed use buildings fronting Esquimalt Road or at the corner of Skinner Street and Russell Street.</p> <p>Upper floors above the streetwall generally set back.</p> |
| Small Urban Village | <ul style="list-style-type: none"> Active commercial uses* on the ground floor in most locations, with residential or commercial uses above. In some parts Craigflower and Catherine at Edward Villages, residential or live-work | <p>Up to 1.5 FSR</p> | <p>Commercial or mixed use buildings up to 3 storeys.</p> <p>Conversions of single detached houses to commercial or mixed use.</p> <p>In some areas, residential or live-work buildings (see Chapter 8).</p> <p>For new buildings, ground level generally built up to the sidewalk, with parking located to the rear of buildings or underground.</p> |
| Large Urban Village | <ul style="list-style-type: none"> Commercial uses on the ground floor, with active commercial uses in most locations (see Chapter 8) Residential or commercial uses in upper floors Live-work or work-live** | <p>Up to 1.5 FSR</p> <p>Opportunities for bonus density up to approx. 2.5 FSR</p> <p>Possible additional 0.25 FSR bonus if affordable housing on-site</p> | <p>Commercial or mixed use buildings mostly up to 6 storeys, with limited opportunities for taller buildings (Chapter 8).</p> <p>Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.</p> <p>Upper floors above the streetwall generally set back.</p> <p>Parking located in structures or underground.</p> |
| Core Songhees | <ul style="list-style-type: none"> Varied commercial, residential, and limited light industrial uses | <p>Up to 2.5 Floor Space Ratio or as identified in a Master Development Agreement.***</p> <p>Possible additional 0.25 FSR bonus if affordable housing on-site</p> | <p>Commercial, residential or mixed use buildings of varying heights</p> <p>Buildings set close to the street to define the public realm along retail streets, with landscaped setbacks in more residential areas.</p> <p>Upper floors above the streetwall generally set back.</p> <p>Parking located in structures or underground.</p> |

* Active commercial uses are those that tend to generate foot traffic and pedestrian interest, and include retail stores, food and drink establishments, personal services, medical services, theatres and entertainment, and may include some professional services. If it can be demonstrated that market demand does not exist for these uses at the time of development, other commercial uses may be supported in spaces designed to accommodate active commercial uses.

Figure 10: Future Land Use Category Matrix

| | Uses | Base/Max Density | Building Types |
|---|--|--|--|
| General Employment | <ul style="list-style-type: none"> Commercial uses or light industrial uses**** Retail uses supported on the ground floor along arterial roads and areas with high pedestrian activity. | Up to approx. 2.0 FSR | Commercial or light industrial buildings where the ground level is built up to the street Parking generally located to the rear or underground. Any retail uses should generally be located at ground level. |
| General Employment with limited residential | <ul style="list-style-type: none"> Light industrial**** or commercial uses on the ground floor. Limited retail uses only. Commercial or residential on upper floors Work-live** | Up to approx. 2.5 FSR All residential space is considered bonus density Residential floor area is limited to approx. 1.5 FSR | Commercial or mixed use buildings where the ground floor is built up to the street and consists of commercial or light industrial uses. Buildings of up to approximately 4 or 5 storeys (see Chapter 9) Parking generally located to the rear or underground. |
| Industrial Employment | <ul style="list-style-type: none"> Light industrial uses and ancillary uses on any floor, including ancillary retail sales Commercial uses (excepting those ancillary to a light industrial use) are limited to upper floors | Up to approx. 2.0 FSR | Various building forms, where the ground level supports light industrial uses, with a floor-to-ceiling height suitable for contemporary light industry (with or without mezzanine), loading bays, and adequate separation from separate uses above. Up to approximately 4 storeys |
| Industrial Employment with limited residential | <ul style="list-style-type: none"> Light Industrial **** and ancillary uses, including ancillary retail, on ground floor Commercial or residential on upper floors Work-live** | Up to approx. 2.0 FSR All residential space is considered bonus density. Residential space limited to 1.5 FSR Possible additional 0.2 FSR bonus if affordable housing on-site | Buildings up to approximately 5 storeys, where the ground level is generally built up to the street and supports light industrial uses as above. Upper floors above the street wall set back. Parking generally located to the rear or underground. |
| Marine Industrial | <ul style="list-style-type: none"> Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other industrial uses and accessory offices | Up to approx. 3.0 FSR | Industrial buildings and structures from one storey to approximately four storeys |

** Work-live or live-work units should be designed so that residential space and work space may be leased and occupied separately. (see also Work-Live Planning and Design Guidelines, as updated)

*** Where public amenities are not identified by a Master Development Agreement, additional commercial or residential floor space above the zoned density is considered bonus floorspace.

**** Permitted range of light industrial uses should be compatible with the surrounding neighbourhood context and with any residential or commercial uses that can be located above or adjacent to the light industrial space, based on on-site and off-site impacts.

6. Residential Areas

Housing within Vic West is intended to provide a range of housing types, supporting both ownership and rental opportunities for different household types and sizes. The plan recognizes that different housing types are appropriate in master planned sites, urban villages and along busier streets than on local streets. The plan also recognizes that existing lot patterns, dimensions, and topography may influence the type of housing that is appropriate on a particular site.

Goals:

1. Encourage a mix of housing sizes, costs, tenures and types
2. Create more affordable housing
3. Showcase new, innovative housing types
4. Protect existing historic houses

Other Relevant Policies & Bylaws

- Official Community Plan
- Victoria Housing Strategy
- Market Rental Revitalization Strategy (upcoming)



Vic West is characterized by a mix of housing types, ages, styles and lot configurations.



East of Alston Ave, significant redevelopment has occurred, often replacing former industry with a mix of taller buildings and townhomes.



West of Alston Ave, the neighbourhood consists primarily of ground-oriented housing including single detached homes, duplexes, house conversions, townhomes, and small apartments along tree-lined streets.



Somewhat larger lots tend to be found in the blocks east of Russell Street.



Western parts of the neighbourhood are characterized by many smaller lots on an irregular pattern of streets.



Two larger housing cooperatives – Tyee and Pioneer – add to the diversity of housing options.

Residential Areas

Urban Residential Areas



Intent:

Support mixed use and multi-unit development near urban villages, transportation corridors, parks and other amenities.

6.1. Skinner Street Area

6.1.1. In the urban residential area bounded by Skinner Street, Russell Street, and Raynor Avenue, development up to 1.2 floor space ratio is supported.

a) Floor Space Ratios above the base (1.2 Floor Space Ratio) and up to 2.0 may be considered with the provision of amenities, with a preference for affordable housing.

6.1.2. Buildings up to four storeys are supported fronting Russell Street or Skinner Street, with a sensitive transition to buildings to the north and east, minimizing overlook and shading. Along Raynor Avenue, rowhouses and townhouses up to three storeys are supported.

6.1.3. Commercial uses at grade may be supported facing Skinner Street only, in order to maintain the commercial focus at Craigflower Village.

6.1.4. The City may consider the consolidation of the triangular parcel at 405 Craigflower Road with properties across Russell Street, and incorporating the Russell Street right of way, if on-site non-market housing is provided.

a) The value of non-market housing should be equivalent to the value of any land transferred by the City.

b) Commercial uses should front Craigflower Road, contributing to the urban village.

c) Needed utility connections and easements must be accommodated

6.2. Esquimalt Corridor and Lime Point Urban Residential Areas

6.2.1. Attached and multi-unit housing up to 5 storeys in height is supported in this area, excepting the block between Russell Street and Mary Street where buildings up to 4 storeys are supported for compatibility with existing development and the waterfront.

6.2.2. Densities up to 2.0 floor space ratio are supported. Densities above the base (1.2 Floor Space Ratio) should include contributions to public amenities or affordable housing. Floor space ratios of up to 2.2 FSR may be considered with the provision of on-site affordable housing.

6.2.3. Developments fronting onto Esquimalt Road may include commercial uses on the ground floor.

6.3. Urban Residential Form and Character Guidance for All Urban Residential Areas

6.3.1. In the Lime Point area, developments should step down to the waterfront, with lower-scale development (for example, townhouses or heritage conversions) located in the lots facing the waterfront.

6.3.2. Underground or enclosed parking is strongly encouraged.

6.3.3. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street.

6.3.4. Ground-level units are encouraged to contain individual entries and semi-private open spaces (e.g. porches or patios) facing the street, especially along local and collector streets to reinforce the sense of neighbourliness.

6.3.5. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

6.3.6. The siting and access of new development should provide opportunities to create sufficient boulevard planting space for at least medium-sized canopy trees.



Map 8: Urban Residential Areas

Residential Areas

Traditional Residential Sub-areas



Development within the Traditional Residential areas is intended to provide a range of ground-oriented forms of housing supporting ownership and rental opportunities for different household sizes.

6.4. Traditional Residential Housing Sub-Areas

Within its Traditional Residential areas Vic West contains a wide variety of lot sizes, configurations, topography and varying proximity to amenities such as transit, parks and commercial areas. Based on these conditions, Vic West's Traditional Residential areas can be divided into three general sub-areas. Different conditions support different types of housing appropriate to each of these sub-areas.

Area 1: Skinner Street and Esquimalt Road

Corridors: Skinner Street and the block between Esquimalt Road and Suffolk Street are located on busy corridors with good connectivity to downtown and urban villages, where additional housing density sensitive to the adjacent context and heritage character is appropriate.

Area 2: East of Russell Street; South of Langford Street:

Areas east of Russell Street are characterized by a regular gridded street pattern with generally larger and more regular lots than found elsewhere in the neighbourhood. Located near Westside village and closer to the downtown, this is an appropriate area to support more intensive ground-oriented infill housing such as townhouses. Alston Street is considered a dividing street between the taller urban forms to the east and the lower-scale neighbourhood to the west.

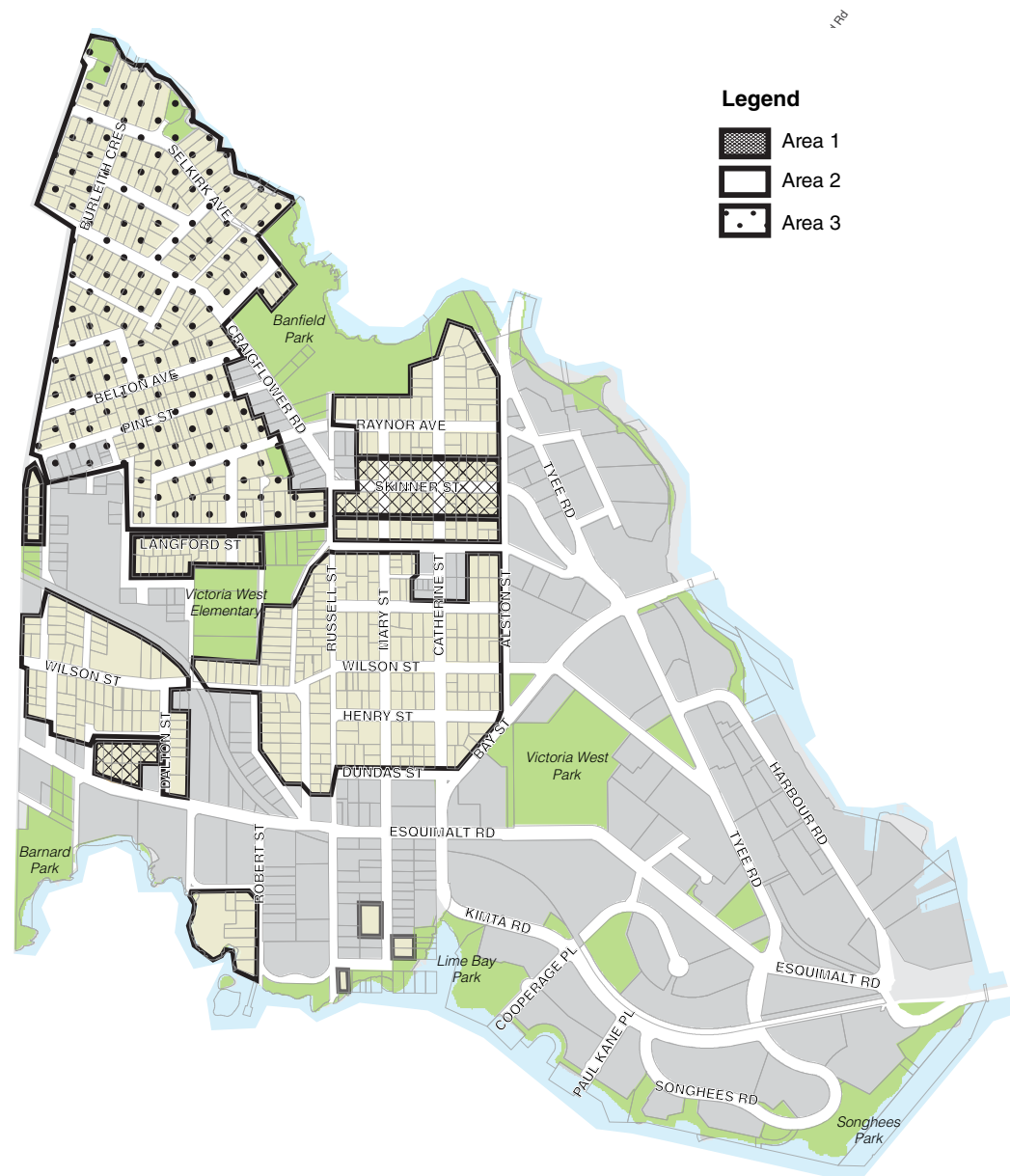
At the same time, this neighbourhood contains important heritage buildings, and conservation should be encouraged, with house conversions and creative infill site designs.

Areas south of Langford Street also contain opportunities for added density, although smaller and less regular lot patterns influence the types of development supported.

Area 3: North of Langford Street and West of Russell Street:

characterized by small lots and a pattern of older houses in various styles along tree-lined streets. Lot sizes, shapes, and setbacks vary widely, with some streets featuring homes set tightly near the sidewalk and others with more typical front yards. Gentle infill which respects the existing lot pattern and maintains tree planting sites on private property is encouraged.

The following sections describe the desirable characteristics for types of housing appropriate within the Traditional Residential Areas in Vic West. This is not meant to be an exhaustive or prescriptive list, and creativity in design and site layout is encouraged, while respecting the intent and appropriate design guidelines.



Map 9: Traditional Residential Housing Sub-Areas

Residential Areas

Traditional Residential Sub-areas, cont'd.

6.5. Area 1: Skinner and Esquimalt Corridors

Intent:

Support options for house conversions, townhouses, rowhouses and small apartment buildings, up to three storeys, to locate more housing close to urban villages, transit and active transportation corridors. Encourage the adaptive re-use of buildings of heritage merit.

6.5.1. Appropriate housing types in this area include:

- a) Small apartment buildings, up to three storeys
- b) Townhouses in more than one row
- c) Rowhouses or Townhouses in one row (may include lockoff suites)
- d) Houseplex (multiple units in the form of a detached house)
- e) House conversion (of heritage houses to multiple units)
- f) Duplex + secondary suites
- g) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
- h) Single detached house + secondary suite
- i) Single detached house + garden suite
- j) Single detached house

6.6. Area 2: East of Russell Street; South of Langford Street

Intent:

Create a mix of ground-oriented housing attractive for rental and ownership for a range of household types. Increase the number of residents living in the area around urban villages, transit routes and parks.

6.6.1. Appropriate housing types include:

- a) Townhouse in more than one row
- b) Rowhouse or Townhouse in a single row (may include lockoff suite)
- c) House conversion (of heritage houses to multiple units)
- d) Houseplex (multiple units in the form of a detached house)
- e) Duplex with or without secondary suite
- f) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
- g) Single detached house + secondary suite
- h) Single detached house + garden suite
- i) Small lot house (with or without secondary suite), primarily west of Russell Street
- j) Single detached house

6.7. Area 3: North of Langford Street and West of Russell Street

Intent:

Encourage sensitive infill development that maintains neighbourhood character and pattern of smaller lots. Encourage the retention of buildings of heritage merit.

6.7.1. Appropriate housing types in this area include:

- a) Townhouse in a single row
- b) Rowhouse
- c) House conversion (of heritage houses to multiple units)
- d) Houseplex (generally up to three units)
- e) Duplex with or without secondary suite
- f) Single detached house + secondary suite + garden suite, where the house is subject to heritage designation
- g) Single detached house + secondary suite
- h) Single detached house + garden suite
- i) Small lot house with or without secondary suite
- j) Single detached house

Residential Areas

Housing Types



6.8. Small Apartment Buildings

Intent: To provide opportunities for additional multi-unit living along a transit corridor in close proximity to urban villages and park amenities.

6.8.1. Locations: Area 1

6.8.2. Density: 1.0 FSR

6.8.3. Height: Up to three storeys

6.8.4. Additional Guidance:

a) Smaller buildings (which would generally fit on no more than 2 lots assembled side-by-side) are encouraged to maintain a rhythm of buildings fronting the street. Wider buildings should be modulated or massing otherwise broken up.

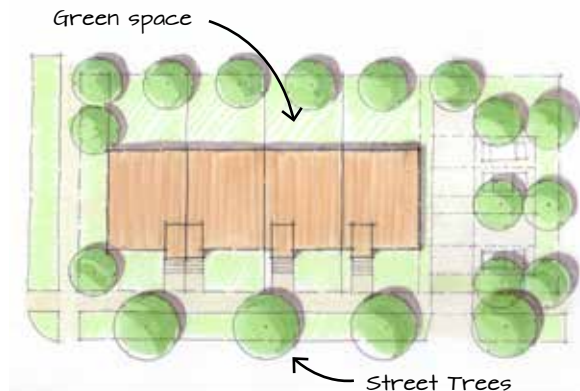


Figure 11. Illustrative example of rowhouses. This example shows a possible arrangement on a corner lot measuring 18m x 40m.

6.9. Rowhouses and Townhouses – Single Row

Intent: To provide more options for ground-oriented housing with access to on-site open space, as an alternative to single detached houses. Support townhouses and rowhouses on larger lots where the desired design qualities can be accommodated.

6.9.1. Locations:

In Areas 1, 2 and 3 on lots meeting the Site Requirements

6.9.2. Site Requirements:

a) On corner lot, lots with laneway access, or lots with two frontages, measuring at least 18m in width

b) On lots interior to blocks without lanes (e.g. having only one frontage), where front-accessed parking is provided, sufficient width (at least 23 metres) is required to provide for



Figure 12. Illustrative example of rowhouses on two assembled lots. Shown with front-accessed parking arranged to minimize curb cuts and retain street trees.

sufficient individual unit frontages and front yard space to accommodate front-accessed parking while meeting design and open space objectives (see 5.9.4.)

6.9.3. Density: Up to approximately 0.85 floor space ratio (Up to 1.0 floor space ratio in Area 1)

6.9.4. Additional Guidance

a) Front-accessed parking for individual units is discouraged where alternatives exist. Where it cannot be avoided, development should provide well-designed frontages and landscaped front yards which present a friendly face to the street, and curb cuts should be minimized to reduce interruptions to pedestrians, retain planting space and on-street parking.

b) Rowhouses or townhouses in a single row may contain lock-off suites.



Figure 13. Illustrative example of courtyard townhouses. Organized in two rows with one row fronting the street, with landscaped front and backyards.

6.10. Townhouses – More than one row

Intent:

To provide more ground-oriented housing with access to on-site open space, as an alternative to single detached homes. Support more than one row of townhouses on larger lots where the desired design qualities can be accommodated.

6.10.1. Locations: Areas 1 and 2 on lots meeting the Site Requirements

6.10.2. Site Requirements:

- a. On lots with a minimum width of 18 metres and a minimum depth of 40 metres.
- c. Variations on these designs which meet the desired form and character objectives may be supported on lots of varying dimensions.

6.10.3. Density: Up to approximately 0.85 Floor Space Ratio (Up to 1.0 Floor Space Ratio in Area 1)



Figure 14. Example of street-fronting townhouses.

6.10.4. Additional Guidance

- a) Parking should be accessed from a flanking street or laneway where possible.
- b) On eligible lots (see 5.10.2), where a home of heritage merit exists, conversion and adaptive re-use should be considered as an alternative to new construction.
- c) Consider parking reductions to support sound site design including quality on-site open space and relationship of dwelling units to the street or to open spaces.
- d) Consider clustered parking instead of a parking stall associated with each unit.
- e) Setbacks (side and rear) for units that do not front a street (units interior to a lot) should result in landscaped back yards and provide sufficient separation from adjacent buildings and yards.
- f) Where units are accessed from an internal drive aisle, the design of the site and buildings should create comfortable pedestrian access and a legible front door.
- g) Townhouse units fronting the street may contain lock-off suites.

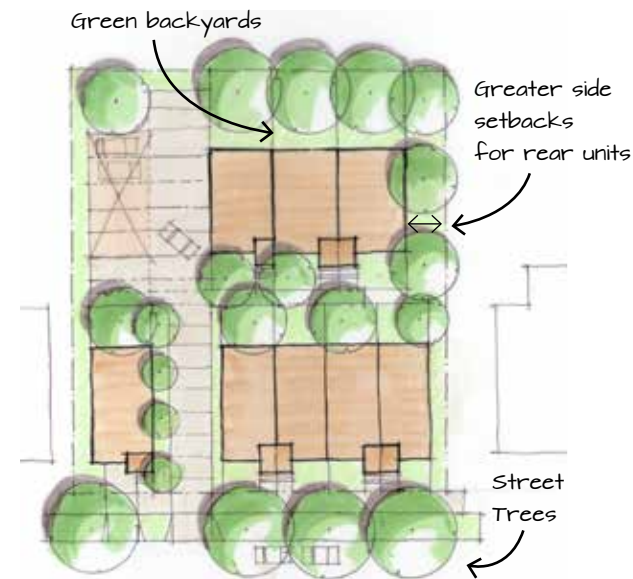


Figure 15. Illustrative example of townhouses with clustered parking on consolidated lots. Separating parking from units can improve the relationship of units to open space and reduce the amount of the site designed around car movement.

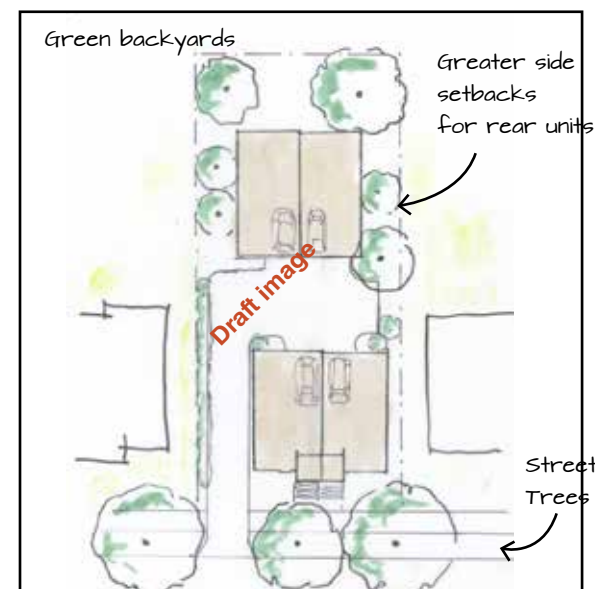


Figure 16: Illustrative example of townhouses on single lot of 18m (60 ft) by 40m (130 ft) (found east of Russell St.)



Figure 17. Illustrative example of a front-to-back duplex



Figure 18. Example of a front-to-back duplex



Figure 19. Example of a side-by-side duplex

6.11. Duplexes

Intent:

Support more types of ground-oriented housing that fits into the existing character of the neighbourhood.

6.11.1. Locations: All areas

6.11.2. Site requirements:

a) Current neighbourliness guidelines for duplexes notwithstanding, duplexes without suites are supported on lots of at least 460m² (5000 sq ft) in area and 15 metres in width.

b) Duplexes with suites are supported on lots of at least 15m width and 510 m² (5500 sq ft); or on corner lots of at least 15m width and 460m² in area

5.11.3. Density: Up to approximately 0.75:1 Floor Space Ratio up to a maximum size contained in zoning

6.11.3. Additional Guidance:

a) Duplexes may be organized side-by-side (preferred), front-back or up-down.

b) A duplex building, especially on smaller lots, may be designed to appear as a single house rather than as two distinct, modulated units; however, each should have a legible front entry (see photo xx).

c) In front-back duplexes, each unit should have a front entrance which is legible from the street, and each unit should have adjoining private landscaped open space (e.g. patio, semi-private front yard).

d) Development Permit Guidelines for duplexes will be updated to support the intent of this plan.



Figure 20: Example of heritage house converted to a duplex



Figure 21. Illustrative example of houseplex featuring three units.



Figure 22. Example of houseplex featuring several units



Figure 23. Example of houseplex featuring four units

6.12. Houseplex - Three or more units

Intent:

Support more intensive forms of housing that are compatible with the single detached character of the neighbourhood, through the creation of new units in buildings which are similar in appearance to, or architecturally compatible with, detached houses.

6.12.1. Location and Site Requirements:

- a) Four-unit houseplex on lots of at least 18m width and 670m² in Areas 1 or 2
- b) Three-unit houseplex on lots of at least 18m width and 670m² in area, or on corner lots of at least 15m width and 550m² in area.
- c) Development with more units may be supported where all urban design objectives can be met, including on-site landscaped open space. This may require a justified parking variance.

6.12.2. Density: Up to approximately 0.75 floor space ratio (Up to 1.0 floor space ratio in Area 1)

6.12.3. Additional Guidance

- a) The intensification of properties with heritage merit is supported in order to support financial viability of retaining and re-using a heritage structure, and to diversify housing options (see 6.3.6.)
- b) A houseplex may include all units within a single building, or may include one of the units which is detached from the others (for example, designed as a garden suite).
- c) Support parking reductions, particularly east of Russell Street and within one block of Esquimalt Road, Skinner Street or Craigflower Road, to support added housing and the maintenance of landscaped open space on site.

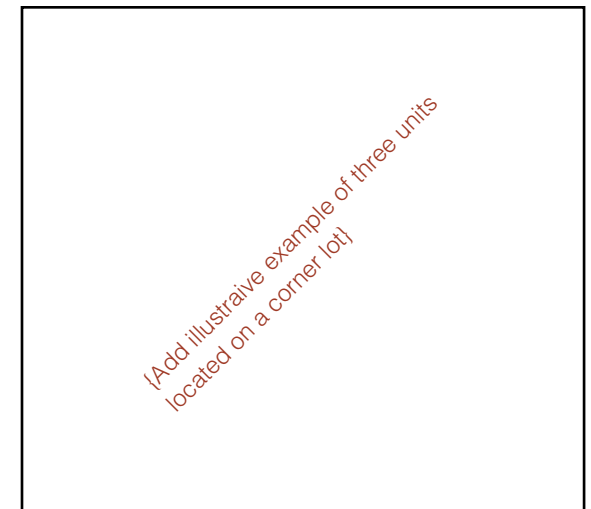


Figure 24. Illustrative example of houseplex with three units organized on a corner site.



Figure 25. Illustrative example of small lot house

6.13. Small Lot House

Intent:

Support small lot homes in parts of Vic West to take advantage of historical patterns and zoning, in order to add compatible density, expand rental housing options and provide more diverse homeownership opportunities.

6.13.1. Small lot houses are discouraged east of Russell Street, where further subdivision of lots is not desired and where a more orderly redevelopment pattern including townhomes and houseplexes is desired.

6.13.2. Small lot houses are supported consistent with the Small Lot Home Rezoning Policy, with the following exceptions:

- a) Reduce the minimum lot size for small lot houses to 180m² and at least 10m wide for small lot homes in Area 3 only
- b) Small lot house on lots less than 260m² are limited in height to 1 ½ storeys (with or without basement)
- c) Small lot houses on lots of at least 230m² may have a suite.



Figure 26. Illustrative example of heritage home

6.14. Heritage Conservation and Retention

Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative housing types that provide additional density and encourage heritage conservation

For policies, see Adaptive Reuse of Properties of Heritage Merit, Section 8.3.

6.15. Building Height

Intent:

Maintain building heights generally compatible with the surrounding neighbourhood, while providing new housing. Heights for any one location will be determined by zoning and may consider topography, setbacks and other design aspects. The following building heights are generally supported:

6.15.1. In Area 1:

- a) Buildings of up to 3 storeys, which provide for sensitive transitions to adjacent properties.

6.15.2. In Areas 2 and 3:

- a) For buildings fronting a street, up to 2 storeys above a habitable basement. Where no habitable basement is present, up to 2 1/2 storeys.
- b) For buildings not fronting on a street (e.g. buildings interior to a site, such as a second row of townhouses), up to 1 1/2 storeys above a habitable basement. Where no habitable basement is present, up to two storeys.
- c) The above notwithstanding, small lot homes should generally be limited to 1 1/2 storeys.

6.16. Urban Form and Character Objectives for Traditional Residential Housing

The following objectives should inform the creation of zoning and design guidelines for infill development of two or more units in Traditional Residential areas:

- 6.16.1. To support livability and access to outdoor space
- 6.16.2. To achieve street-fronting buildings which present a friendly face to the street

6.16.3. To encourage design strategies that delineate private front-yard spaces from the public sidewalk while maintaining visibility of housing units

6.16.4. To site buildings in a manner which maintains Vic West's modest front yards, tree-lined streets, and landscaped back yards, with adequate separation between buildings and access to sunlight for living spaces and open spaces

6.16.5. To encourage site planning which results in rear yards dominated by landscape and not by parking

6.16.6. To mitigate the impacts of surface parking through proper design, landscaping and screening, attractively enclosed parking, and parking reductions where warranted

6.16.7. To encourage the conservation and adaptive reuse of homes of heritage merit.

6.16.8. Where front-accessed parking cannot be avoided, to nonetheless present a friendly face to the street, create a green landscaped front yard, accommodate boulevard tree planting, and minimize curb cuts

6.16.9. To encourage design and site planning which responds sensitively to topography

6.16.10. To provide individual units with useable outdoor open space

6.16.11. To support well-designed duplexes whether side-by-side, front-to-back or up-down, with legible front entries and access to useable open spaces for each unit

6.16.12. To support site design, soil volumes, location of infrastructure and access which accommodates front yard landscape and boulevard planting of at least medium-sized canopy trees. Boulevards are one of the primary opportunities to maintain and enhance the urban forest in Vic West.

6.17. Considerations for Zoning for Traditional Residential Infill Development

Consider the following setbacks for various development types:

6.17.1. For row/townhouses oriented to the side (flanking street) of a corner lot:

- a) Support sufficient setbacks to the rear of units to provide a rear yard and separation from adjacent buildings and back yards (6 metres)

- b) Support flanking street setbacks which provide for landscape while allowing units to be built closely to the street, preserving backyard space (front setbacks of 1.5 metres on Alston Street and 2.5 metres elsewhere). Setbacks may be varied depending on distance from the curb, and with the goal of supporting at least medium-sized canopy trees in the boulevard.

6.17.2. For other housing forms:

- a) Support front setbacks consistent with the variety of modest front setbacks found in Vic West, with sufficient space for landscape and respect for existing patterns along the street (generally 3.5 - 6 metres)

- b) Support side setbacks at the front of the lot consistent with the rhythm of homes facing the street (generally 1.5 metres). For units interior to the lot, greater side setbacks are desired (depending on the height of the side elevation, but a minimum of 3.5 metres) to respect adjacent buildings and back yards.

6.17.3. Support rear setbacks for all housing types which maintain a pattern of landscaped back yards (at least 6-9 metres, depending on context).

7. Special Planning Areas and Master Planned Areas

Special Planning Areas

Special Planning Areas are larger sites which have the potential to redevelop during the time frame of the plan. This section provides policy direction if significant redevelopment is proposed for Special Planning Areas shown on Map 10.



Map 10. Special Planning Areas

7.1. Special Planning Area: Pioneer Housing Cooperative Block

In the event of a redevelopment of the Pioneer Housing Cooperative block which requires rezoning, the following principles should be considered:

- 7.1.1. Ground-oriented housing including townhomes and stacked townhomes up to approximately three storeys may be supported. Some three-storey apartment buildings may also be included.
- 7.1.2. A density of up to 1.0 Floor Space Ratio is supported on the site.
- 7.1.3. Redevelopment should create public connectivity for pedestrians and cyclists, between McCaskill Street and Hereward Street; and from the E&N Rail Trail to Sherk Street.
- 7.1.4. Buildings should be oriented towards and present friendly faces to public and private streets, open spaces, and pathways. Entries, windows, and spaces such as porches, patios and balconies should provide passive surveillance for these areas to create a sense of safety. This should include passive surveillance of the E&N rail Trail where possible from upper-floor windows and balconies.
- 7.1.5. Limited commercial or community-serving uses may be supported (E.g. child care, café, bicycle repair shop, event space, art gallery/studio, social enterprise, personal or medical services, co-working space).
- 7.1.6. Redevelopment to higher density should include a shared greenspace, and a community allotment garden which is available to residents and the public as an amenity.
- 7.1.7. All existing affordable housing units should be retained or replaced with a similar number and floor space of affordable housing units.

7.1.8. A variety of housing units is desired, with a focus on ground-oriented housing attractive to families with children. A mix of housing types which supports a multi-generational community is encouraged.

7.1.9. The impacts of surface parking should be minimized through strategies such as design, landscape, the use of pervious pavement or on-site stormwater management, and the location of some or all parking in garages or underground.

7.1.10. Consider Transportation Demand Management strategies, with parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

7.2. Special Planning Area: Tyee Cooperative

7.2.1. Any redevelopment of the Tyee Cooperative should maintain the approximate number of existing number units and floor space of non-market housing.

7.2.2. Redevelopment should include a mix of housing units, including housing attractive to families with children.

7.2.3. Common facilities (e.g. open space, play lot, community garden) that serve a range of residents' needs. Rooftop open space may be considered.

7.2.4. Underground or structured parking is encouraged.

7.2.5. Redevelopment may include a mix of housing types such as townhomes, stacked townhomes, and apartment buildings, up to a density of 2.5 Floor Space Ratio, with building heights generally compatible with the surrounding development and public open spaces.

7.2.6. The site may accommodate services and limited commercial uses (e.g. child care, medical services, educational services, personal services, coffee shop, coworking, incubator or affordable business spaces, and social enterprise) as an ancillary use to the primary residential use. These uses may be focused on Wilson Street and the Wilson-Tyee intersection to reinforce Wilson Street as a desired "main street" for the area.

7.2.7. A public pedestrian and bicycle connection should be established running north-south through the site, from Sitkum Road to Tyee Street or Wilson Street. This connection should be designed to provide visual connection to and casual surveillance from residences and commercial spaces on the site.

7.2.8. Parking reductions may be considered, given the site's proximity to services, transit and the downtown, and the affordable housing located on site. Transportation Demand Management strategies should be considered, in exchange for parking reductions. Strategies may include the provision of on-site car share services, and decoupled parking (parking spaces which are rented separately from the rent or ownership of housing units).

7.3. Special Planning Area: Tyee-Esquimalt Triangle

7.3.1. Density up to 2.5 Floor Space Ratio may be considered, either as residential space, employment space, or a mix, with limited retail uses. Where non-market housing is provided on-site, density up to 2.75 FSR may be considered.

7.3.2. Because the current zoning is for industrial use, all residential floor space is considered bonus density.

7.3.3. Building heights across the site should be compatible with the lower-density buildings located to the south, across the E&N Rail Trail, and the taller buildings to the north and west.

7.3.4. Desired amenities include affordable housing, amenities supporting the E&N Rail Trail or rail (e.g. water fountain, bicycle maintenance station), and/or community facilities (e.g. child care) appropriate for this location proximate to the downtown.

7.3.5. Project design should include access from the E&N Rail Trail to the site, and should encourage visual connection and casual surveillance (e.g. windows, doors, balconies and patios) of the trail.

7.3.6. Parking should be located primarily underground or in a structure.

Master Planned Areas

Intent:

Encourage a diversity of medium and high density multi-unit housing in master planned sites at Dockside Green, Bayview Place, Roundhouse, the Songhees area and other large opportunity sites identified on Map 11. The master planned areas help create diversity, vibrancy and density in the City's Core Area while supporting Vic West retail, transportation choice and overall urban sustainability. Continue to support the redevelopment of Master Planned Areas consistent with the existing Master Development Agreements, including all amenities and public improvements.

7.4. Support the following development types consistent with Master Development Agreements:

5.20.1. Railyards MDA: Townhouses, multi-unit residential, commercial and mixed use buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002, as revised.

5.20.2. Dockside MDA: Townhouses, multi-unit residential, commercial, mixed use and light industrial buildings consistent with the Railyards Master Development Agreement and Railyards Development Guidelines, 2002, as revised.

5.20.3. Roundhouse MDA: Commercial, residential, mixed use and live/work development consistent with the Roundhouse Design Guidelines, July 2008, as revised, with heritage conservation of the Roundhouse buildings.

50.20.4. If any changes are proposed to existing MDAs, encourage consistency with the various policies in this plan, the City's official community plan, and other policies including the Housing Strategy. Revisions to MDAs should include public amenities and/or affordable housing in support of community goals, to offset the impacts of density.



Map 11. Master Development Agreements

8. Urban Villages

Urban villages provide walkable shops and services, encourage a neighbourhood social life, create a sense of place and provide different housing options. More housing near Urban Villages gives residents easy access to shops and services for daily living, and supports businesses with more customers nearby.



Other Relevant Policies & Bylaws

- Official Community Plan
- Development Permit Area Designations and Guidelines

Goals:

1. Strengthen and diversify the mix of businesses in urban villages
2. Improve the walkability, bikeability and public realm in and around urban villages
3. Support new housing within a 5 minute walk of urban villages

This plan aims to transform the area in and around Westside Village from a car-oriented commercial area to a vibrant, walkable heart of the neighbourhood. The plan also supports the long-term viability of Craigflower Small Urban Village by expanding the footprint and adding new housing. It also designates new Small Urban Villages near Catherine Street and Edward Street and along Esquimalt Road to reflect existing uses.

The quality design of buildings and their relationship with the existing urban form, in terms of appropriate density, massing, and height will be a key consideration in assessing development proposals in urban villages - as will good circulation, pedestrian and cycling linkages and a high quality public realm.

Legend

- Large Urban Village
- Small Urban Village



Map 12. Urban Villages

Urban Villages

Craigflower Small Urban Village

Intent:

Support and expand Craigflower Village as a local-serving gathering place by adding more business and people nearby, and maintaining the village look and feel. Encourage a mix of affordable and market rate housing as feasible.

8.1. Land Use Urban Design Policies

8.1.1. Support the retention and improvement of the heritage building at 414-424 Craigflower Road, which forms the core of the village, with any redevelopment encouraged to retain the original building. (Note that this property has existing zoning which allows for development up to 12 metres, or 3-4 storeys in height),

8.1.2. Support infill development of 3 storeys in the 400 block on the south side of Craigflower Road.

8.1.3. Ground-floor uses fronting Craigflower Road may be residential, commercial or live-work uses, with pedestrian-friendly streetscapes and storefronts, residential entries or porches/patios built to the back of sidewalk. Upper floor uses facing Craigflower Road, and all uses fronting Raynor Park should be residential to add housing to the village and transition to the park.

a) For larger developments (multiple lots) or development at the corner of Craigflower and Raynor Avenue, some ground-floor commercial use is encouraged along Craigflower Road.

b) If live-work units are included fronting Craigflower Road, the ground-floor “work” portion of the unit should be designed to be able to operate and be leased separately

than the residential portion. Flexible ground-floor spaces designed to function as either commercial spaces or residential spaces are supported.

c) Development should establish a second, residential building frontage along Raynor Park, with entrances, windows, and patios, porches or balconies fronting onto the park.

8.1.4. Circulation and parking should be internal to the site, or underground, and should minimize impacts on the frontages facing Craigflower Road and Raynor Park.

8.1.5. To support the development of the village, ground-floor commercial uses within the village are not required to have on-site parking.

8.1.6. Support expansion of the village to the north (between 502 and 530 Craigflower) in a way which creates a gradual transition to the surrounding residential neighbourhood by:

a) Encouraging the adaptive re-use of single-detached houses for commercial or mixed-use purposes, including the lifting of homes and the addition of new commercial spaces at grade, up to a total of three storeys. Redevelopment may be considered, if the built form of new commercial uses supports the original single-detached pattern of the area.

b) Encouraging additional housing (e.g. rowhouses) or live-work units to the back of the lots facing side streets.

c) Locate parking at the rear and/ or underground so as to not dominate the overall development.



Urban Villages

Craigflower Small Urban Village (cont'd.)

At 405 Craigflower Road, up to three storeys is supported for future redevelopment. Consider consolidation with properties across Russell Street, and incorporating the Russell Street right of way, if on-site non-market housing is provided. (cross reference policy 5.1.5).

- a) The value of non-market housing should be equivalent to the value of the land transferred.
- b) Commercial uses should front Craigflower Road, contributing to the urban village.

8.2. Public Realm Policies

8.2.1. Include pedestrian-focused public realm improvements through redevelopment along Craigflower Road to encourage walkability. This may include wider sidewalks, new benches, lighting, landscaping, street trees, wayfinding and other features.

8.2.2. Consider the addition of on-street parking on the east side of Craigflower Road, in order to slow traffic, support businesses, and buffer pedestrians from traffic. Retain trees. Consider relocation of sidewalk to east side of trees on park land.

8.2.3. Establish picnic tables, benches and public art in Banfield Park directly across from the village to create an enhanced public gathering space which visually relates to the village.

8.2.4. Consider improvements to the crossing at Raynor Avenue and Pine Street, including distinctive and textured pavement, and a potential signalized crossing at Raynor if warranted.

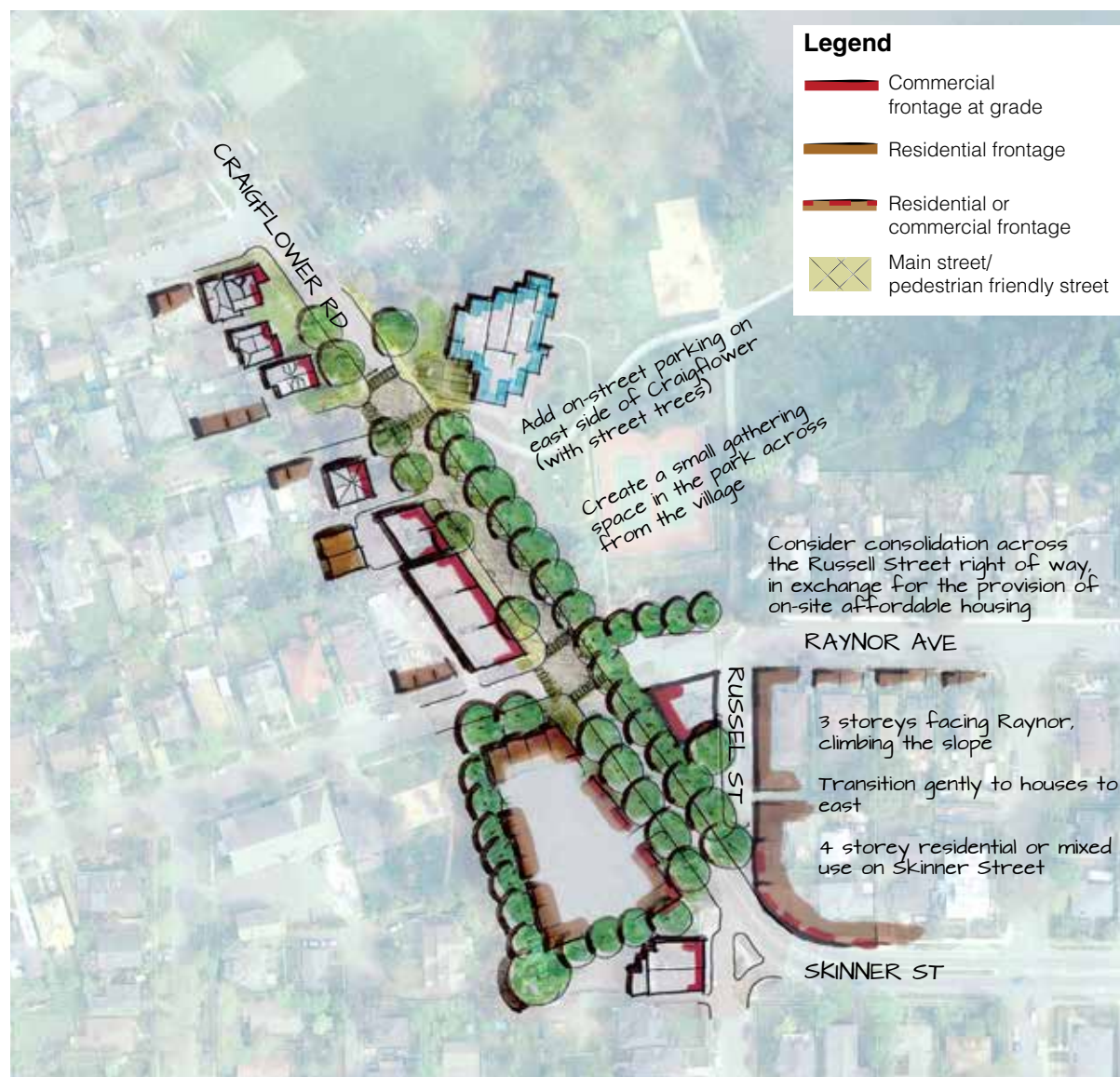


Figure 27. Concept diagram of Craigflower Village area

Urban Villages

Catherine Street at Edward Street Small Urban Village



Intent:

The designation of this Small Urban Village reflects the potential to maintain and intensify the existing “commercial corners” compatible with the neighbourhood context.

8.3. Land Use and Urban Design Policies

8.3.1. Support mixed use, residential or live work buildings up to 3 storeys in height and 1.5 Floor Space Ratio.

8.3.2. Support mixed use buildings on sites that have existing commercial uses.

8.3.3. Mixed use buildings should have active, storefront-type uses built up to the sidewalk in order to enhance animation and vibrancy in the Village

8.4. Public Realm Policies

8.4.1. Support the design of the laneway as a “woonerf”, a shared pedestrian and vehicle space fronted by housing or shops, supporting placemaking in the village.

Urban Villages

Westside Large Urban Village



Intent:

Strengthen Westside Village by supporting businesses with people living nearby, establishing a 'main street' for the Village, and healing busy intersections.



8.5. Land Use and Urban Design Policies

8.5.1. Encourage a mix of uses such as residential, local commercial, retail, restaurant, and community services, with residential uses above commercial uses;

8.5.2. On lots on north side of Bay Street between Wilson Street and Tyee Road, encourage mixed use development up to 6 storeys, supporting the following objectives:

a) At the corner of Tyee Road and Bay Street, development should be designed and oriented to create a gateway signaling entry to the Vic West neighbourhood. A building exceeding six storeys may be supported here.

b) At the corner of Wilson Street and Bay Street, development is encouraged to accommodate large format ground-oriented retail;

c) Building frontages along the east side of Alston Street should be no more than 3-4 storeys to maintain a sensitive transition to the neighbourhood, taking advantage of the grade changes from east to west.

d) New buildings should have active, storefront-type uses along Bay Street and Langford Street in order to enhance animation and vibrancy in the Village. This may include artisan- or light-industrial frontages (e.g. with garage doors) along Langford Street.

e) New development should support an overall vision of creating an internal public pedestrian or local street network (see figure 28).

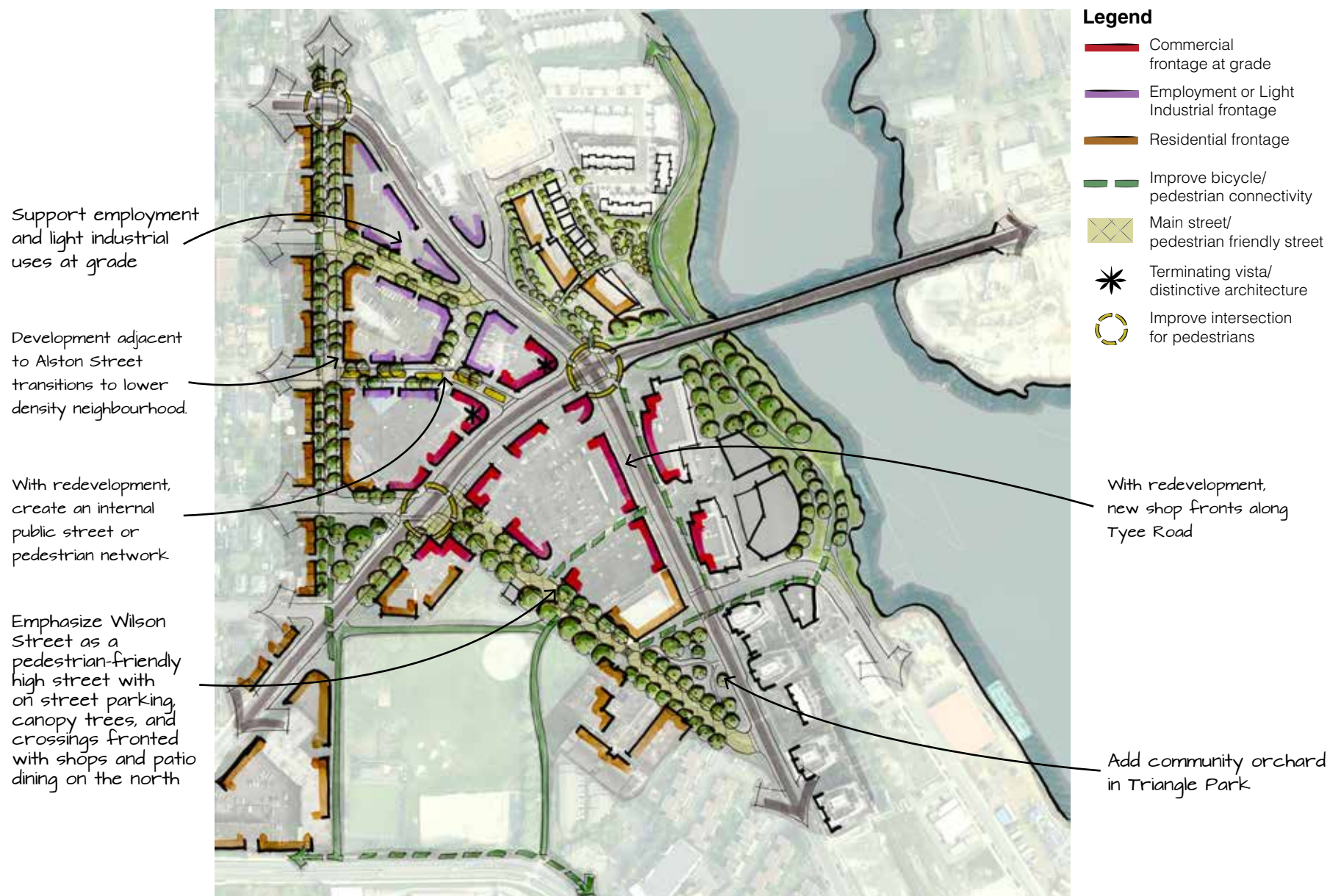


Figure 28. Concept diagram of Westside Village area

Urban Villages

Westside Large Urban Village (cont'd.)

8.5.3. On the Westside Shopping Centre site, support new development up to six storeys and 2.5 Floor Space Ratio, with the following objectives:

- a) Emphasize Wilson Street as the primary street for gathering, with a series of smaller storefronts, active land uses at grade, space for patio seating, high quality pedestrian realm and amenities (e.g. lamps, seating, landscape and street trees).
- b) Develop Tyee Road as a commercial main street with active uses and multiple storefronts at grade along Tyee Road. Consider a range of uses including retail but also food services, personal and medical services, and limited professional services.
- c) Enhance the pedestrian quality of the frontage along Bay Street, regardless of use
- c) Maintain and improve the pedestrian connection through the site from Wilson Street to Tyee Road
- d) The site may include one or more towers consistent with heights found in the surrounding context, but the overall site should maintain a mid-rise (3-6 storey) character with appropriately scaled street walls.
- e) Where on-site non-market housing is provided, density up to 2.75 Floor Space Ratio may be considered.

8.5.4. On the DaVinci Centre site, support new development up to 6 storeys and 2.5 Floor Space Ratio, with commercial or community-serving uses on the ground floor, with the following objectives:

- a) Create an attractive interface with the park, establishing visual connectivity and, as appropriate, entrances or active uses facing the park.
- b) Encourage buildings sensitively designed to minimize shading on active use areas of Vic West Park, and on Wilson Street as a main street.
- c) Establish active uses along Wilson Street that reinforce its role as a commercial main street.

8.5.5. Through redevelopment of sites surrounding Langford Street between Alston Street and Tyee Road, support the development of an employment area and spaces for light industries, artisans and “makers”, with a new street network to improve connectivity to and from the Village and to support future employment uses, through the following strategies (see also Policy 7.2.2):

- a) Spaces designed to accommodate light industrial employment uses at grade (e.g. with tall floor-to-ceiling heights, and loading bays) are encouraged in the Langford-Alston-Tyee triangle and along the south side of Langford Street, with general commercial uses above (or residential uses south of Langford Street).

{insert photo/conceptual example}

8.5.6. Explore partnership opportunities for a new community facility in or near Westside Village to promote neighbourhood development and meet the social, recreational or other programming needs of residents.

8.5.7. In the areas designated Large Urban Village, densities of up to 1.5 floor space ratio are generally supported. Densities up to 2.5 floor space ratio may be supported with the provision of public amenities. With the provision of on-site affordable housing, an additional 10% density (up to 2.75 total floor space ratio) may be supported.

8.6. Public Realm Policies

8.6.1. Include pedestrian-focused public realm improvements to Wilson Street to create a ‘main street’ environment for the Village. This may include elements such as large tree trees, additional street crossings representing natural places people desire to cross, wider sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting;

8.6.2. Maintain on-street parking on Wilson Street, and manage it to provide short-term parking for businesses and park users.

8.6.3. Improve the Wilson Street-Bay Street intersection for pedestrians to encourage walkable connections between residential neighbourhood and Westside Village.

8.6.4. Include pedestrian-focused public realm improvements on Bay Street to better connect both sides of the street and improve pedestrian comfort.

9. Employment Lands

Vic West has an important industrial history related to its location along the harbour and E&N rail. Point Hope shipyard remains an important employer in the region, and supports the Ocean and Marine sector, one of the key sectors identified by the City's Economic Action Plan. Elsewhere, pockets of light industrial areas continue to evolve, supporting small businesses in the production, distribution and repair sectors, and providing spaces for artisans and emerging industries such as local breweries and technology companies engaged in manufacturing or prototyping. High demand is expected for light industrial spaces in the core cities of the region in coming years.



Other Relevant Policies & Bylaws

- Official Community Plan
- Making Victoria: Unleashing Potential - Economic Action Plan (2015)
- Harbour Road Industrial Waterfront Design Guidelines, 2008

Goals:

1. Maintain the working harbour and adjacent industrial lands to support the Ocean and Marine sector
2. Protect and enhance light industry and other employment in Vic West
3. Celebrate the industrial heritage of the neighbourhood

9.1. Working Harbour

Intent:

Continue to maintain the Upper Harbour as a working harbor supporting the region's Ocean and Marine sector.

9.1.1. Support industrial zoning which maintains the ability of industries to operate and thrive.

9.1.2. Through placemaking, celebrate the role of maritime industry as part of Vic West's history and identity, and an important component of our economy

a) Continue to implement to goals of the Harbour Road Industrial Waterfront Design Guidelines, 2008

b) Support views to the water and industrial activities, while prioritizing industrial use of industrially zoned areas

9.2. Industrial Employment and Industrial Employment-Residential Areas

Intent:

Retain spaces for light industrial uses to support the neighbourhood and regional economy while supporting new upper-floor commercial/office uses to support a business mix where producers, artisans, and professional offices can co-exist. In appropriate areas, support upper-floor residential uses as well. Encourage design that is sensitive to adjacent residential uses.

9.2.1. In the Industrial Employment-Residential areas fronting Esquimalt Road, support buildings designed with light industrial spaces at grade, compatible with commercial or residential uses on upper floors, up to 5 storeys and 2.0 Floor Space Ratio. Residential uses may comprise no more than 1.5 Floor Space Ratio.

9.2.2. Through redevelopment of sites surrounding Langford Street between Alston Street and Tyee Road, support the development of an employment area and spaces for light industries, artisans and "makers", with a new street network to improve connectivity to and from the Village and to support future employment uses.

9.2.3. In the Industrial Employment areas, support light industrial spaces at grade, with commercial uses on upper floors, up to 4 storeys and 2.0 Floor Space Ratio. Commercial uses may comprise no more than 1.5 Floor Space Ratio.

9.2.4. The following guidance should apply to Industrial Employment and Industrial Employment-Residential Areas:

a) Ground floors should be designed to accommodate light industrial uses (e.g. with high floor-to-ceiling heights, and loading bay access).

b) The range of light industrial uses should be limited to those which are compatible to upper-floor or adjacent residential uses, as applicable, and do not generate significant impacts (e.g. dust, noise, odours, glare, or truck traffic outside of daytime work hours) on these adjacent uses.

c) Ancillary sales of products produced on site is encouraged.

d) Buildings should feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road

e) Work-live uses are encouraged to be designed so that the "work" portion of the development is located on the ground floor, and the "work" and "live" portions can be occupied or leased separately, allowing businesses to change over time.

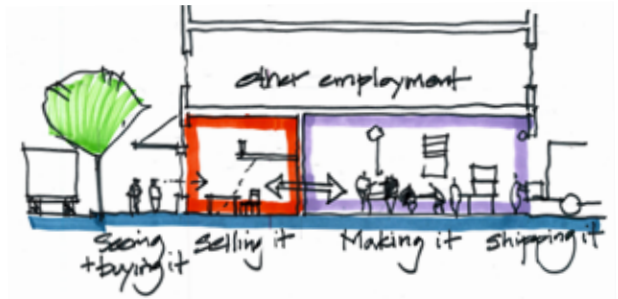


Figure 29. Conceptual examples of industrial employment building with neighbourhood-compatible light industrial uses on the ground floor and commercial uses (e.g. offices, professional services) on the upper floor(s)



Figure 30. Illustrative diagram of a mixed use development with light industrial uses at grade



Map 13. Employment Lands

9.3. General Employment Areas

Intent:

Maintain lands for a range of commercial uses appropriate to the neighbourhood context.

9.3.1. General Employment areas support a range of commercial or light industrial development up to four storeys and 2.0 Floor Space Ratio.

9.3.2. Flexibility in use should be supported to encourage the heritage designation and adaptive reuse of the commercial block at 420 William Street.

9.3.3. Rezoning for light industrial uses that generate significant truck access off of primary truck routes should be avoided.

9.4. Employment Residential Areas

Intent: Retain space for employment uses while allowing for the expansion of housing or commerce in upper floors, compatible with the surrounding Railyards and Lime Point areas.

9.4.1. Buildings up to five storeys and 2.0 floor space ratio are supported in most areas. Buildings south of Ormond's Biscuit Factory (242 Mary St.) should generally be up to four storeys for compatibility with surrounding development.

9.4.2. The ground floor should generally consist of employment uses including office or light industrial uses, wholesale, personal or professional services, medical services, community services, food services. Residential or commercial uses are supported on upper floors. Other combinations of employment and residential spaces that achieve a mix of uses on site are also supportable.

9.4.3. Light industrial uses should be compatible with residential uses located across the street or in adjacent properties.

9.4.4. A pedestrian connection is desired climbing the slope between Skinner Street and Tyee Road, with redevelopment, to increase permeability of the block to pedestrians.

9.4.5. Redevelopment may include angled parking on Tyee Road.

9.4.6. With redevelopment including residential uses, on-site affordable housing is a desired amenity. Density up to 2.2 Floor Space Ratio may be considered where on-site non-market housing is provided.

9.4.7. Flexibility in use should be supported to encourage the designation and adaptive reuse of the Ormond's Cookie Factory building (242 Mary Street).

9.5. Urban Form and Character Guidance

9.5.1. Buildings fronting onto the E&N Rail Trail north of Esquimalt Road should create "eyes on the trail" through the location of windows, patios, balconies and overlooks, and views through the site where appropriate. Entrances for customers and employees are encouraged where appropriate, and should be designed to encourage casual surveillance.

9.5.2. Light industrial uses should be compatible with location within a residential neighbourhood. These uses should limit off-site impacts (noise, glare, dust and odours) and minimize noise and delivery impacts on residential areas outside of daytime business hours.

9.5.3. Outdoor storage and loading should be properly and attractively screened from residential areas.

9.5.4. Loading areas should be located to minimize truck traffic off of designated truck routes.

9.5.5. On the south side of Esquimalt Road, businesses adjacent to the E&N Rail Trail right of way should support quality pedestrian friendly spaces through design of facades and outdoor spaces fronting the right of way.

9.5.6. Buildings that mix light industrial and residential uses should be sensitively designed to reduce residential overlook of loading, storage or working areas and minimize impacts on the residential uses.

9.5.7. Where parking is located in a structure but not underground, avoid blank walls adjacent to the street

9.5.8. Development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

10. Heritage



E&N Roundhouse, 253 Esquimalt Road (Heritage designated)



225 Dundas Street



Lekwungen art by Galloping Goose Trail



420 William Street



740 Mary Street (Heritage designated)



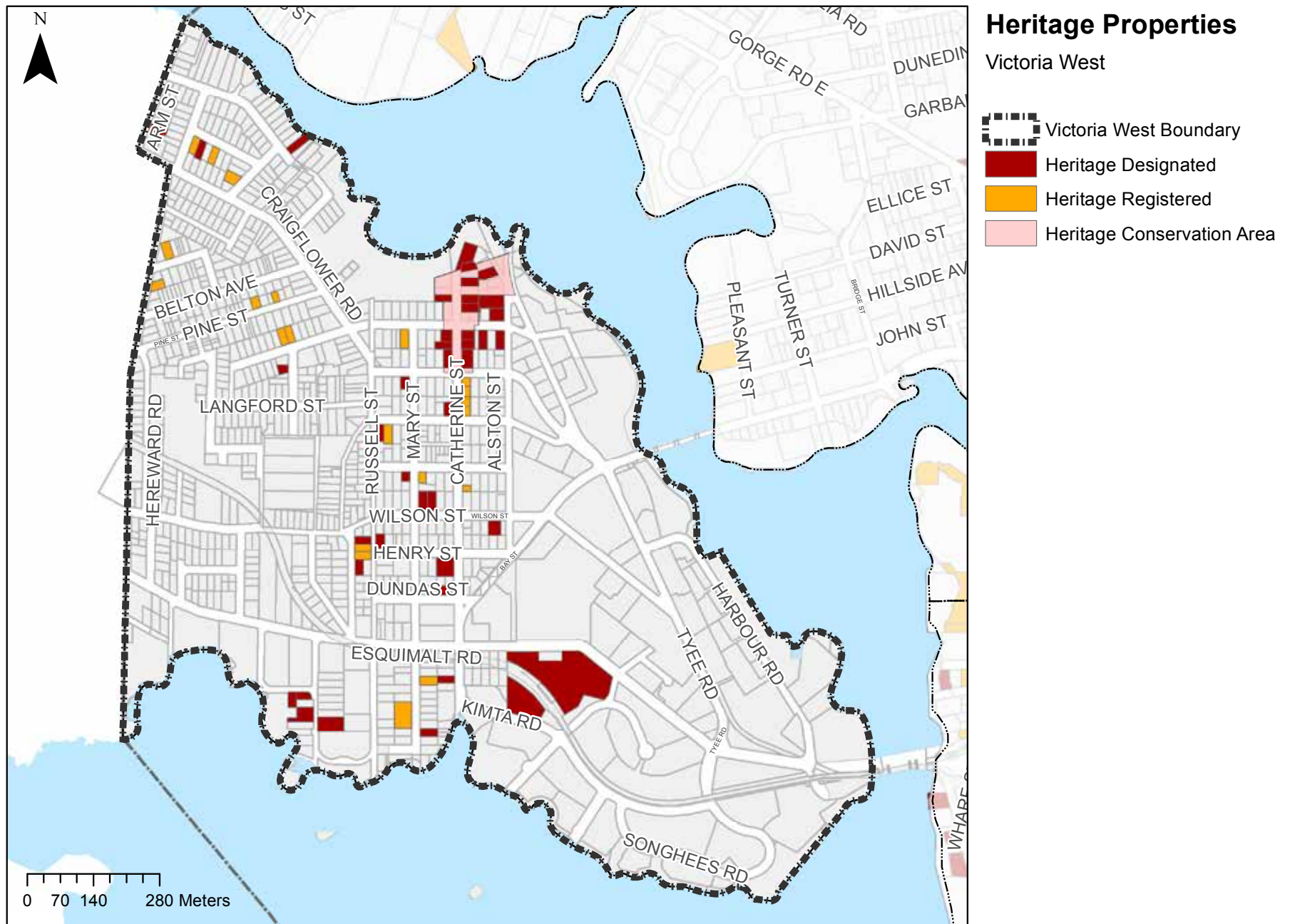
Ormond's Biscuit Factory, 300 Mary Street

Other Relevant Policies & Bylaws

- Heritage Tax Incentive Program (TIP)
- Victoria Heritage Register

Goals:

1. Protect the historic character of significant buildings and important sites
2. Celebrate and interpret the heritage of the neighbourhood



10.1. Heritage Designated and Registered Properties

Intent:

Protect the historic character of significant buildings and important sites.

10.1.1. Encourage landowners to consider the protection of heritage resources through the designation of properties listed on the City's Register of Heritage properties, identified on Map 14, or other buildings of heritage merit, including through the rezoning process.

10.1.2. Consider future additions of properties to the City's Register of Heritage Properties in consultation with property owners.

10.2. Heritage Conservation Areas

Intent:

Conserve the historic character and integrity of special neighbourhood places.

10.2.1. Consider future citizen-initiated proposals for designation of Heritage Conservation Areas.

10.3. Adaptive Re-use of Buildings of Heritage Merit

Intent:

Support the heritage designation of buildings of heritage merit by allowing innovative uses and designs which provide additional density and encourage heritage conservation.

10.3.1. Support single detached homes with a suite and garden suite, or with two suites, where the house is subject to heritage designation.

10.3.2. Where redevelopment is proposed, consider forms of housing, building massing and site layout that support the retention and adaptive reuse of buildings of heritage merit, and avoid demolition for new development.

10.3.3. With redevelopment of heritage properties, consider the relaxation of regulatory guidelines (e.g. reduced parking requirements; variances to setbacks or suite coverage) while encouraging development that supports the overall objectives of this plan.

10.3.4. Consider additional habitable area to be added (e.g. through lifting the home or adding an appropriate addition) during the conversion into more than one unit where the house is subject to heritage designation.

10.3.5. Encourage the use of incentives for the rehabilitation or adaptive reuse of commercial or mixed use heritage properties.



Figure 31. Illustrative example of heritage property with a suite and a garden suite.



Figure 32. Example of adaptive re-use of heritage buildings on Amelia St, Victoria.



Figure 33. Example of added density around heritage buildings, Vancouver BC

11. Infrastructure and Green Development



Other Relevant Policies & Bylaws

- Victoria Sustainability Framework
- City Climate Leadership Strategy and 100% Renewable Energy by 2050 Commitment
- Sustainability Checklist for New Construction (to be updated in 2017)
- City-wide education and incentive programs
- Water System Master Plan
- Stormwater Master Plan
- Sanitary Sewer Master Plan (to be completed 2018)

Goals:

1. Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses
2. Use stormwater management to restore ecological processes.
3. Become a leader for sustainable buildings and infrastructure
4. Identify and address neighbourhood climate change impacts
5. Develop strategies for mitigation and adaptation to climate change and sea level rise

Vic West is a neighbourhood with a strong history of activities, organizations, and development projects embracing sustainability and climate change mitigation and adaptation, with a strong local economy, community gardens, Passivehouse Certified homes, and internationally-renowned sustainable development projects. It is, and should continue to be, a leading neighbourhood in sustainable development in the city, region, and province.

Areas adjacent to the waterfront, particularly in the Point Hope area, are susceptible to sea level rise impacts.

This plan takes an integrated approach to sustainability, with sustainable development directions woven throughout the plan. This section identifies specific strategies to further support green buildings and climate mitigation and adaptation in Vic West.

11.1. Infrastructure Upgrades

Intent:

Ensure sufficient infrastructure capacity to meet the future needs of residents and businesses.

11.1.1. Consider the capacity of utility networks, including water distribution, sanitary sewer and storm drainage, in reviewing development applications and other land use changes.

11.1.2. Continue upgrading the underground infrastructure in the Victoria West neighbourhood as directed by City-wide master plans for water distribution, sanitary sewer and storm drainage upgrades

11.2. Stormwater Management on Public Lands

Intent:

Use infrastructure to mimic and restore ecological processes

11.2.1. Continue to monitor stormwater outfalls emptying in the Gorge Waterway.

11.2.2. Work with property owners and institutions to identify options for mitigating stormwater impacts on sites with high impervious cover, and thereby reducing the stormwater utility costs for these properties

11.2.3. Identify opportunities to incorporate green stormwater infrastructure or “green streets” as part of utility, active transportation and other street improvements. Potential locations include priority pedestrian and cycling routes and visible locations such as around urban villages.

11.2.4. Identify opportunities for stormwater management as part of public development projects or improvement on City-owned lands.

11.3. Stormwater Management on Private Lands

Intent:

Promote stormwater management practices on private property.

11.3.1. Promote stormwater management practices on private property that owners to reduce impervious surfaces, particularly along the waterfront.

11.3.2. Encourage new developments to foster rainwater infiltration through the use of absorbent landscaping, swales, rain gardens, pervious paving, green roofs, infiltration trenches, and other appropriate methods.

11.3.3. Encourage large sites (e.g., Special Planning Areas) in particular to incorporate innovative approaches to stormwater management.

11.3.4. Encourage property owners to seek stormwater rebates through the City’s rainwater rewards program.

11.3.5. With the redevelopment of large sites (e.g. special planning areas), encourage innovative on-site stormwater management integrated into the design.

11.4. Green Buildings

Intent:

Encourage, promote, and facilitate the development of sustainable buildings and low carbon housing stock

11.4.1. Encourage home owners and institutions to be leaders in reducing greenhouse gas emissions from housing, by participating in programs that support:

a) the transition from heating oil based home heating systems to either heat pump or natural gas systems, such as through rebate programs;

b) home energy assessments and labels for new and existing homes;

c) green building rating systems for new homes; and

d) other green building, sustainable design and sustainability initiatives.

11.4.2. Encourage new multi-unit residential, commercial, and mixed use developments to practice strong sustainable design strategies, including but not limited to active and passive solar strategies, efficient building envelopes and high efficiency mechanical systems in order to lower energy consumption in buildings.

11.4.3. On public lands, use vegetation to shade impervious areas and buildings to reduce heat island effect.

11.5. Adapting to Climate Change

Intent:

Identify and address neighbourhood climate change impacts

11.5.1. Identify plants and ecosystems vulnerable to climate change and development management strategies to mitigate impacts, through implementation of the City’s Parks and Open Space Master Plan.

11.5.2. Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise.

11.5.3. Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt.

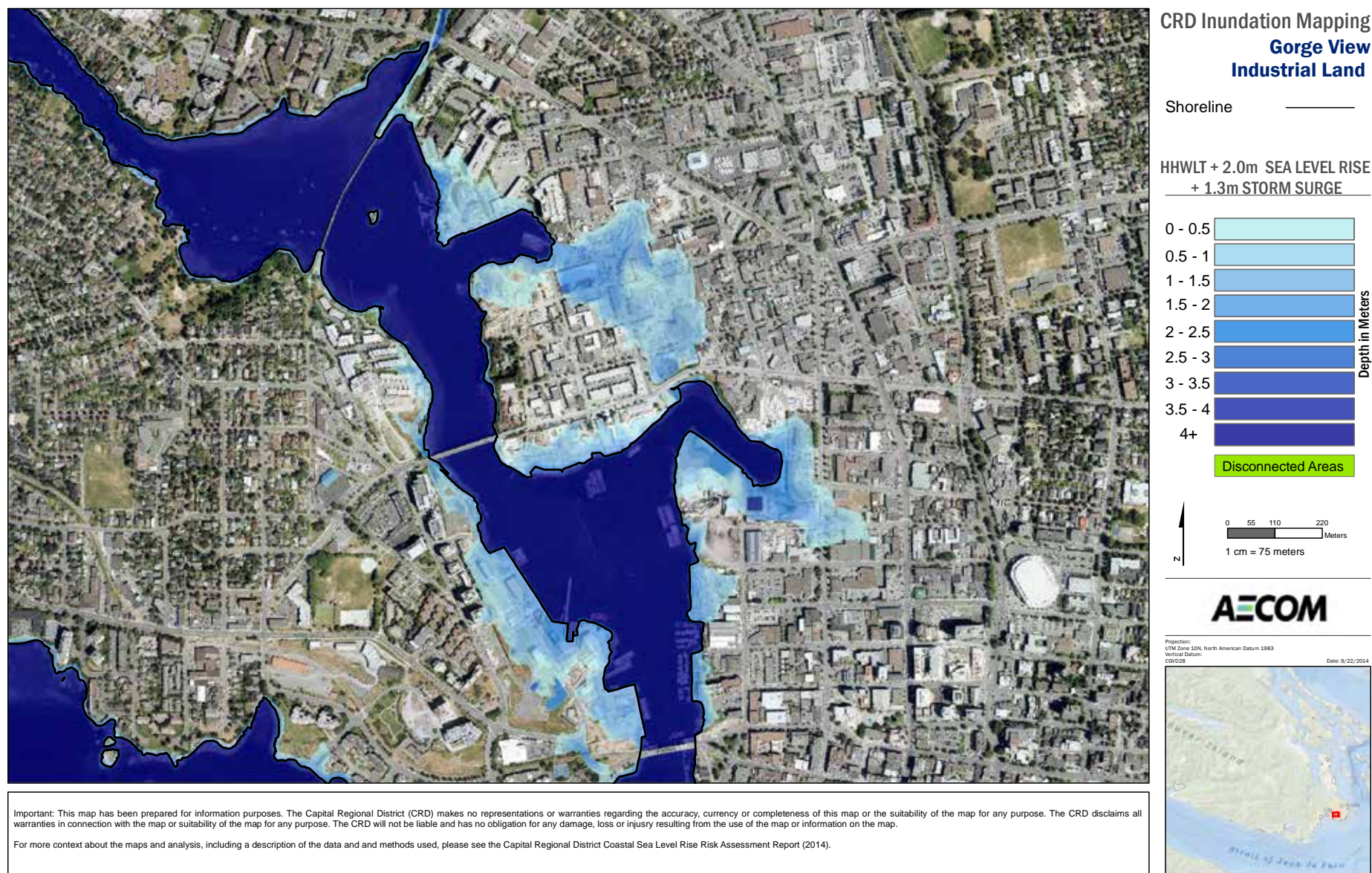


Figure 34. Inundation map showing projected sea level rise impacts for Gorge View Industrial Land

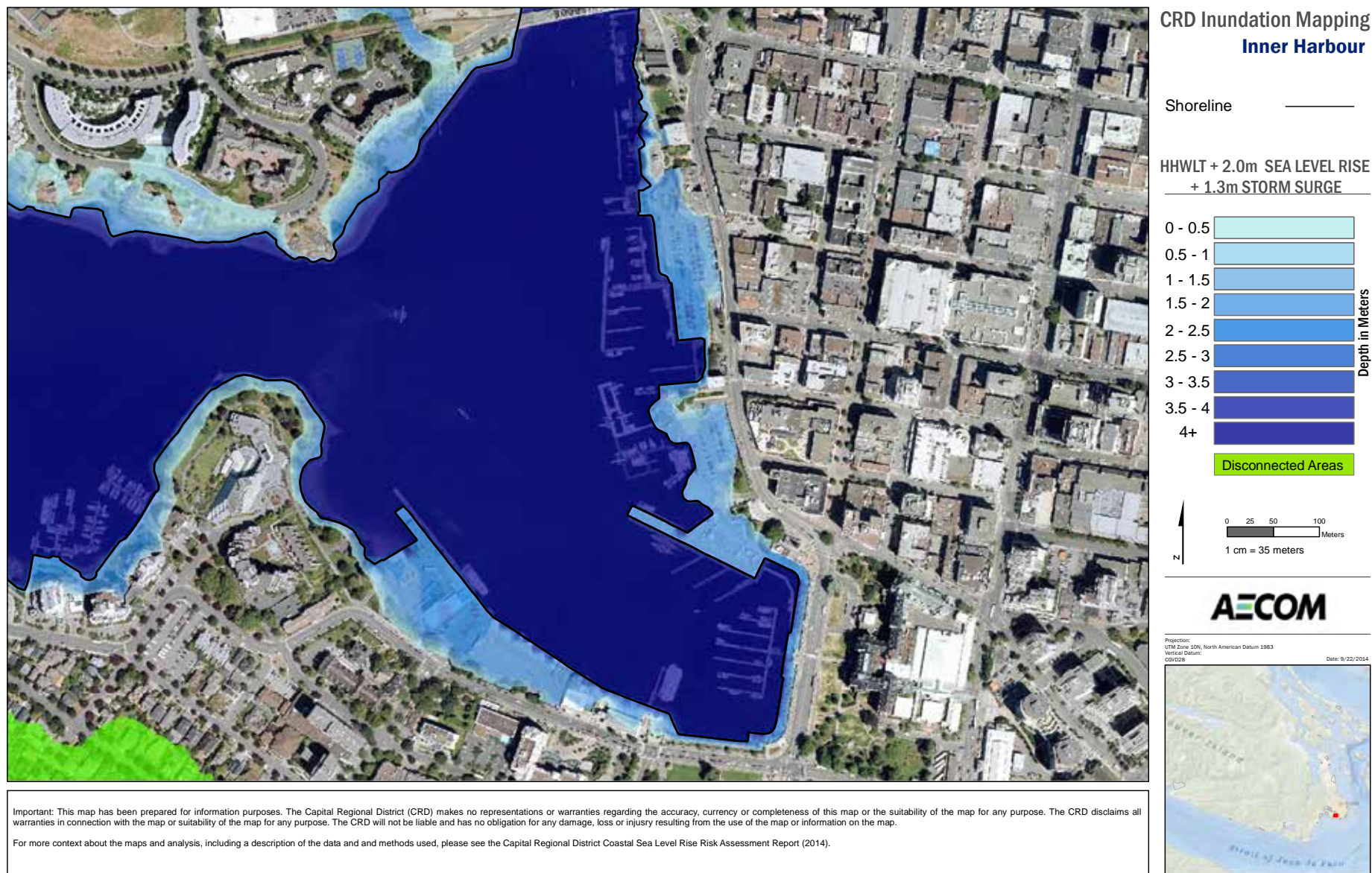


Figure 35. Inundation map showing projected sea level rise impacts for Inner Harbour

12. Neighbourhood Food Systems



Other Relevant Policies & Bylaws

- Small-Scale Commercial Urban Food Production Regulations
- Community Gardens Policy
- Boulevard Gardening Guidelines

Goals:

1. Create more places to get and grow food close-to-home
2. Integrate food production into public places

12.1. Access to Neighbourhood Food

Intent:

Create more places to get and grow food close-to-home

12.1.1. Support community-led efforts to establish a year-round farmers market in Victoria West.

12.1.2. Require new community gardens at Tyee Co-op, Pioneer Co-op and Bayview Lands as a condition of rezonings that add density.

12.1.3. When creating park improvement plans, consider opportunities to incorporate features that encourage the public gathering around food, such as picnic tables, barbecues, community ovens and barrier-free access to food gardens in public places.

12.2. Food Production in Public Places

Intent:

Integrate food production into public places

12.2.1. Explore community-led opportunities for food features such as edible landscaping at public greens along Catherine Street and Wilson Street and other public locations identified by the community.

12.2.2. Support the establishment and/or enhancement of community orchards in the following locations, where community expresses an interest:

- a) Hereward Park
- b) Triangle Park

c) Banfield Park

c) Other locations identified in partnership with the community.

12.2.3. Continue to support community gardens on suitable public and private lands, in partnership with community organizations.

12.3. Food Production on Private Lands

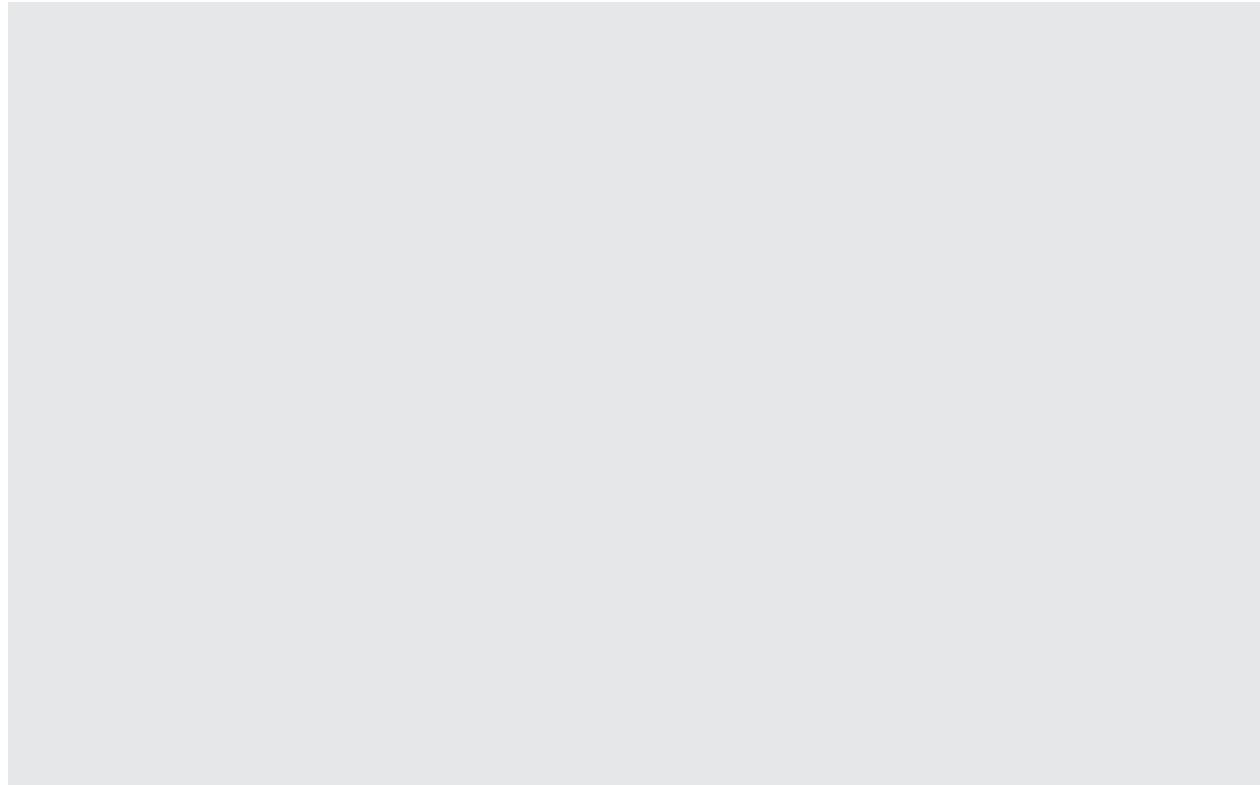
Intent:

Integrate food production into new multi-unit development where appropriate.

12.3.1. Encourage rooftop allotment gardens for private resident use in new multi-unit buildings.

12.3.2. Encourage edible landscaping for new multi-unit buildings.

13. Neighbourhood Well-Being



Other Relevant Policies & Bylaws

- Great Neighbourhood Program
- City grant programs

Goals:

1. Refresh indoor community facilities to support residents of all ages in a growing community
2. Support the creation of more childcare options to support families with children living in Vic West
3. Foster a safe and inclusive community for all residents

13.1. Community Facilities

Intent:

Refresh indoor community facilities to support residents of all ages in a growing community

Support community facilities as part of existing or future Master Development Agreements

13.1.1. Continue to work with Victoria West Community Center Society to sustain and enhance community programming, services and facilities that meet the evolving needs of Vic West's growing community.

13.1.2. As part of the long-term development of Westside Large Urban Village, explore opportunities to establish a community facility to encourage gathering and reinforce the heart of the neighbourhood.

13.1.3. Work with School District to make school facilities more broadly available for community programming, sports, indoor and outdoor gathering.

13.1.4. Develop community space as described in the Roundhouse Master Development Agreement, or accept cash-in-lieu to be used for the creation of community facilities elsewhere in the neighbourhood.

13.1.5. Develop the Sustainability Centre as described in the Dockside Master Development Agreement, through planning which involves the community, the Neighbourhood Association, the City, and the developer. Or, accept cash-in-lieu to be used for the creation of community facilities elsewhere in the neighbourhood.

13.2. Childcare

Intent:

Support the creation of more childcare options to support families with children living in Vic West

13.2.1. Support the retention of child and youth care spaces at Vic West Community Centre and School.

13.2.2. Support daycare and eldercare as a use throughout the neighbourhood in accordance with zoning. Consider reduced parking requirements were requested.

13.3. Neighbourhood Inclusion and Safety

Intent:

Foster a safe and inclusive community for all residents

13.3.1. Support improvements to public spaces, such as Banfield Park and the Galloping Goose Trail, to improve the sense of safety at all times of day.

13.3.2. Continue to support a range of non-market and market housing options to support and diverse and inclusive community.

13.3.3. Seek opportunities to promote social interaction between different generations through the design of public spaces, parks and public facilities.



14. Arts, Culture and Placemaking



Other Relevant Policies & Bylaws

- Arts and Culture Master Plan (To be completed, 2018)

Goals:

1. Encourage public art and placemaking that celebrate Vic West's identity
2. Support creative entrepreneurs

Vic West is a neighbourhood which has attracted a diverse population of artists. In addition to providing a range of opportunities for living, working, and selling works, a vibrant community weaves arts and culture into everyday life and helps create a strong sense of place. Opportunities for creative placemaking include temporary and permanent public art opportunities in parks and other public spaces. Public art can celebrate Victoria West's unique identity and reinforce the neighbourhood's human and natural heritage.

14.1. Neighbourhood Public Art and Placemaking

Intent:

Encourage art and placemaking initiatives that celebrate Vic West's identity

Policies:

- 14.1.1. Introduce public art into small urban village areas as part of streetscape improvements.
- 14.1.2. Incorporate public art into the design of neighbourhood trails, connectors and parks spaces. Identify locations through active transportation and park improvement planning.
- 14.1.3. Partner with arts organizations to encourage art installations in neighbourhood public spaces, such as temporary pop-ups and artist-in-residence initiatives.
- 14.1.4. Engage Songhees and Esquimalt First Nations to determine opportunities for public art in public spaces.

14.2. Key locations for public art may include:

- 14.2.1. Craigflower Village and Banfield Park interface
- 14.2.2. Victoria West Park and Wilson Street
- 14.2.3. The E&N Rail Trail right of way adjacent to Esquimalt Road
- 14.2.4. The E&N Rail Trail, other segments
- 14.2.5. Public spaces at Roundhouse and Dockside Green
- 14.2.6. Pedestrian connections within West-side Village (e.g. the stairwell between Tyee Road and the upper parking lot)

14.3. Themes for public art may include the following, without limitation:

- 14.3.1. First Nations history and places
- 14.3.2. The ecology and natural history of the area including the Gorge waterway
- 14.3.3. The working / industrial history of the neighbourhood
- 14.3.4. The diversity of people calling Vic West home
- 14.3.5. Urban sustainability
- 14.3.6. The artistic creativity of the neighbourhood

14.4. Support Creative Entrepreneurs

Intent:

Create/strengthen opportunities to showcase and feature neighbourhood artists and creators.

Policies:

- 14.4.1. Through the Arts and Culture Master Plan, engage the arts community and non-profit groups in identifying opportunities, incentives and partnerships to create an incubator space including affordable gallery, studio and creative incubation spaces.
- 14.4.2. Through the Arts and Culture Master Plan, explore ways to link potential creative entrepreneurs, home-based studios and self-employed individuals to available resources for business assistance, skills sharing and access to spaces to make and sell goods.

15. Action Plan

The action plan provides a high-level list of actions identified in this draft plan. Implementation of this action plan must be balanced with available resources and other City priorities. The improvements may be accomplished through a combination of funding sources, including City capital programming, amenity contributions from development, senior government grants, and partnerships with other public, non-profit or private entities. Any future actions are to be considered through the City's budget process which occurs annually.

Plan Monitoring

The action plan is to be used as a working document and should be reviewed periodically (every 3-5 years) with the community as part of monitoring and adaptive management of the plan, in order to consider changing circumstances, desires and progress made.

| Topic | Short-term Actions (2017-2019) | Year | Lead | Funded? |
|------------------------------------|---|------|--|---------|
| Transportation and Mobility | Assess the Catherine Street at Bay Street lane designations for left and right turns (north side of intersection) | 2017 | Engineering and Public Works | √ |
| | Discuss community feedback on pathways across Vic West School field with School District 61 | 2017 | Sustainable Planning and Community Development | √ |
| | Assess Langford Street at Russell Street for visibility and stop sign | 2017 | Engineering and Public Works | √ |
| | Complete pedestrian and bicycle connections from Vic West to downtown on the Johnson Street Bridge | 2018 | Engineering and Public Works | √ |
| | Complete Point Ellice (Bay Street) Bridge rehabilitation | 2018 | Engineering and Public Works | √ |
| | Replace the temporary barrier at Reno Street and Belton Avenue with a permanent barrier | 2018 | Engineering and Public Works | √ |
| | Add pylons or other physical separation along Skinner Street between Alston Street and Langford Street | 2018 | Engineering and Public Works | √ |

Figure 36. Short-term Actions

| Topic | Short-term Actions (2017-2019) | Year | Lead | Funded? |
|--|---|--|--|---------|
| Transportation and Mobility (cont.) | Assess transportation conditions at the following locations and update Neighbourhood Plan and Action Plan with suggested improvements as warranted: <ul style="list-style-type: none"> • Skinner Street, for improvements for pedestrian and cyclist comfort and safety, including visibility, crossings, vehicle speed and intersection improvements, from Front Street to Langford Street • Mary Street, for speeding and cut-through traffic, and improvements for pedestrian safety, including intersection visibility and crossings at Wilson Street. • Selkirk Street, for vehicle speed and cut-through traffic from Banfield Park to the Esquimalt border. • Wilson Street from Dominion Road/Viewfield Road to Rothwell Street, for pedestrian and cyclist safety, including visibility, crossings, vehicle speed and intersection improvement; and Rothwell Street for vehicle speeds, commercial traffic volume and road designation (Rothwell Street). • Hereward Road, for vehicle speed and cut-through traffic • Bay Street between Wilson Street and Esquimalt Road, for vehicle speed, visibility, crossings and other improvements for pedestrian safety to improve connections between residential neighbourhood and Vic West Park and Westside Village. | 2019 (through 2018 budget planning) | Engineering and Public Works | √ |
| | Complete All Ages and Abilities connection on Harbour Road | 2019 | Engineering and Public Works | |
| | Complete pilot All Ages and Abilities route on Kimta Street, including crossing at Esquimalt Road and assessment of lighting on the pathway behind the Delta Hotel. | 2019 | Engineering and Public Works | |
| | Complete the bicycle and pedestrian connection from the Galloping Goose to the Bay-Tyee intersection through the Railyards | Subject to development | Private Development | |
| Parks, Open Space and Waterfront | Implement the Vic West Park Improvement Plan | 2017-2019 | Parks, Rereation and Facilities | √ |
| | Complete improvements for Raynor Park | 2017 | Parks, Rereation and Facilities | √ |
| | Discuss community feedback on Galloping Goose with CRD, including improved lighting between Banfield Park and Harbour Road, Trans-Canada Trail pavilion intersection, visibility and speed of motorized vehicles; identify next steps. | 2017 | CRD; Sustainable Planning and Community Development | |

Figure 36. Short-term Actions, cont.

| Topic | Short-term Actions (2017-2019) | Year | Lead | Funded? |
|---|--|--------------------------------------|--|---------|
| | Complete a habitat assessment to determine the feasibility of new or expanded public swim docks at Arm, Burleith and Banfield Parks | 2018-2019 | Parks, Recreation and Facilities | |
| Housing, Urban Villages and Employment | Update the Official Community Plan to reflect the land use directions in this plan | 2017 – concurrent with plan adoption | Sustainable Planning and Community Development | √ |
| | Update Development Permit Area boundaries and guidelines for Urban Villages and Urban Residential areas and Townhomes to reflect area-specific policies in this Plan | 2017 – concurrent with plan adoption | Sustainable Planning and Community Development | √ |
| | Create zoning to support ground-oriented infill development including townhouses, rowhouses, duplexes, triplexes, fourplexes, and small apartments as described in this plan. | 2018 | Sustainable Planning and Community Development | √ |
| | Update the Neighbourliness Guidelines for Duplexes to reflect policies in this plan. | 2018 | Sustainable Planning and Community Development | √ |
| | Revise Small Lot House Rezoning policy to support secondary suites in small lot homes in Vic West and to consider smaller lot sizes | 2018 | Sustainable Planning and Community Development | √ |
| | Update zoning to reflect Industrial Employment areas policies in this plan | 2018 | Sustainable Planning and Community Development | √ |
| | Evaluate the need to update Development Permit areas and guidelines for Industrial Employment and Industrial Employment-Residential areas | 2018 | Sustainable Planning and Community Development | √ |
| | Amend zoning to allow for a secondary suite and garden suite on heritage designated properties. | 2018 | Sustainable Planning and Community Development | √ |
| | Update the house conversion regulations, or develop new regulations, to support the retention and adaptive re-use of smaller heritage properties through the addition of habitable space | 2018-2019 | Sustainable Planning and Community Development | √ |

Figure 36. Short-term Actions, cont.

| Topic | Medium-term Actions (2020-2022) | Lead | Funded? |
|---|---|--|---------|
| Transportation and Mobility | Complete the E&N Trail segment through the Roundhouse development | Private Development | |
| Parks, Open Space and Waterfront | Establish a new park adjacent to the Johnson Street Bridge - to be confirmed by directors that this should be medium term | Parks, Recreation and Facilities | |
| | Complete public spaces, including Bridges Park and the entry plaza, in the Railyards Master Development Agreement | Developer | |
| | Complete a planning process for Arm Park and Burleith Park, which also includes further consideration a long-term goal of creating an environmentally sensitive waterfront pathway on all or part of the waterfront west of Banfield Park, through voluntary easements or other means | Parks, Recreation and Facilities | |
| Infrastructure and Green Development | Adopt guidance for any development adjacent to the water, consistent with Provincial Guidance on planning for sea level rise. | Sustainable Planning Community Development | |
| | Identify city infrastructure and facilities susceptible to impacts from sea level rise and develop strategies to adapt. | Sustainable Planning Community Development; Victoria Emergency Management Agency, Engineering Public Works | |

Figure 37. Medium-term Actions

| Topic | Long-term Actions (2023+) | Lead | Funded? |
|---|---|--|---------|
| Transportation and Mobility | Improve cycling and pedestrian facilities for Point Ellice Bridge as part of future bridge improvements. | Engineering and Public Works | |
| | Develop the Alston Street corridor as a north-south pedestrian and bicycle linkage between the Galloping Goose and the West Song Walkway | Private Development, Engineering and Public Work | |
| | Complete improvements to pedestrian and bicycle safety in Banfield Park. | Parks, Recreation and Facilities | |
| | Complete any outstanding segments of E&N Rail corridor. | Private Development; Engineering and Public Works | |
| | Complete All Ages and Abilities connections along William Street and areas adjacent to the Vic West Elementary School field. | Engineering and Public Works | |
| | Complete the All Ages and Abilities route along Selkirk Road from Banfield Park to Tillicum Road. | Engineering and Public Works | |
| | Work with CRD to improve trail access to E&N Trail through Hereward Park | CRD, Parks, Recreation and Facilities | |
| | Consider trail re-alignment through Triangle Park to reflect pedestrian travel patterns | Parks, Recreation and Facilities | |
| | Continue to complete other neighbourhood-identified active transportation improvements as funding allow or through redevelopment where appropriate. | Engineering and Public Works | |
| Parks, Open Space and Waterfront | Complete public spaces, including Dockside Commons, the Greenway and the park adjacent to the Galloping Goose south of the Point Ellice Bridge in the Dockside Master Development Agreement | Private Development | |
| | Complete public spaces, including Sitkum Park and Turntable Plaza, in the Roundhouse Master Development Agreement | Private Development | |
| | Complete a Park Management Plan for Banfield Park | Parks, Recreation and Facilities | |
| | Add wayfinding signage along Westsong Walkway | Parks, Recreation and Facilities | |
| Art, Culture and Placemaking | Concurrent with the Banfield Park improvement plan, develop a design for Craigflower Village streetscape, pedestrian environment, and Banfield park street frontage | Parks, Recreation and Facilities; Sustainable Planning & Comm. Development; Engineering and Public Works | |

Figure 38. Long-term Actions

| Heritage | Complete a reconnaissance survey of the neighbourhood to identify buildings of heritage merit. | Sustainable Planning & Community Development | |
|---|--|--|----------------|
| Topic | Ongoing Actions | Lead | Funded? |
| Heritage | Continue to work with owners to voluntarily designate buildings of heritage merit | Sustainable Planning & Community Development | |
| | Consider citizen-initiated Heritage Conservation Areas, if proposed | Sustainable Planning and Community Development | |
| | Incorporate heritage interpretation into placemaking projects for urban villages, parks, trails and other significant areas. | Sustainable Planning and Community Development | |
| Arts, Culture and Place-making | Implement the Arts and Culture Master Plan initiatives specific to Vic West. | Arts, Culture and Events | |
| Infrastructure and Green Development | Continue underground infrastructure upgrades consistent with City master plans | Engineering and Public Works | |
| | Identify opportunities for stormwater management on public lands and streets as part of road resurfacing, active transportation projects and other opportunities, as resources allow | Engineering and Public Works | |
| Transportation and Mobility | Periodically review parking needs upon request and explore new parking management strategies as required. | Engineering and Public Works | |
| Parks, Open Spaces and Waterways | Support community-led efforts to create new public docks, wharves and other public access for neighbourhood swimming and/or watercraft at Banfield Park, Railyards and along the West Song Walkway | Parks, Recreation and Facilities | |
| | Continue to work with community, CRD, industry and provincial and federal partners to improve and restore water and environmental quality in the Gorge Waterway. | Parks, Recreation and Facilities | |
| | Support community efforts to establish a continuous marine trail linking View Royal, Esquimalt and Saanich | Parks, Recreation and Facilities | |
| | Work with Songhees and Esquimalt to identify sites of interest in parks as parks improvement or management plans are undertaken | Parks, Recreation and Facilities | |
| Neighbourhood Food Systems | Identify suitable locations for community orchards in parks and open space, in response to community interest and partnership | Parks, Recreation and Facilities | |
| | Identify suitable locations for community gardens on public and private lands, in response to community interest and partnership | Parks, Recreation and Facilities | |
| | During rezonings, seek easements on private waterfront properties west of Banfield Park for future public access or conservation | Parks, Recreation and Facilities | |

Figure 39. Ongoing Actions

16. Glossary of Terms

Affordable Housing: Housing that falls within the financial means of a household living in either market or non-market dwellings. Total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should equal 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, and cost and supply of housing.

Apartment: A dwelling located in a multi-story, multi-unit building that accesses the ground via shared corridors, entrances and exits.

Attached Dwelling: A building used or designed as three or more self-contained dwelling units, each having direct access to the outside at grade level, where no dwelling unit is wholly or partly above another dwelling unit.

Attached Housing: Any form of housing where more than two individual dwellings are structurally attached including duplexes, townhouses, row-houses, and apartments regardless of tenure.

Complete Streets: Transportation facilities that are designed and operated to enable safe access for all users – pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles and automobiles. Users of all ages and abilities must be able to safely move along and across a Complete Street.

Cohousing: is an intentional community of private homes clustered around shared space. Each attached or single family home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces.

Cooperative Housing: Housing owned by a non-profit cooperative association, where residents

have a share of ownership and often pay a monthly housing charge.

Density: The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha) or Floor Space Ratio (FSR)

Development Permit: A document that includes approved site and building development plans illustrating land use, landscaping, built form, intensity of use, and appearance of the site and buildings, as well as conditions of development approval.

Development Permit Area: Under the Local Government Act (LGA), local governments may designate areas of land known as a development permit areas (DPA) for one or more purposes.

District Energy System: The provision of heating, cooling or electricity through the production of steam, hot water or chilled water at a central plant that is then distributed through piping to individual buildings in a larger neighbourhood or community.

Duplex: A two family dwelling.

Dwelling Unit: Any room or suite of rooms, intended for use by one household exclusively as a place of residence.

Employment Uses: A mix and range of office, industrial, warehousing, transportation and logistics, construction, communication, technology, commercial and financial services, retail and wholesale, institutional, research, education, public service and similar or related land uses and activities.

Fee Simple: Private ownership of property with no strata-title ownership or obligations.

Floor Space Ratio: The ratio of the total floor area of a building to the area of the lot on which it is situated.

Frequent Transit: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. The goal of the Frequent Transit network is to allow people to spontaneously travel without having to consult a transit schedule and is characterized by transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

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.

Ground-Oriented Dwelling: A residential unit that has individual and direct access to the ground, whether detached or attached, including single-detached dwellings, duplexes, rowhouses and townhouses, as well as the principal unit and secondary suite in single-detached dwelling.

Heritage Character: Overall effect produced by traits or features which give heritage property or an area a distinctive appearance or quality.

Heritage Conservation: Includes, in relation to heritage, any activity undertaken to protect, preserve or enhance the heritage value or heritage character (including but not limited to character-defining elements) of heritage property or an area.

Heritage Designation: Bylaw to protect a heritage property that is formally recognized for its heritage value from exterior alterations, removal or demolition without the approval of City Council.

Heritage Property: A structure, building, group of buildings, district, landscape, archaeological site or other place in Canada that has been formally recognized for its heritage value.

Heritage Register: A list of property that is formally recognized by the local government to have heritage value or heritage character.

Heritage Value: The historic, cultural, aesthetic, scientific or educational worth or usefulness of (heritage) property or an area. The heritage value of a heritage resource is embodied in its heritage character.

Houseplex: A development of three or more units whose form and massing is compatible with traditional residential neighbourhoods. It often appears similar to a large detached house. Can be in stacked units or townhouse-style configurations.

Intensification: The development of a property, site or area at a higher density than currently exists through: a) redevelopment, b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; and, d) the expansion or conversion of existing buildings.

Low-Rise Building: A building four storeys or less in height.

Mixed Use: Different uses in relatively close proximity either in the same building (apartments above a store) or on the same or site or, when referring to an area or district, on an adjacent site (light industry adjacent to an office building).

Multi-unit: A building containing three or more dwelling units, also referred to as multi-family or a multiple dwelling.

Non-market rental housing: Housing that is rented at a price that is not set by market forces but set and controlled over time by some other means. Non-market rental housing is generally delivered by non-profit or public agencies. Social housing is a subset of non-market housing.

Official Community Plan: An Official Community

Plan (OCP) can be developed by both municipalities and regional districts. The OCP provides the longer term vision for the community. Under the Local Government Act section 875, an OCP is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of local government.

Open Space: Land that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events or aesthetic enjoyment that is generally publicly-accessible, and that is not a designated City of Victoria park. Open space includes private lands, public lands and City-held property.

Park: Land managed by the City of Victoria that provides outdoor space for unstructured or structured leisure activities, recreation, ecological habitat, cultural events, or aesthetic enjoyment, not including planted areas within street rights of way.

Placemaking: A holistic and community-based approach to the development and revitalization of cities and neighbourhoods, that creates unique places of lasting value that are compact, mixed-use, and pedestrian and transit-oriented with a strong civic character.

Passive house: Is a rigorous, voluntary standard for energy efficiency in a building, reducing its ecological footprint. It results in ultra-low energy buildings that require little energy for space heating or cooling.

Priority Frequent Transit: Transit service that provides medium to high density land use corridors with a convenient, reliable, and frequent (15 minutes or better) transit service all day long. Priority Frequent Transit differs from Frequent Transit, as it includes a semi-exclusive right of way on portions of the route for transit vehicles.

Public art: Works of art in any media that has been planned and executed with the specific intention of

being sited or staged in the physical public domain, usually outside and accessible to all.

Rapid Transit: Transit service designed to move high volumes of passengers between major regional destinations along key transportation corridors. Services are very frequent (15 minutes or better) and stop less often than traditional transit services. To improve travel time and reliability Rapid Transit utilizes an exclusive or semi-exclusive right of way to eliminate or significantly reduce the impact of general traffic on transit vehicles. Rapid services use high capacity transit vehicle technologies such as light rail and bus rapid transit vehicles.

Sense of Place: The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

Street Wall: A generally continuous edge of building facades that collectively define streets and sidewalks, and include portions of building facades above the ground.

Small Lot House: A house whose lot size and design meets the requirements of the City's Small Lot Rezoning Policy.

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 generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations, serving as a local transit service hub.

Streetscape: All the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setbacks, pedestrian amenities, street furniture, etc.

Townhouse: A variety of 3 or more residential buildings where individual houses lining a street share adjacent walls in common under a strata title, with each dwelling unit having a separate entrance

and yard area. Stacked townhouses are stacked on top of each other, each with its own front door and private outdoor space.

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, house conversions, and low-rise multi-unit residential and mixed-use buildings up to three storeys in height located along arterial and secondary arterial roads.

Transit-oriented development: (TOD) is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership while dissuading the ownership of automobiles.

Triplex: Three units sharing a dividing partition or common wall.

Two Family Dwelling: A building consisting of two self-contained dwelling units which share a common wall or an area that forms the floor of one unit and the ceiling of the other and are not linked by a trellis, deck, breezeway or similar connection.

Urban Design: Urban design is concerned with the human-made environment. It is a discipline that is dedicated to the relationships among the fields of urban planning, architecture and landscape architecture. The concerns of urban design range from a broad level, such as the layout of entire cities, to particular aspects of designed environments such as architectural detailing, landscaping and street furniture.

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 located along arterial and secondary arterial roads. Urban Residential areas are generally located within 400 metres of the Urban Core, a Large Urban Village, Town Centre, or frequent transit route, or within 800 metres of a rapid transit station.